



WOODROW WILSON BRIDGE PROJECT

2010

FINANCIAL PLAN ANNUAL UPDATE



SUBMITTED IN PARTNERSHIP BY:

**DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION
MARYLAND STATE HIGHWAY ADMINISTRATION
VIRGINIA DEPARTMENT OF TRANSPORTATION**

DATE SUBMITTED: **JUNE 23, 2011**



District Department of Transportation

WOODROW WILSON BRIDGE PROJECT
I-95/I-495 from west of Telegraph Road to east of MD210

**2010 FINANCIAL PLAN ANNUAL UPDATE
LETTER OF CERTIFICATION**

The Maryland State Highway Administration and Virginia Department of Transportation have developed a comprehensive annual update to the Woodrow Wilson Bridge Project financial plan in accordance with the requirements outlined in FHWA's January 2007 Major Project and Financial Plan Guidance.¹ This plan provides detailed cost estimates to complete the project and the estimates of financial resources to be utilized to fully finance the project.

The expenditure data in this Financial Plan Annual Update provides an accurate accounting of costs incurred as of September 30, 2010 and includes an estimate of future costs based on engineers' estimates for the remaining projects with expected construction cost escalation factors. While the estimates of financial resources rely on assumptions regarding future economic conditions and demographic variables, they represent realistic estimates of available monies to fully fund the project.

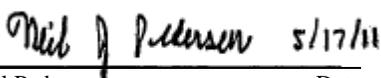
We believe this Financial Plan Annual Update provides an accurate basis upon which to schedule and fund the Woodrow Wilson Bridge Project. Furthermore, the day-to-day implementation of the project is firmly based on a "manage to budget and schedule" principle by the Agencies.

To the best of our knowledge and belief, the 2010 Financial Plan as submitted herewith, fairly and accurately presents the financial position of the Woodrow Wilson Bridge Project, cash flows, and expected conditions for the project's life cycle. The financial forecasts in this document are based on our judgment of the expected project conditions and our expected course of action. We believe that the assumptions underlying the financial plan update are reasonable and appropriate. Further, we have made available all significant information that we believe is relevant to the Financial Plan and, to the best of our knowledge and belief, the documents and records supporting the assumptions are appropriate.

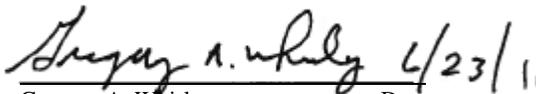
This submission serves as another milestone where the States have fulfilled all of the requirements set forth by the Federal Highway Administration to supply timely and accurate financial information on the Woodrow Wilson Bridge Project. In addition, as stated in the Initial Financial Plan document as well as this submission, the States continue the commitment to fully fund this project through completion.

Given the District of Columbia's portion of the project was successfully completed in 2004, they are no longer an active participant in the remaining construction of the Woodrow Wilson Bridge Project and are therefore no longer a signatory of this letter of certification.

Respectfully Submitted:



Neil Pedersen Date
Administrator
Maryland State Highway Administration



Gregory A. Whirley Date
Transportation Commissioner
Virginia Department of Transportation

¹ <http://www.fhwa.dot.gov/programadmin/mega/011907.cfm>

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SUMMARY

This financial plan serves as the ninth annual update to the Woodrow Wilson Bridge Project's Initial Financial Plan (IFP), which was approved in September 2001. Contained in this document are project estimate, expenditure, funding, and schedule data as of September 30, 2010. This document has been developed to serve as an addendum to the Initial Financial Plan, and that baseline document as well as the subsequent annual updates should be referenced to gain a complete picture of the project's finances.

As of September 30, 2010, the total cost to complete the Woodrow Wilson Bridge Project as defined by the project's Record of Decision is \$2.520 billion, an increase of \$77 million from the \$2.443 billion baseline budget presented in the project's Initial Financial Plan. The current cost estimate of \$2.520 billion is \$1.1 million lower than the 2009 estimate. The Maryland projectwide congestion management system budget has been reduced based on the current cost to complete projection.

The remaining activities for the Woodrow Wilson Bridge Project are associated with contract closeouts for the river crossing, U.S. Route 1, I-295, and MD210 interchanges, as well as the continued construction of the Telegraph Road interchange and the Jones Point Park improvements. The balance of the project (principally Telegraph Road) is scheduled to be complete in the second quarter of calendar year 2013. VDOT will make every effort to complete the project by December 2012.

Through the end of September 2010, the project has expended \$2.275 billion, or 90% of the current project estimate. The actual expenditure rate was slower than the forecast presented in the Initial Financial Plan due to the delay in advertising and awarding the superstructure contracts, and savings achieved in right-of-way acquisitions. Annual expenditures peaked in Federal Fiscal Year 2006 and will decline as major project elements are completed over the remaining years.

When compared to the Initial Financial Plan, the sources of funding and the contributions from those sources have remained relatively unchanged. This financial plan update summarizes the projected cash flow requirements and acknowledges that the States will have the necessary funding in place to meet those cash flow needs.

While Virginia's cost estimate has increased approximately \$78 million relative to the Initial Financial Plan, Virginia will recover funds necessary to offset the increase in cost with the sale of the towers within the Hunting Point property, the sale of the Eisenhower Avenue property, and the sale of 11 additional parcels. As noted in the cash flow projections, the majority of the increase in costs will not be realized until Federal Fiscal Year 2012. By that time, the proceeds from the sale of the majority of the properties should take place in sufficient time to offset the increase in cost relative to the Initial Financial Plan budget such that Virginia's financial position continues to be on budget relative the Initial Financial Plan. The deferral of the US Route 1 HOV ramps, which resulted from the Southern Mobility Study, will help mitigate any risks or uncertainties associated with the economy during this timeframe.

Through the presentation of this financial plan update, the project sponsors believe that the Woodrow Wilson Bridge Project team continues to have the structure, strategies, and determination to successfully complete the project as forecasted in this financial plan update.

SECTION 1 - INTRODUCTION

As the ninth annual update to the August 2001 Initial Financial Plan (IFP), this document will build off of the baseline information presented in the IFP, and the subsequent updates by presenting a revised cost estimate, schedule, and funding data as well as specific discussions regarding any significant changes to that data.

This annual update will be presented as follows:

Section 2 – Project Cost Estimate: A detailed update to the project cost estimate will be presented.

Section 3 – Project Implementation Plan: The current schedule will be presented and will be compared to the baseline.

Section 4 – Project Financing & Revenues: Funding summaries will outline all funding received as well as future funding to be provided to the project.

Section 5 – Project Cash Flow: The comparison between funding inflows and expenditure outflows will be presented for the remaining duration of the project.

Section 6 – Other Factors: A discussion on the impact of the funding needs for the Woodrow Wilson Bridge Project on Virginia and Maryland statewide budgets will be presented. Also, an update on cost containment strategies and the organizational management will be included.

Section 7 – Cost and Revenue History: This section will explore significant cost, revenue, scope, and schedule changes over the past year relative to the 2009 update.

Section 8 – Cost and Revenue Trends: With historical data from Section 7 as well as other potential impacts in the future, this section will explore the implications of these trends on the remainder of the project.

Section 9 – Revenue Shortfall Mitigation: Identified or potential funding shortfalls will be discussed in greater detail to supplement the discussion in Section 4.

Section 10 – Summary of Significant Cost Reductions: Those contracts or projects that experienced a decrease in cost greater than \$10 million from the 2009 estimate will be presented.

Section 11 – Summary of Significant Cost Increases: Those contracts or projects that experienced an increase in cost greater than \$10 million from the 2009 estimate will be presented.

Before this update discusses the detailed financial and schedule progress since last year, a brief update of general project progress will be presented to supplement the historical background presented in the IFP and annual updates.

PROJECT PROGRESS SINCE SEPTEMBER 2009

River Crossing Bridge: (Managing Agency: Maryland State Highway Administration)

The full width of the bridge spans were open to traffic in December 2008. The Bascule Span contract is now in the close-out phase and the Virginia and Maryland Approach contracts have completed the close-out process. The following discussion provides an overview of the significant construction contract financial statistics as well as progress achieved since September 2009.

River Crossing Construction Contract Key Statistics

Active Contract Statistics	BR-3A Bascule	BR-3B VA Approach	BR-3C MD Approach	MM-6 Anacostia
Base Contract Amount	\$ 185,919,605	\$ 115,505,592	\$ 191,182,746	\$ 6,174,058
Change Order Budget	\$ 17,107,965	\$ 12,193,866	\$ 19,756,991	\$ 842,639
Total Contract Budget	\$ 203,027,570	\$ 127,699,458	\$ 210,939,737	\$ 7,016,697
Contract Expenditures to Date	\$ 201,890,470	\$ 127,699,458	\$ 210,939,737	\$ 7,016,697
% Contract Spent to Date	100%	100%	100%	100%
Change Orders to Date*	\$ 17,107,965	\$ 12,193,866	\$ 19,756,991	\$ 842,639
Change Orders to Date (% of Base)	9%	11%	10%	14%
Remaining Change Order Budget	\$ -	\$ -	\$ -	\$ -
Constr Admin Budget	\$ 22,585,135	\$ 17,678,569	\$ 21,782,347	\$ 686,696
Constr Admin Spent	\$ 22,535,135	\$ 17,678,569	\$ 21,782,347	\$ 686,696
% Constr Admin Spent to Date	100%	100%	100%	100%

* - Projected close-out forecast, including work orders and overruns/underruns

BR-3A – Superstructure Bascule Span Contract (PG-345-5173)

The Bascule Span contract was completed on November 30, 2008 and is currently in the close-out phase.

BR-3B – Superstructure Virginia Approach Contract (PG-517-5173)

The Virginia Approach contract was completed on September 5, 2008.

BR-3C – Superstructure Maryland Approach Contract (PG-515-5173)

The Maryland Approach contract was completed on December 31, 2008.

River Crossing Wetland Mitigation Contracts

Contract MM6 - Anacostia East was completed on November 18, 2009. All Maryland mitigation contracts are now complete and in the monitoring phase.

Interstate 295 Interchange: (Managing Agency: Maryland State Highway Administration)

MA-4 – I-95 / I-495 / I-295 Interchange Inner Loop Local, Inner Loop Express Contract (PG-502-5173)

Construction activities for this contract were completed on June 18, 2010 and the project is currently in the close-out phase.

Active Contract Statistics	MA-4 Inner Loop
Base Contract Amount	\$ 93,187,408
Change Order Budget	\$ 11,222,726
Total Contract Budget	\$ 104,410,134
Contract Expenditures to Date	\$ 104,293,134
% Contract Spent to Date	100%
Change Orders to Date*	\$ 8,419,018
Change Orders to Date (% of Base)	9%
Remaining Change Order Budget	\$ 2,803,708
Constr Admin Budget	\$ 14,973,015
Constr Admin Spent	\$ 14,833,015
% Constr Admin Spent to Date	99%

* - Includes work orders and overruns/underruns

Future I-295 Contract Advertisement Schedule

MA5 – I-295 Ramps C & D..... TBD

As a result of the Southern Mobility Study, it was determined that projected traffic levels in this region were not significant enough to justify the construction of these HOV ramps. As a result, these contracts are indefinitely deferred.

Reforestation Contracts

The two Maryland reforestation contracts are complete. One contract has received final acceptance and the other contract remains in the monitoring phase.

Maryland 210 Interchange: (Managing Agency: Maryland State Highway Administration)

Maryland 210 Construction Contract Key Statistics

Active Contract Statistics	MB-3 Bridges, Roadway & Oxon Hill	MB-4 Inner Loop Local, Outer Loop Express
Base Contract Amount	\$ 40,824,171	\$ 59,469,628
Change Order Budget	\$ 1,759,014	\$ 2,080,574
Total Contract Budget	\$ 42,583,185	\$ 61,550,202
Contract Expenditures to Date	\$ 42,583,185	\$ 61,546,702
% Contract Spent to Date	100%	100%
Change Orders to Date*	\$ 1,759,014	\$ 2,080,574
Change Orders to Date (% of Base)	4%	3%
Remaining Change Order Budget	\$ -	\$ -
Constr Admin Budget	\$ 6,127,763	\$ 8,409,476
Constr Admin Spent	\$ 6,127,763	\$ 8,409,476
% Constr Admin Spent to Date	100%	100%

* - Projected close-out forecast, including work orders and overruns/underruns

MB3 – Bridges, Roadway, & Oxon Hill Road Separation Contract (PG-507-5173)

Construction activities associated with this segment were completed on December 21, 2007.

MB4 – Inner Loop Local, Outer Loop Express (PG-509-5173)

The contract was completed on January 23, 2009 and is now in the close-out phase.

Future Maryland 210 Contract Advertisement Schedule

MB5 – Balance of Maryland 210.....TBD

As a result of the Southern Mobility Study, it was determined that projected traffic levels in this region were not significant enough to justify the construction of these HOV ramps. As a result, these contracts are indefinitely deferred.

U.S. Route 1 Interchange: (Managing Agency: Virginia Department of Transportation)

US Route 1 right of way parcels are clear for construction; however, several VDOT owned residue parcels remain to be sold. The utility relocations are complete.

Key Right of Way Statistics	
Total Right of Way & Admin Budget	\$ 156,138,994
Gross Expenditures thru Sept. 2010	\$ 157,200,087
Rental Receipts Credits	\$ 2,969,343
Net Expenditures thru Sept. 2010	\$ 154,230,744
% Work Complete	99%

As a part of this annual update, VDOT has identified the value of remaining right of way parcels that will eventually be sold. These include the Hunting Point property, the Eisenhower Avenue office site, as well as 11 additional residue parcels from the Woodrow Wilson Bridge Project. The estimated aggregate value of these properties is approximately \$98 million and will offset increases in cost estimates for other project elements at the appropriate time.

In the 2009 annual update, approximately \$23 million in rental receipts associated with the Hunting Point property were made available to offset expenditures associated with right of way acquisitions for the US Route 1 Interchange. The right of way portion of the project cost estimate was decreased to recognize the use of these rental receipts. Over the past year, VDOT has decided to use these rental receipts to offset construction costs associated with the US Route 1 interchange instead of right of way acquisitions. As such, the VA 6/7 construction administration estimate of \$29 million has been decreased to approximately \$6 million to recognize the use of these rental receipts and the right of way estimates have been increased back to the level shown in the 2008 annual update.

Over the past year, VDOT has received another \$3 million in rental receipts in addition to the \$23 million through 2009 that was transferred to the VA 6/7 construction administration estimate. This \$3 million received over the past year remains in the right of way estimate to offset expenditures, as shown in the right of way summary table at the bottom of the previous page.

U.S. Route 1 Construction Contract Key Statistics

Active Contract Statistics	VA-4 Tie-In Contract	VA-6/7 Main Contract
Base Contract Amount	\$ 54,620,866	\$ 146,577,167
Change Order Budget	\$ 7,852,141	\$ 42,300,615
Total Contract Budget	\$ 62,473,008	\$ 188,877,781
Contract Expenditures to Date	\$ 62,473,008	\$ 187,710,383
% Contract Spent to Date	100%	99%
Change Orders to Date*	\$ 7,852,141	\$ 41,983,579
Change Orders to Date (% of Base)	14%	29%
Remaining Change Order Budget	\$ -	\$ 317,036
Constr Admin Budget	\$ 10,190,844	\$ 5,827,494
Constr Admin Spent	\$ 10,190,844	\$ 5,827,494
% Constr Admin Spent to Date	100%	100%

* - Includes work orders and overruns/underruns

VA-4 – Tie-In Contract (0095-96A-106, C511, B648-650, C504, L802)

Construction activities associated with this segment were completed on July 29, 2008.

VA-6/7 – Main Construction Contract (0095-96A-106, C501, B624/625/630/635-9/654/657, D651-3)

Construction activities were completed in January 14, 2010 and the project is now in the close-out phase.

Future U.S. Route 1 Contract Advertisement Schedule

VA10 – U.S. Route 1 HOV Ramps.....TBD

As a result of the Southern Mobility Study, it was determined that projected traffic levels in this region were not significant enough to justify the construction of these HOV ramps. As a result, these contracts are indefinitely deferred.

Virginia Environmental Mitigation Contracts

Wetland mitigation projects are currently in the monitoring and establishment period as required by the Project Environmental Permits.

VM5 – Jones Point Park Improvements (0095-96A-106, C508, PE104, C509, L804)

Preliminary engineering activities associated with Jones Point Park are nearly complete and contractor bids were received on September 22, 2010. Contract award is anticipated for October 2010, with a November 2010 Notice to Proceed.

Key Preliminary Engineering Statistics	
Total Preliminary Engineering Budget	\$ 3,536,437
Expenditures thru Sept. 2010	\$ 3,335,010
% Work Complete	94%

Telegraph Road Interchange: (Managing Agency: Virginia Department of Transportation)

Telegraph Road right of way parcels are clear for construction. The utility component of the total right of way budget is nearly complete and utility relocations are approximately 90% complete.

Key Right of Way Statistics	
Total Right of Way & Admin Budget	\$ 44,215,661
Expenditures to Date	\$ 43,028,062
% Work Complete	97%

Telegraph Road Construction Contract Key Statistics

Active Contract Statistics	VB-2/3/6	VB-5
	Main Contract	Main Contract
Base Contract Amount	\$ 236,393,187	\$ 17,153,692
Change Order Budget	\$ 30,639,319	\$ 8,232,687
Total Contract Budget	\$ 267,032,506	\$ 25,386,379
Contract Expenditures to Date	\$ 162,358,973	\$ 25,386,379
% Contract Spent to Date	61%	100%
Change Orders to Date*	\$ 28,257,856	\$ 8,232,687
Change Orders to Date (% of Base)	12%	48%
Remaining Change Order Budget	\$ 2,381,463	\$ -
Constr Admin Budget	\$ 34,870,694	\$ 2,583,648
Constr Admin Spent	\$ 18,262,566	\$ 2,583,648
% Constr Admin Spent to Date	52%	100%

* - Includes work orders and overruns/underruns

VB-2/3/6 – Telegraph Main Construction Contract (0095-96A-105, C501, C503, C514, L805)

Construction activities are well underway for the last major construction contract of the Woodrow Wilson Bridge Project. Completion is scheduled for mid-2013.

VB-5 – Telegraph Road Utilities (0095-96A-105, C512, D616)

Activities associated with this utility relocation contract were completed on March 27, 2008.

D.C. Interstate 295 Project: (Managing Agency: District of Columbia Department of Transportation)

The D.C. Interstate 295 project was completed on July 30, 2004 under budget for a total of \$15,746,529.

Active Contract Statistics	
Final Cost to Complete	\$ 15,746,529

SECTION 2 - PROJECT COST ESTIMATE

As of September 30, 2010, the total cost to complete the Woodrow Wilson Bridge Project is estimated at \$2.520 billion and is an increase of \$77 million when compared to the estimate presented in the Initial Financial Plan, which was \$2.443 billion. The current cost estimate of \$2.520 billion is \$1.1 million lower than the 2009 estimate. The Maryland projectwide congestion management system budget has been reduced based on the current cost to complete projection.

The total current cost estimates for each State include the approved cost reimbursement transfers cited in the 2007 financial plan.

CURRENT PROJECT ESTIMATE

As discussed at the beginning of this section, the cost estimate to complete the Woodrow Wilson Bridge Project totals \$2.520 billion. In a manner similar to the IFP and annual updates, the estimate will be analyzed by breaking down the estimate by project segment, funding mechanism, and by cost element. Supporting the discussion are the detailed financial summaries that can be found in Attachments B, C, D, and E. Attachment B summarizes the estimate by both project segment and by the appropriate cost element. Attachment C summarizes the estimate by funding mechanism, which identifies those elements that are eligible for 100% federal funds because they are directly related to the replacement of the river crossing bridge and those elements that are eligible for normal federal funding participation ratios because they are considered non-bridge elements (see IFP for further discussion on element eligibility).

Attachments D and E provide the detailed cost elements of each of the over 100 projects or sub-projects for both Maryland and Virginia, respectively.

Cost Allocation by Project Segment:

The following table summarizes the current cost estimate by project segment in year of expenditure dollars (YOES) and compares it with the Initial Financial Plan and 2009 annual update estimate.

Exhibit 2-1: Current vs. Previous Financial Plan Estimates

(in \$millions)

SEGMENT	Initial Financial Plan Estimate	2009 Annual Update Estimate	2010 Annual Update Estimate	Change from 2009 Estimate <i>(\$ = Reduction in Estimate</i>	Change from IFP Estimate <i>(\$ = Reduction in Estimate</i>
Virginia Projectwide	\$52.3	\$180.9	\$181.0	\$0.1	\$128.7
Telegraph Road Interchange	\$272.7	\$401.4	\$401.1	(\$0.3)	\$128.3
U.S. Route 1 Interchange	\$737.0	\$608.1	\$608.2	\$0.2	(\$128.7)
Potomac River Crossing	\$827.3	\$827.4	\$827.7	\$0.3	\$0.4
Interstate 295 Interchange	\$342.5	\$304.5	\$306.2	\$1.7	(\$36.3)
Maryland 210 Interchange	\$171.5	\$162.9	\$163.1	\$0.2	(\$8.4)
Maryland Projectwide	\$24.5	\$19.8	\$16.5	(\$3.2)	(\$8.0)
District of Columbia Interstate 295	\$15.1	\$15.7	\$15.7	\$0.0	\$0.6
Totals	\$2,442.9	\$2,520.6	\$2,519.5	(\$1.1)	\$76.6

The primary causes for the changes in segment cost relative to the 2009 estimate are briefly discussed below.

Virginia Projectwide: Increase of \$0.1 million

The Virginia Projectwide estimate primarily increased due to the incorporation of revisions to the cost to complete estimate for the General Engineering Consultant contract.

Telegraph Road Interchange: Decrease of \$0.3 million

The decrease was attributable to refinements to the cost to complete estimates for right-of-way and utility work and the General Engineering Consultant contract.

U.S. Route 1 Interchange: Increase of \$0.2 million

The budget change was attributable to updated Jones Point Park estimates based on contractor bids received, and refinements to the cost to complete estimates for right-of-way and utility work and the General Engineering Consultant contract.

River Crossing: Increase of \$0.3 million

The river crossing estimate increase was due to adjustments to monitoring and contract close out costs.

Interstate 295 Interchange: Increase of 1.7 million

The increase for the I-295 interchange was primarily attributable to cost to complete projections for both the construction contract and construction administration for Contract MA-4.

Maryland 210 Interchange: Increase of \$0.2 million

The increase for the MD210 interchange was due to adjustments to projected contract close out costs.

Maryland Projectwide: Decrease of \$3.2 million

The Maryland Projectwide estimate decreased due to the incorporation of revisions to the cost to complete for the General Engineering Consultant contract and the reduction to the projectwide congestion management system budget.

District of Columbia I-295: No Change

Cost Allocation by Funding Eligibility:

The following table summarizes the current cost estimate by project segment and federal funding eligibility in year of expenditure dollars (YOES) and compares it with the Initial Financial Plan and 2009 estimates.

Exhibit 2-2: Estimate Summary by Funding Eligibility
(in \$millions)

SEGMENT	Initial Financial Plan			2009 Update Estimate			2010 Update Estimate		
	Bridge	Non-Bridge	Total	Bridge	Non-Bridge	Total	Bridge	Non-Bridge	Total
Virginia Projectwide	\$30.0	\$22.3	\$52.3	\$45.8	\$135.0	\$180.9	\$45.8	\$135.2	\$181.0
Telegraph Road Interchange	\$0.0	\$272.7	\$272.7	\$0.0	\$401.4	\$401.4	\$0.0	\$401.1	\$401.1
U.S. Route 1 Interchange	\$24.6	\$712.4	\$737.0	\$22.8	\$585.3	\$608.1	\$25.7	\$582.6	\$608.2
Potomac River Crossing	\$825.0	\$2.4	\$827.3	\$825.0	\$2.4	\$827.4	\$825.3	\$2.4	\$827.7
Interstate 295 Interchange*	\$5.0	\$337.5	\$342.5	\$5.0	\$299.5	\$304.5	\$5.0	\$301.2	\$306.2
Maryland 210 Interchange	\$0.0	\$171.5	\$171.5	\$0.0	\$162.9	\$162.9	\$0.0	\$163.1	\$163.1
Maryland Projectwide	\$16.6	\$7.9	\$24.5	\$0.0	\$19.8	\$19.8	\$0.0	\$16.5	\$16.5
District of Columbia Interstate 295	\$0.0	\$15.1	\$15.1	\$0.0	\$15.7	\$15.7	\$0.0	\$15.7	\$15.7
Totals	\$901.2	\$1,541.7	\$2,442.9	\$898.6	\$1,622.0	\$2,520.6	\$901.8	\$1,617.8	\$2,519.5

* The \$5 million in bridge funding is associated with the value of land needed for the bridge abutment on Rosalie Island. Maryland recognizes that a precise value will need to be confirmed through appraisal if Maryland decides to request 100% Special Federal funding for this work.

“Bridge” elements are considered eligible for 100% federal funding and those elements that are “Non-Bridge” are eligible for regular federal funding participation ratios. The funding eligibility levels have remained relatively unchanged over the past year.

Exhibit 2-3: Estimate Summary by Funding Eligibility - Summary

FUNDING SOURCE	Initial Financial Plan	2009 Update Estimate	2010 Update Estimate
Virginia Bridge Funding	\$54.6M	\$68.6M	\$71.5M
Maryland Bridge Funding	\$846.6M	\$830.0M	\$830.3M
Virginia Non-Bridge Funding	\$1,007.4M	\$1,121.7M	\$1,118.8M
Maryland Non-Bridge Funding	\$519.3M	\$484.5M	\$483.2M
District of Columbia IM Funding	\$15.1M	\$15.7M	\$15.7M
Totals	\$2,443.0M	\$2,520.6M	\$2,519.5M

For a more detailed summary of the cost allocation analyses, please refer to Attachment C.

Cost Allocation by Element:

The table below illustrates the overall estimate changes that have taken place by cost element type. For a further breakdown, Attachment B contains the detailed comparisons by element for each segment.

Exhibit 2-4: Estimate Summary by Cost Element
(in \$millions)

COST ELEMENT	Initial Financial Plan Budget	2009 Annual Update	210 Annual Update	Change 2009-2010	Change IFP-2010
Preliminary Engineering	\$167.7	\$300.0	\$298.6	(\$1.3)	\$131.0
Right of Way	\$226.6	\$156.6	\$179.7	\$23.1	(\$46.9)
Right of Way Admin.	\$13.8	\$24.2	\$21.9	(\$2.3)	\$8.1
Neat Construction	\$1,507.1	\$1,571.8	\$1,569.5	(\$2.3)	\$62.4
Construction Admin.	\$213.7	\$214.6	\$195.6	(\$19.0)	(\$18.1)
Construction Changes	\$147.5	\$171.8	\$172.4	\$0.7	\$25.0
Mitigation	\$123.5	\$30.1	\$30.5	\$0.5	(\$93.0)
CMS	\$26.9	\$22.0	\$21.7	(\$0.3)	(\$5.2)
Existing Bridge Rehab	\$16.2	\$15.3	\$15.3	\$0.0	(\$0.9)
Project Contingency	\$0.0	\$14.3	\$14.3	(\$0.0)	\$14.3
Totals	\$2,442.9	\$2,520.6	\$2,519.5	(\$1.1)	\$76.6

The primary cost estimate changes between 2009 and 2010 are:

- the \$1.3 million decrease in preliminary engineering due to General Engineering Consultant contract savings,
- the \$20.8 million increase in right of way and administration due to the transfer of the Hunting Point rental receipts to construction administration,
- the \$2.3 million neat construction cost decrease due to refinements to the Jones Point Park improvements and HOV ramps, and
- the \$19.0 million decrease in construction administration budget due to the transfer of the Hunting Point rental receipts from right of way.

EXPENDITURES TO DATE

Through September 30, 2010, a total of \$2.275 billion has been expended on the Woodrow Wilson Bridge Project or 90% of the current estimate. The following tables break down the expenditures to date.

Exhibit 2-5: Expenditures to Date by Segment

SEGMENT	Expenditures To Date	2010 Annual Update Estimate	% Expended
Virginia Projectwide	\$ 162,676,217	\$ 181,003,520	90%
Telegraph Road	\$ 279,003,325	\$ 401,064,948	70%
US Route 1*	\$ 558,188,870	\$ 608,234,908	92%
River Crossing	\$ 826,425,693	\$ 827,693,473	100%
Interstate 295*	\$ 260,110,075	\$ 306,155,355	85%
Maryland 210*	\$ 157,845,059	\$ 163,085,914	97%
Maryland Projectwide	\$ 14,915,082	\$ 16,536,299	90%
DC I-295	\$ 15,746,529	\$ 15,746,529	100%
Total	\$ 2,274,910,850	\$ 2,519,520,946	90%

* Includes cost of deferred HOV ramps

BASIS OF ESTIMATE

All major projects and contracts are now active with bids received or activity underway/complete. Given both states have awarded all of their major contracts and the three smaller future contracts (VA-10, MA-5 and MB-5) will be constructed on a manage-to-budget basis, no escalation factors were required.

COST AND SCHEDULE RESPONSIBILITY

Maryland and Virginia continue their responsibility for maintaining their respective share of the project budget as called for in the Initial Financial Plan. In addition, both States continue to work together on maintaining the project schedule interface with the River Bridge and the adjacent U.S. Route 1 and I-295 interchange construction contracts. Please refer to Section 2 of the Initial Financial Plan for a detailed discussion on individual State responsibility of cost overruns and underruns, resolution of schedule impacts caused by one State that impacts the other State, and the sharing of special federal funds between Maryland and Virginia. Tools used to monitor the project's cost and schedule include the weekly agency teleconference and the project quarterly financial reports.

COMPLETED FUNDING TRANSFERS

Maryland and Virginia executed cost reimbursement agreements for the General Engineering Consultant and six construction related projects in 2003 (see Attachment P in the 2003 Financial Plan) as well as the close out of five construction projects and five new projects in the current cost reimbursement agreement (see Attachment P in the 2006 financial plan).

These agreements indicate that one State is performing work on behalf of the other State as called for in the Initial Financial Plan and therefore special federal funding allocations have been adjusted to account for these changes. Reference the top of Attachment N for the resulting cost transfers and funding transfers, respectively for those approved cost reimbursement transfers. These transfers are included in all current cash flow and funding forecasts as shown in Attachments M, N, and O.

SECTION 3 - PROJECT IMPLEMENTATION PLAN

PROJECT SCHEDULE

With construction complete and only close out activities remaining for the river crossing, as well as the U.S. Route 1, I-295 and MD 210 interchanges, attention now centers on construction of the Telegraph Road interchange and Jones Point Park improvements.

Both Maryland and Virginia are utilizing various methods to accelerate or maintain the project schedule including contractor incentive payments, constructability reviews, and alternate design options for the bidding contractors to ensure a timely and economical result. Project completion as defined in the Record of Decision is currently maintained at 2013 for all elements with the exception of two small contracts in Maryland (MA5 and MB5) and one in Virginia (VA10), for which the completion dates are to be determined. As a result of the Southern Mobility Study, it was determined that projected traffic levels in this region were not significant enough to justify the construction of these HOV ramps. As a result, these contracts are indefinitely deferred.

Further details regarding the project schedule can be found in Attachment F.

ACTUAL VS. FORECAST EXPENDITURES

Comparison of the actual expenditures realized through September 2010 versus the 2009 update indicates that there have not been any material changes to the schedule for the vast majority of the project. Attachment I provides the quarterly comparison of the previous financial plans forecasted expenditures versus the actual expenditures. After revising the schedule per Attachment F, the revised cash flow was calculated as shown in Attachment M and the chart and table below.

Exhibit 3-1: IFP vs. Current Forecast Cash Flows (Chart)

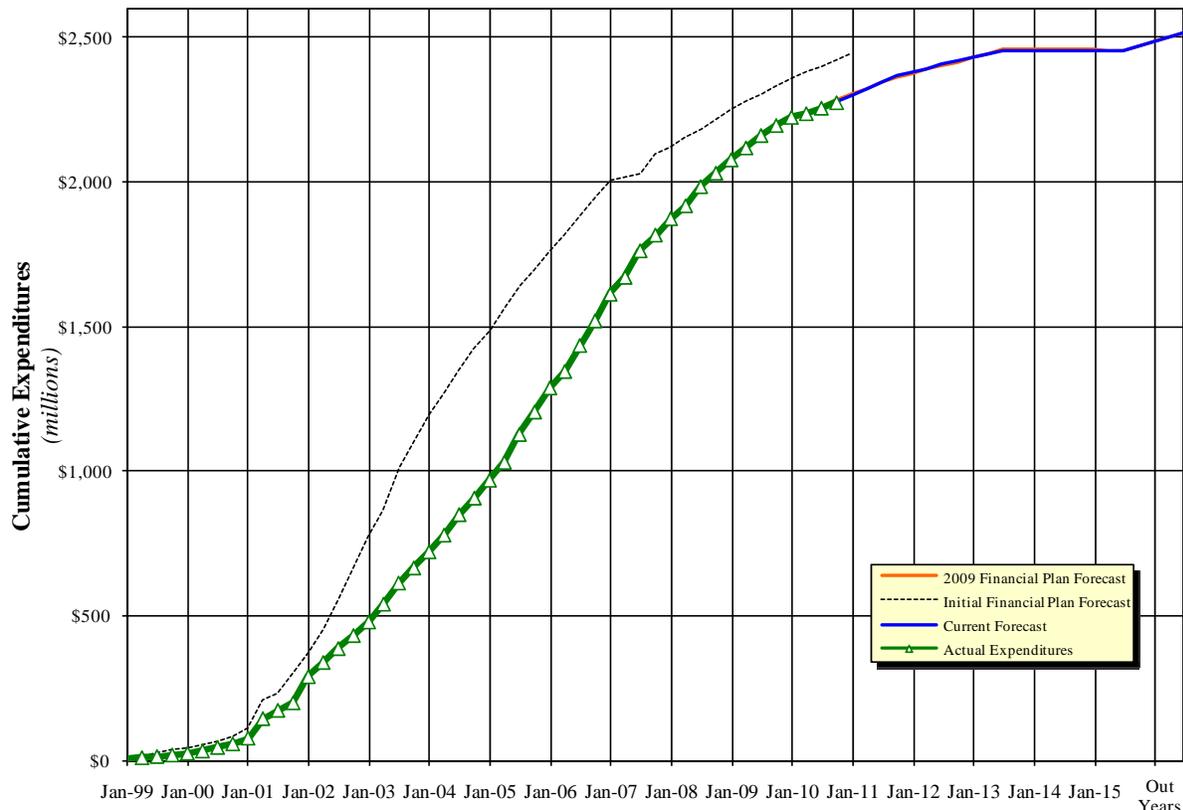


Exhibit 3-2: IFP vs. Current Forecast Cash Flows (Table)

Federal Fiscal Year Ending	Annual Expenditures			Cumulative Expenditures		
	Initial Financial Plan Forecast	2009 Financial Plan Forecast	Current Forecast	Initial Financial Plan Forecast	2009 Financial Plan Forecast	Current Forecast
Sep-98	\$6.9	\$6.9	\$6.9	\$6.9	\$6.9	\$6.9
Sep-99	\$13.2	\$12.2	\$12.2	\$20.1	\$19.1	\$19.1
Sep-00	\$37.2	\$38.6	\$38.6	\$57.3	\$57.6	\$57.6
Sep-01	\$173.9	\$141.9	\$141.9	\$231.1	\$199.5	\$199.5
Sep-02	\$315.5	\$232.6	\$232.6	\$546.6	\$432.1	\$432.1
Sep-03	\$439.3	\$233.8	\$233.8	\$985.9	\$665.9	\$665.9
Sep-04	\$333.9	\$241.5	\$241.5	\$1,319.8	\$907.5	\$907.5
Sep-05	\$287.7	\$297.6	\$297.6	\$1,607.5	\$1,205.1	\$1,205.1
Sep-06	\$254.5	\$315.2	\$315.2	\$1,862.0	\$1,520.3	\$1,520.3
Sep-07	\$163.9	\$297.0	\$297.0	\$2,025.9	\$1,817.3	\$1,817.3
Sep-08	\$156.4	\$213.6	\$213.6	\$2,182.3	\$2,030.9	\$2,030.9
Sep-09	\$123.0	\$164.6	\$165.2	\$2,305.3	\$2,195.5	\$2,196.1
Sep-10	\$97.2	\$87.7	\$78.8	\$2,402.5	\$2,283.2	\$2,274.9
Sep-11	\$40.4	\$78.5	\$91.9	\$2,442.9	\$2,361.7	\$2,366.8
Sep-12		\$54.5	\$51.8		\$2,416.2	\$2,418.7
Sep-13		\$40.7	\$37.9		\$2,456.9	\$2,456.6
Sep-14		\$0.0	\$0.0		\$2,456.9	\$2,456.6
Sep-15		\$0.0	\$0.0		\$2,456.9	\$2,456.6
Out Years		\$63.7	\$62.9		\$2,520.6	\$2,519.5

METHODOLOGIES & ASSUMPTIONS

Please refer to Section 3 of the Initial Financial Plan for the methodologies and assumptions used to generate the project cost estimate. In addition, contracts VA-10, MA-5 and MB-5 have been estimated in current dollars and will be managed to budget.

IMPACTS OF POTENTIAL OF FUTURE COST CHANGES

Each State is responsible for increases based upon their contractual responsibility. If unforeseen events occur, a meeting/teleconference with the appropriate parties (FHWA/MSHA/VDOT/GEC) will be scheduled to address the impact of potential changes. In addition, the corresponding adjustments will be incorporated into the annual updates to the financial plan.

SECTION 4 - PROJECT FINANCING & REVENUES

APPROVED SPECIAL FEDERAL FUNDING

Since the 2009 financial plan update, there has been no change to the special federal fund obligation limitation available to the project. Through September 2010, the project has received a total of \$1.544 billion in special federal funds.

Exhibit 4-1: Approved Special Federal Funding Summary

Federal Fiscal Year	36P Obligation Limitation	Q99 Obligation Limitation	Q99 RABA Obligation Limitation	612 Obligation Limitation	Cumulative Obligation Limitation
1996	\$30,000,000				\$30,000,000
1997	\$30,000,000				\$60,000,000
1998		\$22,275,000			\$82,275,000
1999		\$66,225,000			\$148,500,000
2000		\$130,650,000	\$8,000,000		\$287,150,000
2001		\$175,800,000	\$18,467,857	\$598,680,000	\$1,080,097,857
2002		\$203,400,000	\$29,542,304		\$1,313,040,161
2003		\$230,467,163			\$1,543,507,324

Woodrow Wilson Bridge Memorial Act of 1995 = 36P
TEA-21 = Q99

Revenue Aligned Budget Authority = Q99 RABA
General Revenue Funds = 612

For further details of each of these funding sources, please refer to Section 4 of the Initial Financial Plan.

In previous financial plans, it was assumed that the \$69.7 million in obligation limitation placed on the TEA-21 special federal funding would be provided by the Federal Government to fulfill its commitment of providing the full balance of TEA-21 funds. Given that the more recent passage of the subsequent reauthorization did not include this balance of special federal funds, the States have made the necessary financial adjustments such that this funding source is no longer assumed as anticipated funding and has been replaced by a combination of regular sources available to the States. However, should this \$69.7 million become available at a future date, the States will replace those regular sources currently available to the project with these funds.

Allocation of Special Federal Funds Between States

The total obligation authority for the project totals \$1,543,507,324. Based on the 2009 financial plan, the allocation of special federal funds was as follows (see Attachment N of 2009 Financial Plan):

Virginia Special Federal Funds Upset Limit =	\$ 558,526,888
Maryland Special Federal Funds Upset Limit =	<u>\$ 984,980,436</u>
Total Special Federal Funds	\$1,543,507,324

OTHER COMMITTED AND ANTICIPATED FUNDS - VIRGINIA

The Commonwealth of Virginia is committed to completing the Woodrow Wilson Bridge Project per the Record of Decision and therefore commits the balance of funding required to complete the Virginia elements will be made available as required. Virginia's total estimate is currently \$1,190.3 million (see Attachment E) and Virginia will require an additional \$631.8 million outside of the special federal funds available. Virginia will provide the necessary funding for the project as called for in Attachments N and

O. The next annual update to the Virginia six-year program will reflect the latest data as contained in this update.

Funding sources that Virginia could utilize include, but are not limited to, regular federal-aid apportionments, federal discretionary programs, other federal funds, bond revenues, and other State funding sources and are subject to the federal authorization/appropriation and State appropriation processes. Based on current revenue projections, this project will consume a large portion of VDOT's interstate and/or NHS funds. Every possible effort will be taken during program development to minimize statewide impacts and balance overall available funding with other statewide priorities. VDOT continues to commit that funding will be made available to the Woodrow Wilson Bridge Project as required during the annual update of the statewide six-year program. Attachment L also summarizes those projects that have received federal funds from regular sources outside of the Woodrow Wilson Bridge Project special federal funds.

In addition to the sources listed above, VDOT has utilized the net rental receipts from the Hunting Point complex. Through September 2010, the project has realized net rental receipts of approximately \$26 million. These rental receipts have been used to offset project right of way acquisition and construction administration expenditures associated with the VA 6/7 contract. The funds received from the future sale of Hunting Point, the Eisenhower Staging area site, and other surplus real estate assets (approximately 11 parcels) within the project limits, will be utilized in future years to offset additional project expenditures.

OTHER COMMITTED AND ANTICIPATED FUNDS - MARYLAND

The State of Maryland is also committed to completing the Woodrow Wilson Bridge Project per the Record of Decision and therefore commits that the balance of funding required to complete the Maryland elements will be made available as required. Maryland's total estimate is currently \$1,313.5 million (see Attachment D) and Maryland will require an additional \$328.5 million. Maryland will provide the necessary funding for the project as called for in Attachments N and O. The next annual update to the Maryland six year plan will reflect the latest data as contained in this update.

Funding sources that Maryland could utilize include, but are not limited to, regular federal-aid apportionments, federal discretionary programs, other federal funds, bond revenues, and other State funding sources and are subject to the federal authorization/appropriation and State appropriation processes. Considering the size of MSHA's capital program and assuming that federal funds continue at least at the levels currently received, this commitment is not expected to have an undue impact on Maryland's statewide program. In addition, Maryland has been utilizing other federal funds during the life of the project, such as ISTEAs (360) and the 1993 DOT Appropriations Act (341). Attachment L identifies those projects that are using these "regular" federal funds.

OTHER COMMITTED FUNDS – DISTRICT OF COLUMBIA

As noted in the Initial Financial Plan, the District of Columbia funded the I-295 project with Interstate Maintenance (IM) funds that are 90% federally reimbursable. The 10% city match originated from the District of Columbia Highway Trust Fund.

SUMMARY OF COMMITTED & ANTICIPATED FUNDING

Based on the committed and anticipated funding sources outlined above, the following chart summarizes the sources and amounts of funding required to complete the Woodrow Wilson Bridge Project. "Committed Funds" are funds or obligation authority that are either immediately available or are programmed in either State's six-year plan. "Anticipated Funds" are either Federal obligation authority

that the U.S. Department of Transportation will receive on behalf of the project or State funding from sources other than special federal funds that fall outside either State's six-year plan.

Exhibit 4-2: Summary of Project Funding

Funding Source	Responsibility	Committed	Anticipated	Total
Special Federal Funds	Federal	\$1,543.5M		\$1,543.5M
Virginia Various Sources	Virginia	\$619.7M	\$12.1M	\$631.8M
Maryland Various Sources	Maryland	\$277.6M	\$50.9M	\$328.5M
District of Columbia IM	D.C.	\$15.7M		\$15.7M
Totals		\$2,456.5M	\$63.0M	\$2,519.5M

KEY REVENUE ASSUMPTIONS, RISKS, AND MITIGATIONS

Based on the committed and anticipated funding sources previously described, the following chart summarizes the potential risks of not receiving the anticipated funding.

Exhibit 4-3: Summary of Key Revenue Assumptions, Risks, and Mitigation

Revenue Source	Assumptions & Justification	Discussion/ Potential Risks	Risk Mitigation
TEA-21	All special federal funds are fully available to project.	None	Not required
Virginia Commitment	Virginia has approved the State contribution.	None	Not required
Maryland Commitment	Maryland has approved the State contribution.	None	Not required
State of Virginia Anticipated Contribution	Virginia is committed to providing the remaining funds through other federal and/or State sources.	None	Not required
State of Maryland Anticipated Contribution	Maryland is committed to providing the remaining funds through other federal and/or State sources.	None	Not required

SECTION 5 - PROJECT CASH FLOW

The Woodrow Wilson Bridge Project continues to be funded entirely from federal and State funds. All revenue analyses presented are based on the assumption that the anticipated funding measures discussed in Section 4 will be approved.

REVENUE TIMING – SPECIAL FEDERAL FUNDS

As discussed in Section 4, a total of \$1.543 billion in special federal funds are available to the States. Currently, the States have obligated a total of \$1.543 billion in special federal funds, \$460 million in regular federal funds and \$90 million in advance construction (AC) funds (see Attachment L). The advance construction (AC) funds are primarily assumed to convert to regular federal funds in the near future.

The following exhibit shows the total federal obligation limitation for the special federal funds by fiscal year. Detailed tables can be found in Attachment K.

Exhibit 5-1: Estimated Total Special Federal Funding by Fiscal Year

Federal Fiscal Year	Obligation Authority to Date
1996	\$30,000,000
1997	\$30,000,000
1998	\$22,275,000
1999	\$66,225,000
2000	\$138,650,000
2001	\$792,947,857
2002	\$232,942,304
2003	\$230,467,163
TOTAL	\$1,543,507,324

Per the analysis in Attachment N, Virginia and Maryland have nearly obligated the complete \$1.543 billion. The table below summarizes the anticipated special federal funding requirements by quarter for the next year.

Exhibit 5-2: Special Federal Funding Obligation Forecast

Year Ending	Cumulative Special Federal Funds Available	Virginia Special Federal Funds	Maryland Special Federal Funds	Cumulative Total Special Federal Funds
Current Funding Available	\$1,543,507,324	\$558,526,888	\$984,980,436	\$1,543,507,324
Obligated To Date	\$1,543,507,324	\$557,803,611	\$984,718,738	\$1,542,522,349
Sep-11	\$1,543,507,324	\$723,277	\$261,698	\$1,543,507,324
Totals	\$1,543,507,324	\$558,526,888	\$984,980,436	\$1,543,507,324

REVENUE TIMING – REGULAR FEDERAL & STATE MATCH FUNDS

An underlying assumption that is used throughout the financial analyses as presented in Attachments N and O is that once special federal funds are exhausted, the States will utilize regular statewide federal funds to fund the remaining projects. The participation ratio is typically 80% Federal, 20% State (80/20) as all 100% eligible bridge components will have been funded by the special federal funds. This assumption does not preclude either State from using other sources or innovative financing methodologies as described in Section 4 and the IFP. Separately, the D.C. project is funded on a 90/10 basis.

As a result of the analysis presented in Attachment N, Virginia and Maryland are prepared to obligate the balance of the Woodrow Wilson Bridge Project as called for by the schedule below.

Exhibit 5-3: Regular Federal Funding Obligation Forecast

Year Ending	Virginia Regular Fed Funds Obligated	Maryland Regular Fed Funds Obligated	DC IM Funds Obligated	Cumulative Total Regular Federal Funds Obligated
Obligated To Date	\$ 285,458,561	\$ 174,256,686	\$ 14,171,876	\$ 473,887,123
Sep-11	\$ 66,591,827	\$ 1,557,976	\$ -	\$ 542,036,926
Sep-12	\$ 49,130,169	\$ -	\$ -	\$ 591,167,095
Sep-13	\$ -	\$ -	\$ -	\$ 591,167,095
Sep-14	\$ -	\$ -	\$ -	\$ 591,167,095
Sep-15	\$ -	\$ -	\$ -	\$ 591,167,095
Out Years*	\$ 9,023,255	\$ 40,704,488	\$ -	\$ 640,894,838
Totals	\$ 410,203,812	\$ 216,519,150	\$ 14,171,876	\$ 640,894,838

* Out Years figures include the deferred HOV ramps under contracts MA5, MB5, and VA10.

In addition to the obligation forecast, the States are also prepared to fund the State match as called for in the table below. For further details on the State match calculations, please refer to Attachment O.

Exhibit 5-4: State and D.C. Match Cash Flow Forecast

FFY Ending	Virginia	Maryland	DC	Cumulative Future State/DC Match
State Match Expended to Date	\$ 191,763,493	\$ 100,348,040	\$ 1,574,653	\$ 293,686,186
Sep-11	\$ 10,788,962	\$ 1,201,445	\$ -	\$ 305,676,593
Sep-12	\$ 9,744,313	\$ 245,847	\$ -	\$ 315,666,753
Sep-13	\$ 6,858,968	\$ -	\$ -	\$ 322,525,721
Sep-14	\$ -	\$ -	\$ -	\$ 322,525,721
Sep-15	\$ -	\$ -	\$ -	\$ 322,525,721
Out Years*	\$ 2,416,940	\$ 10,176,122	\$ -	\$ 335,118,783
Totals	\$ 221,572,676	\$ 111,971,454	\$ 1,574,653	\$ 335,118,783

*Out Years figures include the deferred HOV ramps under contracts MA5, MB5, and VA10.

While the Commonwealth of Virginia is currently using tapered match on a number of projects, this financial plan conservatively assumes all cash flows will be disbursed assuming the projects would be treated as a regular reimbursable agreement. The tapered match will essentially allow Virginia to pay the State match portion towards the end of the life of the tapered match project. However, Virginia is “depositing” State match dollars each year via the table above in their six-year plan to pay off the eventual State match for the tapered match project.

TOTAL OBLIGATION AND STATE CASH FLOW SUMMARY

Per the funding forecasts presented above, the following table summarizes the origin and timing of all funding required to complete this project per the current schedule.

Exhibit 5-5: Total Revenue Forecast Summary
(in \$ million)

FFY Ending	Obligated Special Federal Funds		Obligated Regular Federal Funds			State Match Cash Flow			Grand Total
	VA	MD	VA	MD	DC	VA	MD	DC	
Actuals	\$ 557.8	\$ 984.7	\$ 285.5	\$ 174.3	\$ 14.2	\$ 191.8	\$ 100.3	\$ 1.6	\$ 2,310.1
Sep-11	\$ 0.7	\$ 0.3	\$ 66.6	\$ 1.6	\$ -	\$ 10.8	\$ 1.2	\$ -	\$ 2,391.2
Sep-12	\$ -	\$ -	\$ 49.1	\$ -	\$ -	\$ 9.7	\$ 0.2	\$ -	\$ 2,450.3
Sep-13			\$ -	\$ -	\$ -	\$ 6.9	\$ -	\$ -	\$ 2,457.2
Sep-14			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,457.2
Sep-15			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,457.2
Out Years*			\$ 9.0	\$ 40.7	\$ -	\$ 2.4	\$ 10.2	\$ -	\$ 2,519.5
Totals	\$ 558.5	\$ 985.0	\$ 410.2	\$ 216.5	\$ 14.2	\$ 221.6	\$ 112.0	\$ 1.6	\$ 2,519.5

*Out Years figures include the deferred HOV ramps under contracts MA5, MB5, and VA10.

SECTION 6 - OTHER FACTORS

IMPACTS ON STATE DOT BUDGETS

As discussed earlier, Maryland, Virginia and the District of Columbia have already specifically committed the necessary funding to meet the six-year plan projections. In addition, each State remains fully committed to completing the entire project by funding the remaining balance required during the remaining years of the project outside of the six-year plan.

Based on current revenue projections, this project will consume a large portion of VDOT's interstate funds. Every possible effort will be taken during program development to minimize statewide impacts and balance overall available funding with other statewide priorities. VDOT continues to commit that funding will be made available to the Woodrow Wilson Bridge Project as required during the annual update of the statewide six-year program.

For Maryland, considering the size of their statewide capital program and assuming that federal funds continue at least at the levels currently received, their commitment is not expected to have an undue impact on their statewide program.

SPECIAL COST CONTAINMENT STRATEGIES

Referencing the Initial Financial Plan's discussion for special cost containment strategies, the project continues to implement value engineering studies, constructability reviews, regular cost and schedule management reporting, "manage to budget and schedule" techniques, and routine project management interfaces between the sponsoring agencies to ensure the project is as timely and on budget as possible.

MAJOR RESPONSIBILITIES OF ALL PARTIES INVOLVED

As discussed in the Initial Financial Plan, the States, District of Columbia, and GEC continue to work together as a proactive team to ensure that the best interests of the project and sponsoring agencies are maintained at all times. A few of the tools that assist management throughout the construction phase include quarterly financial reports, monthly projectwide schedule updates, operation plans with regard to GEC program, right of way, and construction management, and weekly project management conference calls.

SCHEDULE FOR FUTURE ANNUAL UPDATES

The next annual update to the financial plan will be submitted in December 2011.

SECTION 7 - COST & REVENUE HISTORY

Since the approval of the Initial Financial Plan, the revenue sources and project scope have not materially changed. From a cost and schedule perspective, the following summary will serve as the starting point for future updates to this financial plan.

COST & SCHEDULE HISTORY

(All schedule data presented in calendar quarters)

2001 INITIAL FINANCIAL PLAN – AUGUST 2001

Cost Estimate:

Virginia Share.....	\$1,062 million
Maryland Share.....	\$1,365 million
District of Columbia.....	\$ 15 million
Total	\$2,443 million

Completion Schedule:

Maryland 210.....	Q4 2010
Interstate 295.....	Q1 2007
River Crossing.....	Q4 2006
U.S. Route 1.....	Q2 2008
Telegraph Rd.....	Q1 2011
Overall Project	Q2 2011

2002 FINANCIAL PLAN UPDATE – DECEMBER 2002

Cost Estimate:

Virginia Share.....	\$1,062 million
Maryland Share.....	\$1,486 million
District of Columbia.....	\$ 16 million
Total	\$2,564 million
<i>Increase</i>	<i>\$ 121 million</i>

Completion Schedule:

Maryland 210.....	Q4 2011
Interstate 295.....	Q2 2008
River Crossing.....	Q1-Q2 2008
U.S. Route 1.....	Q3 2008
Telegraph Rd.....	Q1 2011
Overall Project	Q4 2011
<i>Duration Extended</i>	<i>2 Quarters</i>

2002 Update Discussion: The net cost increase for the overall project is primarily attributable to the increase in the engineer's estimate for the river crossing superstructure contract (BR3A, 3B, and 3C). Further discussion regarding changes in the cost estimate can be found in Section 2. The schedule was extended primarily for Maryland 210 contracts MB-3 and MB-4, which were deferred to match anticipated Maryland funding availability.

2003 FINANCIAL PLAN UPDATE – DECEMBER 2003

Cost Estimate:

Virginia Share.....	\$1,120 million
Maryland Share.....	\$1,291 million
District of Columbia.....	\$ 16 million
Total	\$2,427 million
<i>Decrease</i>	<i>\$(137) million</i>

Completion Schedule:

Maryland 210.....	Q4 2007
Interstate 295.....	Q2 2008*
River Crossing.....	Q2-Q3 2008
U.S. Route 1.....	Q2 2009*
Telegraph Rd.....	Q2 2011
Overall Project	Q2 2011
<i>Duration Reduced</i>	<i>2 Quarters</i>

* - Excludes HOV Lane Construction. Including HOV Lane Construction, I-295 will be complete in Q4 2012, U.S. Route 1 will be complete in Q2 2011, and the overall project will be complete Q4 2012.

2003 Update Discussion: The net cost decrease for the project is attributable to the decrease in the estimates for the river crossing superstructure contracts BR-3B and 3C due to low bids. Virginia's cost increased due to a scope transfer from Maryland to Virginia with a corresponding increase in special federal funding. From a schedule perspective, Maryland 210 construction has been accelerated due to the favorable bid results for the river crossing superstructure contracts.

2004 FINANCIAL PLAN UPDATE – DECEMBER 2004

Cost Estimate:

Virginia Share.....	\$1,120 million
Maryland Share.....	\$1,313 million
District of Columbia.....	\$ 16 million
Total	\$2,449 million
<i>Increase</i>	<i>\$ 22 million</i>

Completion Schedule:

Maryland 210.....	Q2 2012
Interstate 295.....	Q2 2008**
River Crossing.....	Q2-3 2008***
U.S. Route 1.....	Q2 2009*
Telegraph Rd.....	Q1 2011
Overall Project	Q2 2012
<i>Duration Increase</i>	<i>4 Quarters</i>

* - Excludes HOV Lane Construction.

** - Excludes HOV Lane Construction. Also, Interstate 295 date does not include the removal of the crossover or final landscaping.

*** - The River Crossing date range is referencing the scheduled traffic switch range date for the inner loop.

2004 Update Discussion: The \$22 million increase in the cost estimate relative to the 2003 financial plan is primarily attributable to an increase in estimated neat construction costs associated with the Maryland 210 interchange, where a small contract (MB-5) was added. In summary, the total cost for the project remained relatively unchanged with an increase of only 0.9% relative to the 2003 update and only \$6 million or 0.25% more than the Initial Financial Plan estimate of \$2,443 million.

The revised completion date for the project as defined by the Record of Decision is the second quarter 2012. This is four quarters longer than the 2003 financial plan projected completion in the second quarter 2011. It is important to note that this is only due to the addition of one small construction contract (MB-5) for the Maryland 210 interchange that will not begin until mid 2011. This schedule adjustment does not affect the completion dates for the river crossing, the other interchange completion dates, or the completion of the significant elements for the Maryland 210 interchange relative to the 2003 financial plan schedule. Over the coming year, Maryland will be examining ways to accelerate MB-5 such that the planned end date for the project will return to the second quarter of 2011.

2005 FINANCIAL PLAN UPDATE – DECEMBER 2005

Cost Estimate:

Virginia Share.....	\$1,120 million
Maryland Share.....	\$1,308 million
District of Columbia.....	\$ 16 million
Total	\$2,444 million
<i>Decrease</i>	<i>\$ (5) million</i>

Completion Schedule:

Maryland 210.....	Q2 2008***
Interstate 295.....	Q2 2009*
River Crossing.....	Q3 2008**
U.S. Route 1.....	Q2 2009*
Telegraph Rd.....	Q3 2011
Overall Project	Q3 2011
<i>Duration Reduced</i>	<i>3 Quarters</i>

* - Excludes HOV Lane Construction.

** - The River Crossing date range is referencing the scheduled traffic switch range date for the inner loop.

*** - Excludes completion of Contract MB-5.

2005 Update Discussion: The total cost for the project remained relatively unchanged with a decrease of only \$5 million relative to the 2004 update and an increase of only \$1 million relative to the Initial Financial Plan estimate of \$2,443 million.

The schedule remained relatively the same as the 2004 overall schedule. Of significant note, given the successful budget savings achieved by low bids, value engineering, etc., Maryland successfully accelerated the Maryland 210 contracts such that the interchange will be completed two and a half years ahead of schedule relative to the original Initial Financial Plan schedule.

2006 FINANCIAL PLAN UPDATE – DECEMBER 2006

Cost Estimate:

Virginia Share.....	\$1,146 million
Maryland Share.....	\$1,315 million
District of Columbia.....	\$ 16 million
Total	\$2,476 million
<i>Increase</i>	<i>\$ 32 million</i>

Completion Schedule:

Maryland 210.....	Q3 2008**
Interstate 295.....	Q2 2009*
River Crossing.....	Q4 2008
U.S. Route 1.....	Q4 2010
Telegraph Rd.....	Q4 2011
Overall Project	Q4 2011
<i>Duration Increase</i>	<i>1 Quarter</i>

* - Excludes HOV Lane Construction.

** - Excludes completion of Contract MB-5.

2006 Update Discussion: The total cost for the project changed with an increase of \$32 million relative to the 2005 update and an increase of \$33 million relative to the Initial Financial Plan estimate of \$2,443 million. The primary changes to the cost estimate were in Virginia with the transfer of approximately \$10 million in right of way costs previously paid by another VDOT project that ultimately benefited the Woodrow Wilson Bridge Project as well as an increase in cost associated with the main construction contract for the Telegraph Road interchange.

The schedule remained relatively the same as the 2005 overall schedule, with one quarter of additional time required to complete the overall project relative to the 2005 schedule. VDOT will proceed with the construction of VA-10 (Ramps M, N, and Q) within the U.S. Route 1 Interchange with anticipated completion of the 4th quarter of 2010.

2007 FINANCIAL PLAN UPDATE – DECEMBER 2007

Cost Estimate:

Virginia Share.....	\$1,194 million
Maryland Share.....	\$1,315 million
District of Columbia.....	\$ 16 million
Total	\$2,524 million
<i>Increase</i>	<i>\$ 48 million</i>

Completion Schedule:

Maryland 210.....	Q4 2008**
Interstate 295.....	Q2 2009*
River Crossing.....	Q4 2008
U.S. Route 1.....	Q4 2010
Telegraph Rd.....	Q2 2013
Overall Project	Q2 2013
<i>Duration Increase</i>	<i>6 Quarters</i>

* - Excludes HOV Lane Construction of Contract MA-5.

** - Excludes completion of Contract MB-5.

2007 Update Discussion: The total cost for the project increased \$48 million relative to the 2006 update and is an \$81 million increase relative to the Initial Financial Plan estimate of \$2,443 million. This change is due primarily to the low bid results of the Telegraph Road VB-2/3/6 construction contract. This overall

increase relative to the Initial Financial Plan will ultimately be offset by the future sale of the Hunting Point and Eisenhower Avenue properties as well as the net rental revenues from Hunting Point.

The schedule has changed from the 2006 overall schedule, with six quarters of additional time required to complete the overall project. This is due to the Telegraph Road construction, now scheduled to be completed in Q2 2013. VDOT will make every effort to complete the project by December 2012. By doing so, the duration increase compared to the Initial Financial Plan would be 4 quarters.

2008 FINANCIAL PLAN UPDATE – DECEMBER 2008

Cost Estimate:

Virginia Share.....	\$1,211 million
Maryland Share.....	\$1,315 million
District of Columbia.....	\$ 16 million
Total	\$2,541 million
<i>Increase</i>	<i>\$ 17 million</i>

Completion Schedule:

Maryland 210.....	Q1 2009*
Interstate 295.....	Q3 2009**
River Crossing.....	Q4 2008
U.S. Route 1.....	Q2 2009***
Telegraph Rd.....	Q2 2013
Overall Project	Q2 2013
<i>No Change to Overall Duration</i>	

- * - Excludes completion of Contract MB-5.
- ** - Excludes HOV lane construction for Contract MA-5.
- *** - Excludes HOV ramp construction (Contract VA-10) and Jones Point Park (to be complete Q2 2012)

2008 Update Discussion: The total cost for the project increased \$17 million relative to the 2007 update and is a \$98 million increase relative to the Initial Financial Plan estimate of \$2,443 million. The increase is primarily attributable to the cost to complete the main U.S. Route 1 construction contract. This overall increase relative to the Initial Financial Plan will ultimately be offset by the future sale of the Hunting Point and Eisenhower Avenue properties, 11 other right of way parcels, as well as the net rental revenues from Hunting Point.

There is no change to the overall completion of the project, which is scheduled for Q2 2013.

2009 FINANCIAL PLAN UPDATE – DECEMBER 2009

Cost Estimate:

Virginia Share.....	\$1,190 million
Maryland Share.....	\$1,315 million
District of Columbia.....	\$ 16 million
Total	\$2,521 million
<i>Decrease</i>	<i>\$ (21) million</i>

Completion Schedule:

Maryland 210.....	Q1 2009*
Interstate 295.....	Q1 2010**
River Crossing.....	Q4 2008
U.S. Route 1.....	Q1 2010***
Telegraph Rd.....	Q2 2013
Overall Project	Q2 2013
<i>No Change to Overall Duration</i>	

- * - Excludes completion of Contract MB-5.
- ** - Excludes HOV lane construction for Contract MA-5.
- *** - Excludes HOV ramp construction (Contract VA-10) and Jones Point Park (to be complete Q2 2012)

2009 Update Discussion: The total cost for the project decreased \$21 million relative to the 2008 update and is a \$78 million increase relative to the Initial Financial Plan estimate of \$2,443 million. The decrease over the past year is primarily attributable to the recognition of rental receipts from the Hunting Point complex which have now been made available to offset project right of way acquisition expenditures. This overall increase relative to the Initial Financial Plan will ultimately be offset by the future sale of the

Hunting Point and Eisenhower Avenue properties, 11 other right of way parcels, as well as additional net rental revenues from Hunting Point.

There is no change to the overall completion of the project, which is scheduled for Q2 2013.

2010 FINANCIAL PLAN UPDATE – DECEMBER 2010

Cost Estimate:

Virginia Share.....	\$1,190 million
Maryland Share.....	\$1,314 million
District of Columbia.....	\$ 16 million
Total	\$2,520 million
<i>Decrease</i>	<i>\$ (1) million</i>

Completion Schedule:

Maryland 210.....	Q1 2009*
Interstate 295.....	Q1 2010**
River Crossing.....	Q4 2008
U.S. Route 1.....	Q1 2010***
Telegraph Rd.....	Q2 2013
Overall Project	Q2 2013
<i>No Change to Overall Duration</i>	

* - Excludes completion of Contract MB-5.

** - Excludes HOV lane construction for Contract MA-5.

*** - Excludes HOV ramp construction (Contract VA-10) and Jones Point Park (to be complete Q2 2012)

2010 Update Discussion: The total cost for the project decreased \$1 million relative to the 2009 update and is a \$77 million increase relative to the Initial Financial Plan estimate of \$2,443 million. The decrease over the past year is due to the Maryland projectwide congestion management system budget being reduced based on the current cost to complete projection.

There is no change to the overall completion of the project, which is scheduled for Q2 2013. VDOT will make every effort to complete the project by December 2012.

CURRENT EXPENDITURE PROJECTIONS VS. INITIAL PROJECTIONS

Please refer to Section 3 for further discussion on current expenditure projections versus the original Initial Financial Plan projections.

SECTION 8 - COST & REVENUE TRENDS

COST TRENDS OVER PAST YEAR

The States have been quite fortunate to receive bids that are predominantly under budget. Winning low bid amounts have come in under the engineer's estimate 29 times out of 37 and approximately equal to the Initial Financial Plan budget (see Attachment G).

The States have observed no significant cost trends over the past year, but will continue to monitor raw and finished material prices and identify and adequately budget for any future impacts as necessary.

REVENUE TRENDS OVER PAST YEAR

The States will continue to fully fund the project to meet the project schedule as presented in this plan. The States also acknowledge that the effect of the funding requirements for this project is not expected to have an adverse impact on the overall statewide transportation program.

FUTURE IMPLICATIONS OF TRENDS

It is expected that the few remaining contracts should see a normal level of contractor competition. In addition, given that the remaining contracts are not significant relative to the overall project construction budget and that project contingency budgets remain, there is a low likelihood of any negative implications to the project.

ADJUSTMENTS IN FINANCIAL PLAN TO ACCOUNT FOR TRENDS

All trends have been considered in the current estimate for the Woodrow Wilson Bridge Project. If future trends should arise, the sponsoring agencies are committed to identifying and acting on those trends in a timely manner and those trends will be reflected in the routine management reporting tools and meetings.

SECTION 9 - REVENUE SHORTFALL MITIGATION

This annual financial plan update has included all necessary Federal, District of Columbia, Maryland, and Virginia revenues to offset the anticipated project expenditures through the end of the project. In addition, Virginia will be recovering costs via the sale of excess right of way parcels to provide additional contingency to cover unanticipated costs in the future, in order to maintain the overall Virginia project budget.

SECTION 10 - SIGNIFICANT COST REDUCTIONS

The following table identifies those individual projects that have experienced a reduction in cost in excess of \$10 million relative to the 2009 estimate update. Further general discussion on cost trends can be found in Section 2.

Exhibit 10-1: Significant Cost Reduction Summary

Project/Item	2009 Estimate	Current Estimate	Decrease	Cause for Decrease
US Route 1 Construction Administration	\$52.2 M	\$30.9 M	\$21.3 M	Hunting Point rental receipts transferred from right of way to construction administration.

SECTION 11- SIGNIFICANT COST INCREASES

The following table identifies those individual projects that have experienced an increase in cost in excess of \$10 million relative to the 2009 financial plan update. Further general discussion on cost trends can be found in Section 2.

Exhibit 11-1: Significant Cost Increase Summary

Project/Item	2009 Estimate	Current Estimate	Increase	Cause for Increase
US Route 1 Right of Way*	\$113.8 M	\$137.0 M	\$23.2 M	Hunting Point rental receipts transferred from right of way to construction administration.

* *Figures do not include the administration portion of the US Route 1 right of way costs.*

ATTACHMENTS

- ATTACHMENT A – (Intentionally Left Blank)***
- ATTACHMENT B – Comparison of Financial Plan Estimates**
- ATTACHMENT C – Comparison of Bridge vs. Non-Bridge Funding**
- ATTACHMENT D – Detailed Maryland Project Cost Estimates**
- ATTACHMENT E – Detailed Virginia Project Cost Estimates**
- ATTACHMENT F – Current Project Schedule**
- ATTACHMENT G – Construction Contract Low Bid History**
- ATTACHMENT H – (Intentionally Left Blank)***
- ATTACHMENT I – Expenditure Forecasts vs. Actual History**
- ATTACHMENT J – Special Federal Funding Availability Summary**
- ATTACHMENT K – Special Federal Funding Forecast**
- ATTACHMENT L – Special & Regular Federal Funding Summaries**
- ATTACHMENT M – Current Expenditure Forecast**
- ATTACHMENT N – Current Maryland and Virginia Funding Forecast**
- ATTACHMENT O – State Match Cash Flow Forecast**
- ATTACHMENT P – Cost Reimbursement Status Report**

ATTACHMENT A – Intentionally Left Blank

ATTACHMENT B – Comparison of Financial Plan Estimates

ATTACHMENT C – Comparison of Bridge vs. Non-Bridge Funding

WOODROW WILSON BRIDGE PROJECT
COMPARISON OF BRIDGE VS. NON-BRIDGE FUNDING

(\$ million)

Location	Initial Financial Plan			2009 Update Estimate			2010 Update Estimate		
	Bridge	Non-Bridge	Total	Bridge	Non-Bridge	Total	Bridge	Non-Bridge	Total
VIRGINIA PROJECTWIDE									
General Engineering Consultant** & VDOT Staff	\$14.9M	\$10.9M	\$25.8M	\$31.5M	\$105.9M	\$137.4M	\$31.5M	\$105.3M	\$136.8M
CMS		\$11.4M	\$11.4M		\$14.9M	\$14.9M		\$15.7M	\$15.7M
Existing Bridge Rehabilitation	\$15.1M		\$15.1M	\$14.3M		\$14.3M	\$14.3M		\$14.3M
Project Contingency			\$0.0M		\$14.2M	\$14.2M		\$14.2M	\$14.2M
<i>Subtotal</i>	<i>\$30.0M</i>	<i>\$22.3M</i>	<i>\$52.3M</i>	<i>\$45.8M</i>	<i>\$135.0M</i>	<i>\$180.9M</i>	<i>\$45.8M</i>	<i>\$135.2M</i>	<i>\$181.0M</i>
TELEGRAPH ROAD INTERCHANGE									
Design		\$12.9M	\$12.9M		\$21.4M	\$21.4M		\$21.4M	\$21.4M
ROW		\$40.3M	\$40.3M		\$42.7M	\$42.7M		\$42.6M	\$42.6M
Construction		\$200.8M	\$200.8M		\$331.8M	\$331.8M		\$331.5M	\$331.5M
Mitigation		\$18.6M	\$18.6M		\$5.5M	\$5.5M		\$5.5M	\$5.5M
Project Contingency			\$0.0M		\$0.0M	\$0.0M		\$0.0M	\$0.0M
<i>Subtotal</i>	<i>\$0.0M</i>	<i>\$272.7M</i>	<i>\$272.7M</i>	<i>\$0.0M</i>	<i>\$401.4M</i>	<i>\$401.4M</i>	<i>\$0.0M</i>	<i>\$401.1M</i>	<i>\$401.1M</i>
U.S. ROUTE 1 INTERCHANGE									
Design		\$46.8M	\$46.8M		\$44.0M	\$44.0M		\$45.4M	\$45.4M
ROW (100% = Hunting Towers Parking Deck)	\$10.0M	\$181.9M	\$191.9M	\$2.8M	\$132.4M	\$135.3M	\$2.8M	\$153.3M	\$156.1M
Construction		\$444.3M	\$444.3M	\$20.0M	\$403.2M	\$423.1M	\$22.8M	\$377.8M	\$400.6M
Mitigation (100% = Jones Point Park Improvements)	\$14.6M	\$39.4M	\$54.0M		\$5.5M	\$5.5M		\$6.0M	\$6.0M
Project Contingency			\$0.0M		\$0.1M	\$0.1M		\$0.1M	\$0.1M
<i>Subtotal</i>	<i>\$24.6M</i>	<i>\$712.4M</i>	<i>\$737.0M</i>	<i>\$22.8M</i>	<i>\$585.3M</i>	<i>\$608.1M</i>	<i>\$25.7M</i>	<i>\$582.6M</i>	<i>\$608.2M</i>
POTOMAC RIVER CROSSING									
Design	\$34.2M		\$34.2M	\$47.8M		\$47.8M	\$47.7M		\$47.7M
Construction	\$768.7M		\$768.7M	\$760.0M		\$760.0M	\$760.4M		\$760.4M
Mitigation*	\$16.0M	\$2.4M	\$18.3M	\$16.2M	\$2.4M	\$18.6M	\$16.2M	\$2.4M	\$18.6M
CMS (in 2003 all CMS grouped with Projectwide)	\$5.0M		\$5.0M	\$0.0M		\$0.0M	\$0.0M		\$0.0M
Existing Bridge Rehabilitation	\$1.1M		\$1.1M	\$1.0M		\$1.0M	\$1.0M		\$1.0M
<i>Subtotal</i>	<i>\$825.0M</i>	<i>\$2.4M</i>	<i>\$827.3M</i>	<i>\$825.0M</i>	<i>\$2.4M</i>	<i>\$827.4M</i>	<i>\$825.3M</i>	<i>\$2.4M</i>	<i>\$827.7M</i>
INTERSTATE 295 INTERCHANGE									
Design		\$15.2M	\$15.2M		\$22.3M	\$22.3M		\$22.3M	\$22.3M
ROW		\$2.4M	\$2.4M		\$1.7M	\$1.7M		\$1.7M	\$1.7M
Construction (in 2003, Rosalie Isl. Mitigation Included)		\$288.2M	\$288.2M	\$5.0M	\$275.1M	\$280.1M	\$5.0M	\$276.8M	\$281.8M
Mitigation (100% = Rosalie Island Near Abutment)	\$5.0M	\$26.7M	\$31.7M		\$0.4M	\$0.4M		\$0.4M	\$0.4M
CMS (in 2003 all CMS grouped with Projectwide)		\$5.0M	\$5.0M		\$0.0M	\$0.0M		\$0.0M	\$0.0M
<i>Subtotal</i>	<i>\$5.0M</i>	<i>\$337.5M</i>	<i>\$342.5M</i>	<i>\$5.0M</i>	<i>\$299.5M</i>	<i>\$304.5M</i>	<i>\$5.0M</i>	<i>\$301.2M</i>	<i>\$306.2M</i>
MARYLAND 210 INTERCHANGE									
Design		\$8.3M	\$8.3M		\$14.4M	\$14.4M		\$14.5M	\$14.5M
ROW		\$5.8M	\$5.8M		\$1.2M	\$1.2M		\$1.2M	\$1.2M
Construction		\$151.1M	\$151.1M		\$147.4M	\$147.4M		\$147.4M	\$147.4M
Mitigation		\$0.9M	\$0.9M		\$0.0M	\$0.0M		\$0.0M	\$0.0M
CMS (in 2003 all CMS grouped with Projectwide)		\$5.5M	\$5.5M		\$0.0M	\$0.0M		\$0.0M	\$0.0M
<i>Subtotal</i>	<i>\$0.0M</i>	<i>\$171.5M</i>	<i>\$171.5M</i>	<i>\$0.0M</i>	<i>\$162.9M</i>	<i>\$162.9M</i>	<i>\$0.0M</i>	<i>\$163.1M</i>	<i>\$163.1M</i>
MARYLAND PROJECTWIDE									
CMS			\$0.0M		\$7.1M	\$7.1M		\$6.0M	\$6.0M
General Engineering Consultant (State Match)	\$16.6M	\$7.9M	\$24.5M		\$12.7M	\$12.7M		\$10.5M	\$10.5M
<i>Subtotal</i>	<i>\$16.6M</i>	<i>\$7.9M</i>	<i>\$24.5M</i>	<i>\$0.0M</i>	<i>\$19.8M</i>	<i>\$19.8M</i>	<i>\$0.0M</i>	<i>\$16.5M</i>	<i>\$16.5M</i>
DISTRICT OF COLUMBIA I-295									
I-295 DC		\$15.1M	\$15.1M		\$15.7M	\$15.7M		\$15.7M	\$15.7M
<i>Subtotal</i>	<i>\$0.0M</i>	<i>\$15.1M</i>	<i>\$15.1M</i>	<i>\$0.0M</i>	<i>\$15.7M</i>	<i>\$15.7M</i>	<i>\$0.0M</i>	<i>\$15.7M</i>	<i>\$15.7M</i>
Total	\$901.2M	\$1,541.7M	\$2,442.9M	\$898.6M	\$1,622.0M	\$2,520.6M	\$901.8M	\$1,617.8M	\$2,519.5M

Notes:

* - \$2.4 million of the Anacostia East mitigation will be funded by the MSHA Transportation Enhancement Program

** - GEC \$31.5M 100% Federal Funding (includes Maryland Transfer of their Federal share in 2003).

ATTACHMENT D – Detailed Maryland Project Cost Estimates

WOODROW WILSON BRIDGE PROJECT
 MARYLAND PROJECT COST ESTIMATES - SEPTEMBER 2010

WWB Project	Section	State Project Number	Federal Project Number	Project Description	Ad or Start Date	Status	PROJECT ESTIMATE - YEAR OF EXPENDITURE DOLLARS										
							Engineering	Right of Way	Right of Way Administration	Neat Construction and ITS	Construction Administration	Construction Changes	Mitigation	Utilities	CMS	Existing Bridge Rehabilitation	Total
BR-PE	BR	PG-935-B21	M013 (011)	River Crossing Preliminary Engineering Contract - PTG	25-Mar-99	Closed	\$ 32,574,849										\$ 32,574,849
BR-PE	BR	PG-935-B21	M013 (011)	River Crossing PE Contract - MSHA & Others	1-Jul-98	Internal	\$ 6,159,940										\$ 6,159,940
BR-PE	BR	PG-935-B21	M013 (011)	Pile Load Test - McLean Contracting Co.	1-Mar-00	Closed	\$ 3,030,522										\$ 3,030,522
BR-X1	BR	PG-342-B21	M013 (012)	Existing Bridge Inspection	2-Jul-02	Closed										\$ 969,522	\$ 969,522
BR-X2	BR	PG-343-B21	M013 (015)	DBE Supportive Services	2-Jan-01	Closed	\$ 1,709,980										\$ 1,709,980
BR-X3	BR	PG-344-B31	M013 (016)	Bald Eagle Habitat Conservation Area (Shows as Right of Way on BR2)	1-Feb-01	Closed							\$ 636,142				\$ 636,142
BR-X4	BR	PG-356-5173	M013 (023)	MSHA Financial Plan Review	2-Jan-02	Closed							\$ 237,637				\$ 237,637
BR-X5	BR	PG-526-B51	M013 (043)	MSHA Audit Activity	1-Apr-04	Internal	\$ 590,058										\$ 590,058
BR-X6	BR	PG-521-B51	M013 (038)	WWB Field Office and Laboratory Complex	1-Apr-04	Internal	\$ 3,656,286										\$ 3,656,286
BR-1	BR	PG-340-B51	M013 (013)	Dredge Contract (BR1) - Weeks Marine	19-Oct-00	Closed				\$ 14,485,000	\$ 707,716	\$ 835,300					\$ 16,028,016
BR-2	BR	PG-341-B51	M013 (014)	Foundation Contract (BR2) - TKC JV	17-May-01	Closed				\$ 125,396,511	\$ 10,654,218	\$ 4,595,724					\$ 140,646,453
BR-3A	BR	PG-345-5173	M013 (033)	Superstructure Contract (BR3A)	21-Feb-03	NTP				\$ 185,919,605	\$ 22,585,135	\$ 17,107,965					\$ 225,612,705
BR-3B	BR	PG-517-5173	M013 (034)	Superstructure Contract (BR3B)	22-Apr-03	Closed				\$ 115,505,592	\$ 17,678,569	\$ 12,193,866					\$ 145,378,027
BR-3C	BR	PG-515-5173	M013 (018)	Superstructure Contract (BR3C)	13-Jun-03	Closed				\$ 191,182,746	\$ 21,782,347	\$ 19,756,991					\$ 232,722,084
GEC	MP		Not Applicable	MD Share of General Engineering Consultant Projectwide Costs	6-Mar-98	NTP	\$ 10,531,651										\$ 10,531,651
MM-1	BR	AT-135-5173	M013 (025)	Mitigation - Little Paint Br. & Indian Creek, LPB1/IC1 (MM-1)	20-Aug-02	Closed							\$ 1,117,737				\$ 1,117,737
MM-2	BR	PG-344-5173	M013 (029)	Mitigation - Northwest/Sligo Creek, NWB1-8 & SC1-4 (MM-2)	17-Sep-02	Closed							\$ 2,385,456				\$ 2,385,456
MM-3	BR	AT-136-5173	M013 (026)	Mitigation - Rock Creek Stream 1-8, RC1-8 (MM-3)	9-Oct-03	Closed							\$ 4,070,728				\$ 4,070,728
MM-4	BR	PG-352-5173	M013 (027)	Mitigation - Cabin Branch 8/9 & Tuxedo Road 1/2, CAB8-9 & LBDT1-2 (MM-4)	1-Jul-02	Closed							\$ 671,607				\$ 671,607
MM-5	BR	PG-358-5173	M013 (036)	Mitigation - Bladensburg Marina, ANA10 (MM-5)	8-Sep-03	Closed							\$ 1,483,315				\$ 1,483,315
MM-6	BR	PG-351-B51	M013 (046)	Mitigation - Anacostia East, ANA11 (MM-6)	8-Jan-07	Closed							\$ 7,703,393				\$ 7,703,393
MM-7	BR	SM-808-5173	M013 (030)	Mitigation - Submerged Aquatic Vegetation, LPR1 (MM-7)	25-Oct-02	Closed							\$ 309,016				\$ 309,016
MA-PE	MA	PG-935-B22	M013 (010)	I-295 Prelim. Engin. Contract - JMT/WRA	3-Sep-98	Closed	\$ 18,644,231										\$ 18,644,231
MA-PE	MA	PG-935-B22	M013 (010)	I-295 PE Contract - MSHA & Others	1-Aug-99	Closed	\$ 3,622,031										\$ 3,622,031
MA-RW	MA	PG-346-A31 PG-347-A31		I-295 ROW - MSHA & Others	28-Jul-00	Closed		\$ 140,870	\$ 144,300								\$ 285,170
MA-1A	MA	PG-355-A51		Soil Preconsolidation (MA1A) - Driggs	15-Aug-01	Closed				\$ 9,361,230	\$ 2,345,925	\$ 420,562					\$ 12,127,716
MA-1	MA	PG-346-B51	M013 (017)	Ramps E, F, O, R (MA1) - Wagman	19-Nov-01	Closed				\$ 42,585,333	\$ 6,233,121	\$ 3,138,407	\$ -				\$ 51,956,861
MA-2/3	MA	PG-347-B51	M013 (020)	Outer Loop, Ramps G, P, Nat'l Harbor (MA2/3)	23-Dec-02	Closed				\$ 44,463,325	\$ 7,733,157	\$ 110,139					\$ 52,306,621
MA-4	MA	PG-502-5173	M013 (039)	Inner Loop, Ramps I, M, N (MA4), Landscaping, all Rosalie Island work	11-Apr-05	NTP				\$ 93,187,408	\$ 14,973,015	\$ 11,222,726					\$ 119,383,149
MA-5	MA	PG-511-5173		HOV Ramps C&D (MA5)	1-Jul-15	Deferred				\$ 37,998,573	\$ 3,989,850	\$ 3,799,857					\$ 45,788,280
MM-8	MA	PG-501-5173	M013 (028)	WSSC Reforestation - PAX01,49,83, POT23 (MM-8)	8-Apr-02	Closed							\$ 356,257				\$ 356,257
MM-9	MA	PG-513-B31 PG-514-B31	M013 (031) M013 (032) M013 (035)	Critical Area Reforestation - NPS-OH11, City of Bowie-PAX81, Puterbaugh-PCR8 (MM-9) and ROW Acquisition	27-May-03	Closed		\$ 1,322,000	\$ 127,732	\$ 188,911	\$ 46,395	\$ -					\$ 1,685,038
MP-CMS	MP		M013 (040) M013 (041) M013 (042) M013 (047)	Congestion Management System Projectwide	1-Mar-04	NTP									\$ 6,004,648		\$ 6,004,648
MB-PE	MB	PG-935-B23	M013 (009)	MD210 Prelim. Engin. Contract - KCI Tech.	2-Sep-98	Closed	\$ 12,478,989							\$ 132,998			\$ 12,611,987
MB-PE	MB	PG-935-B23	M013 (009)	MD210 PE Contract - MSHA & Others	1-Aug-99	Internal	\$ 2,006,568										\$ 2,006,568
MB-RW	MB	PG-360-A31 PG-935-A33		MD210 ROW - MSHA & Others	2-Jul-01	Internal		\$ 1,000,000	\$ 159,000								\$ 1,159,000
MB-X1	MB	PG376A51	State	Communication Tower at MD 210 and Ramp F-1	1-Nov-05	NTP				\$ 117,049							\$ 117,049
MB-1/2	MB	PG-360-B51 PG-360-BB1	M013 (037)	Noise Walls, Ramps G&F-1, Bald Eagle Road (MB-1/2)	4-Feb-04	Closed				\$ 17,997,278	\$ 3,272,051	\$ 74,491		\$ 239,962			\$ 21,583,782
MB-3	MB	PG-507-5173	M013 (044)	Bridge, Roadway, Oxon Hill Rd. Separation (MB3)	11-May-05	Closed				\$ 40,824,171	\$ 6,127,763	\$ 1,759,014		\$ 1,603,134			\$ 50,314,081
MB-4	MB	PG-509-5173	M013 (045)	Inner Loop Local, Outer Loop Express (MB4)	9-Jan-06	NTP				\$ 59,469,628	\$ 8,409,476	\$ 2,080,574		\$ 241,439			\$ 70,201,117
MB-5	MB			MD210 Contract MB-5	1-Jul-15	Deferred				\$ 4,226,000	\$ 443,730	\$ 422,600					\$ 5,092,330
Totals							\$ 95,005,105	\$ 2,462,870	\$ 431,032	\$ 982,908,360	\$ 126,982,467	\$ 77,518,216	\$ 18,971,287	\$ 2,217,534	\$ 6,004,648	\$ 969,522	\$ 1,313,471,041

Adjustments for Completed Special Federal Funding Transfers:	
plus Virginia Work on Behalf of Maryland	\$ 59,685,013
less Maryland Work on Behalf of Virginia	\$ (8,035,299)
Total Maryland Costs	\$ 1,365,120,754

Interstate 295 Costs	River Crossing Costs
Maryland 210 Costs	Projectwide Costs

Initial Financial Plan Budget	\$ 1,367,088,868
Change from Initial Financial Plan Budget	\$ (1,968,114)

ATTACHMENT E – Detailed Virginia Project Cost Estimates

PROJECT ESTIMATE - YEAR OF EXPENDITURE DOLLARS																		
PPMS Number	WWB Project	Section	State Project Number	Federal Project Number	Project Description	Ad or Start Date	Status	Engineering	Right of Way	Right of Way Administration	Neat Construction and ITS	Construction Administration	Construction Changes	Mitigation	CMS	Existing Bridge Rehabilitation	Project Contingency	Total
17038	VP-X2	VP	0095-100-VA4, B617	V013 (007)	Phase III Bridge Rehabilitation	15-Oct-96	Closed									\$ 8,256,838		\$ 8,256,838
17071	VP-X1	VP	0095-100-104, PE110	V013 (008)	General Engineering Consultant & VDOT Management	5-Sep-97	Open (17071) Closed (34063)	\$ 149,824,730							\$ 5,000,000			\$ 154,824,730
18136	VB-PE	VB	0095-96A-105, PE101	V013 (009)	GEC Adjustment for MSHA State Match Payments		Closed	\$ (13,474,035)									\$ 13,474,035	\$ -
18136	VB-RW3	VB	0095-96A-105, RW201	V013 (040)	Preliminary Engineering	10-Apr-98	Closed	\$ 21,424,866										\$ 21,424,866
18136	VB-03	VB	0095-96A-105, C501, B601, B603, B617, B618, B619, B621	V013 (055)	Telegraph Right of Way & Out of Plan Utilities - with VB3	9-Feb-04	Open		\$ 1,207,203	\$ 276,970								\$ 1,484,173
18138	VA-PE	VA	0095-96A-106, PE101	V013 (010)	Telegraph Construction Contract VB3	28-Aug-07	Open				\$ 180,625,935	\$ 26,658,305	\$ 25,062,594				\$ -	\$ 232,346,834
18138	VA-RW1	VA	0095-96A-106, RW201	V013 (011)	Preliminary Engineering	10-Apr-98	Closed	\$ 39,439,843										\$ 39,439,843
18138	VA-RW1U	VA	0095-96A-106, RW201	V013 (011)	Remaining US1 Right of Way	7-May-01	Open		\$ 20,336,070	\$ 3,860,235								\$ 24,196,305
18138	VA-0607	VA	0095-96A-106, C501, B624, B625, B630, B635-639, B643-B646, B654, B655, B656, B669-B671, D651, D652, D653	V013 (033)	Out of Plan Utilities - Remaining US1 Right of Way	7-May-01	Open		\$ 15,678,294									\$ 15,678,294
18138	VA-0607	VA	0095-96A-106, C501, B624, B625, B630, B635-639, B643-B646, B654, B655, B656, B669-B671, D651, D652, D653	V013 (033)	US Route 1 Main Construction Contract (VA67)	22-Jul-03	Open				\$ 146,375,540	\$ 5,772,785	\$ 42,130,006					\$ 194,278,331
50430	VA-X1	VA	0095-100-104, N504	V013 (013)008	Wick Drain Study	28-Mar-00	Closed				\$ 267,742							\$ 267,742
54669	VP-X3	VP	0095-100-104, B618	V013 (012)	Grid Deck Replacement Contract	9-May-00	Closed									\$ 6,042,984		\$ 6,042,984
55221	VA-X2	VA	0095-96A-106, N502	V013 (014)	Soil Mix Study	9-May-00	Closed				\$ 567,234							\$ 567,234
55222	VA-01	VA	0095-100-104, N506	V013 (015)	Army Reserve Center Demolition Contract	9-May-00	Closed				\$ 189,838	\$ 55,519	\$ -					\$ 245,357
55516	VA-RW2	VA	0095-100-104, RW201	V013 (016M)008	Hunting Towers, Terraces, Offices Right of Way	12-May-00	Open	\$ 77,229,252	\$ 15,031,520								\$ -	\$ 92,260,772
55516	VA-RW2U	VA	0095-100-104, RW201	V013 (016M)	Out of Plan Utilities - Hunting Towers/Terraces/Offices	12-May-00	Open	\$ 2,802,607										\$ 2,802,607
56326	VM-2R	VB	0095-100-104, RW203	V013 (016M)	ROW for 4 Mitigation Sites - Four Mile Run, Hart, Aquia, and Silver	15-Nov-01	Closed							\$ 1,656,736				\$ 1,656,736
57523	VA-02	VA	0095-96A-106, C503, D601, D613	V013 (016M)	Ground Improvement Contract	11-Sep-01	Closed				\$ 33,672,859	\$ 4,542,065	\$ -					\$ 38,214,923
57754	VM-X	VB	0095-100-104, C508	V013 (017)	Mitigation - North Fork & Cedar Run Credits	1-Mar-02	Closed							\$ 990,420				\$ 990,420
58859	VM-1	VB	0095-96A-106, L801	V013 (016M)	Mitigation - Mason Neck (HPO1), James Property (HPO3)	12-Mar-02	Closed							\$ 673,250				\$ 673,250
60344	VM-3	VA	0095-100-104, L801	V013 (016M)	Mitigation - Silver Property (POT8), Aquia Harbor (AQCL)	13-May-03	Closed							\$ 1,748,177				\$ 1,748,177
60345	VM-2	VB	0095-100-104, L802	V013 (016M)	Mitigation - Four Mile Run, Hart Property	14-May-02	Closed							\$ 1,166,355				\$ 1,166,355
60491	VA-RW3	VA	0095-100-104, RW204	V013 (020)	Hunting Towers Parking Deck	18-Oct-01	Closed	\$ 2,750,362	\$ -	\$ 65,595	\$ 8,940	\$ 6,165						\$ 2,831,062
60513	VA-03	VA	0095-100-104, C510	V013 (016M)	Hunting Towers Demolition Contract	12-Mar-02	Closed				\$ 917,560	\$ 295,593	\$ -					\$ 1,213,153
60514	VA-04	VA	0095-100-104, C511	V013 (016M)	Hunting Terraces, Offices Demolition Contract	10-Sep-02	Closed				\$ 689,928	\$ 141,408	\$ -					\$ 831,336
60515	VA-04	VA	0095-96A-106, C504	V013 (016M)	Tie-In Construction Contract	10-Sep-02	Closed				\$ 34,679,634	\$ 6,918,620	\$ 7,711,616					\$ 49,309,870
61066	VA-09	VA	0095-96A-106, C505	V013 (016M)	Advance ITS Construction Contract	9-Jul-02	Closed				\$ 741,431	\$ 213,479	\$ -					\$ 954,910
61067	VB-01	VA	0095-96A-105, C502	V013 (016M)	Advance ITS Construction Contract	9-Jul-02	Closed				\$ 544,823	\$ 156,759	\$ -					\$ 701,582
61201	VP-X4	VP	0095-100-104, PE114	V013 (021)	Study of Existing Bridge	10-Apr-02	Closed									\$ 11,601		\$ 11,601
61214	VM-4	VA	0095-100-104, L803	V013 (016M)	Mitigation - Submerged Aquatic Vegetation (LPR2)	11-Jun-02	Closed							\$ 111,391				\$ 111,391
61434	VA-04	VA	0095-96A-106, B668	V013 (022)	WWB Abutment for MSHA	10-Sep-02	Closed				\$ 4,825,894	\$ 633,206	\$ 95,525					\$ 5,554,625
62735	VA-05	VA	0095-96A-106, B626-629, 631-634, 640-642, C520	V013 (031)	Advance Structures Contract	11-Feb-03	Closed				\$ 38,395,394	\$ 4,601,117	\$ 3,460,122					\$ 46,456,633
62736	VA-04	VA	0095-96A-106, B648-50	V013 (016M)	Washington Street Deck	10-Sep-02	Closed				\$ 14,179,175	\$ 2,458,784	\$ 40,000			\$ -		\$ 16,677,959
62737	VA-04	VA	0095-96A-106, L802	V013 (016M)	Mitigation - Hunting Towers (FMR2), Hunting Terraces (FMR1)	10-Sep-02	Closed							\$ 290,062				\$ 290,062
63618	VA-05A	VA	0095-96A-106, N507	V013 (010)	US1 Indicator Pile Program	9-Jul-02	Closed				\$ 668,034							\$ 668,034
64524	VB-RW2	VB	0095-96A-105, RW203	V013 (037)	Telegraph Right of Way & Out of Plan Utilities - with VB2	28-Aug-03	Open	\$ 32,806,625	\$ 1,546,808									\$ 34,353,433
64524	VB-02	VB	0095-96A-105, C503, B622	V013 (054)	Telegraph Construction Contract VB2	28-Aug-07	Open				\$ 16,935,853	\$ 3,685,608	\$ 1,693,585				\$ -	\$ 22,315,046
64525	VB-RW4	VB	0095-96A-105, RW204	V013 (032)	Telegraph Right of Way & Out of Plan Utilities - with VB4	21-May-03	Open	\$ 4,158,422	\$ 279,009									\$ 4,437,431
64525	VB-04	VB	0095-96A-105, C504	V013 (038)	Telegraph Construction Contract VB4 - Tie in with US Route 1	13-Jan-04	Closed				\$ 2,978,454	\$ 622,448	\$ 431,669					\$ 4,032,571
64613	VA-0607	VA	0095-96A-106, L803	V013 (034)	Mitigation within VA67 - Dodge Dealer (BHA1), Hampton Inn (BHA2), Devon Property (BHA3)	22-Jul-03	Closed							\$ 426,944				\$ 426,944
64614	VM-5	VA	0095-96A-106, C508, PE104	V013 (043) PE V013 (042) CN	Jones Point Park Improvements	14-Jul-09	Open	\$ 3,536,437			\$ 13,710,983	\$ 3,648,655	\$ 1,371,098					\$ 22,267,172
64615	VM-5A	VA	0095-96A-106, C509	V013 (035)	Jones Point Park - BR2 & BR3 MSHA Work	1-Dec-02	Open				\$ 402,637	\$ 50,591	\$ 34,890				\$ 71,201	\$ 559,320
64616	VM-5	VA	0095-96A-106, L804	V013 (062)	Mitigation with VA8 - Jones Point Park Reforestation	14-Jul-09	Open							\$ 2,001,086				\$ 2,001,086
64617	VA-10	VA	0095-96A-106, C510, B647,	V013 (059)	US1 HOV Ramp Construction	1-Jul-15	Deferred	\$ 779,770			\$ 9,483,774	\$ 1,375,147	\$ 948,377					\$ 12,587,068
64618	VM-6	VA	0095-96A-106, C511	V013 (050)	Elmwood Stormwater Management	2-Jun-06	Closed	\$ 1,362			\$ -	\$ -	\$ -					\$ 1,362
64619	VB-03	VB	0095-96A-105, L805	V013 (056)	Cameron Run Mitigation	18-Feb-08	Open							\$ 1,728,757				\$ 1,728,757
64627	VA-CMS	VP	0095-96A-106, C512	V013 (024)	US1 CMS - Incident Management	14-Jan-03	Closed								\$ 2,729,374			\$ 2,729,374
64628	VA-CMS	VP	0095-96A-106, C516	V013 (028)	US1 CMS - ITS Integration	18-Feb-08	Open								\$ 638,152			\$ 638,152
64629	VA-CMS	VP	0095-96A-106, C513		US1 CMS - Miscellaneous		Not Req'd								\$ -			\$ -
64630	VA-CMS	VP	0095-96A-106, C515		US1 CMS - Leased Park-n-Ride Lots		Not Req'd								\$ -			\$ -
64631	VA-CMS	VP	0095-96A-106, C514		US1 CMS - Public Outreach		Not Req'd								\$ -			\$ -
64632	VA-CMS	VP	0095-96A-106, C517	V013 (029)	US1 CMS - Transit	17-Dec-03	Open							\$ 1,550,262				\$ 1,550,262
64633	VA-CMS	VP	0095-96A-106, C518		Transit Adjustment for MSHA State Match Payments		Not Req'd							\$ (482,643)		\$ 482,643		\$ -
64634	VB-CMS	VP	0095-96A-105, C505	V013 (057)	US1 CMS - Vanpools		Not Req'd							\$ 1,771,527				\$ 1,771,527
64635	VB-CMS	VP	0095-96A-105, C506		Telegraph CMS - Incident Management	3-Jul-07	Open							\$ -				\$ -
64636	VB-CMS	VP	0095-96A-105, C507		Telegraph CMS - Miscellaneous		Not Req'd							\$ -				\$ -
64637	VB-CMS	VP	0095-96A-105, C508		Telegraph CMS - Leased Park-n-Ride Lots		Not Req'd							\$ -				\$ -
64638	VB-CMS	VP	0095-96A-105, C509	V013 (058)	Telegraph CMS - Public Outreach	3-Jul-07	Open							\$ 600,000				\$ 600,000
64639	VB-CMS	VP	0095-96A-105, C510	V013 (063)	Telegraph CMS - Temporary ITS	10-Jul-07	Closed							\$ 3,894,375				\$ 3,894,375
64640	VB-CMS	VP	0095-96A-105, C511		Telegraph CMS - Transit		Not Req'd							\$ -				\$ -
64642	VA-X3	VA	0095-96A-106, PE100	V013 (023)	Telegraph CMS - Vanpools		Not Req'd							\$ -				\$ -
64679	VM-12	VA	0095-96A-106, C519		Balance of City of Alexandria Settlement	4-Nov-02	Open	\$ 1,674,528						\$ 750,000				\$ 2,424,528
67118	VP-X5	VP	0095-96A-106, PE103		Transparent Sound Walls on the New Wilson Bridge		Not Req'd	\$ -						\$ -				\$ -
67646	VA-X6	VA	0095-96A-106, PE102, C520	V013 (036)	Project Contingency		Deferred											\$ -
71035	VA-X7	VA	0095-96A-106, N522		Alexandria Security Liaison	10-Apr-98	Open				\$ 319,301							

ATTACHMENT F – Current Project Schedule

Activity ID	Activity Description	Rem Dur	Early Start	Early Finish	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
TELEGRAPH ROAD INTERCHANGE																					
PRELIM/FINAL ENGINEERING																					
VB0010	Prelim/Final Engr Telegraph Rd Inter.	0	18SEP98A	12FEB08A	Prelim/Final Engr Telegraph Rd Inter.																
RIGHT-OF-WAY																					
VB0020	R/W App/Neg/Acquire for Constr of VB-2 & 5	0	28SEP03A	15MAR05A	R/W App/Neg/Acquire for Constr of VB-2 & 5																
VB0030	R/W App/Neg/Acquire for Constr of VB-3	0	08MAR04A	15MAR05A	R/W App/Neg/Acquire for Constr of VB-3																
VB0100	R/W App/Neg/Acquire for Constr of VB-4	0	01JUL03A	27SEP03A	R/W App/Neg/Acquire for Constr of VB-4																
VB0130	R/W App/Neg/Acquire for Constr of VB-6	0	21MAR07A	20JUL07A	R/W App/Neg/Acquire for Constr of VB-6																
CONSTRUCTION																					
VB0040	Telegraph Road Interchange Constr VB-2/3/6	1,005	12FEB08A	30JUN13	Telegraph Road Interchange Constr VB-2/3/6																
VB0080	Telegraph Rd Tie In w/ US1 Constr Contract VB-4	0	09APR04A	01FEB06A	Telegraph Rd Tie In w/ US1 Constr Contract VB-4																
VB0110	Advanced Utility and Demo Contract VB-5	0	15AUG05A	27MAR08A	Advanced Utility and Demo Contract VB-5																
US ROUTE 1 INTERCHANGE																					
PRELIM/FINAL ENGINEERING																					
VA0010	Prelim/Final Engr US1 Interchange	33	26AUG98A	01NOV10	Prelim/Final Engr US1 Interchange																
RIGHT-OF-WAY																					
VA0400	R/W App/Neg/Acquire Towers/Tower	0	01MAR99A	31JAN02A	R/W App/Neg/Acquire Towers/Tower																
VA0410	R/W App/Neg/Acquire for Ground Improvement	0	22JAN01A	19NOV01A	R/W App/Neg/Acquire for Ground Improvement																
VA0420	Purchase Hunting Tower/Terace/Off-Full Take	0	24JAN01A	30NOV01A	Purchase Hunting Tower/Terace/Off-Full Take																
VA0430	R/W App/Neg/Acquire Remainder of US1	0	30NOV01A	19JUN03A	R/W App/Neg/Acquire Remainder of US1																
CONSTRUCTION																					
VA0005	Army Reserve Center Demolition VA-1	0	07AUG00A	10NOV00A	Army Reserve Center Demolition VA-1																
VA0080	Ground Improvement Construction Contract VA-2	0	17DEC01A	30APR04A	Ground Improvement Construction Contract VA-2																
VA0090	Tower & Garages Demolition VA-3	0	11JUN02A	17APR03A	Tower & Garages Demolition VA-3																
VA0112	Tie-In Construction Contract VA-4	0	14FEB03A	29JUL08A	Tie-In Construction Contract VA-4																
VA0117	US 1 Pile Indicator Prgm Constr Contract VA-5A	0	20SEP02A	06JAN03A	US 1 Pile Indicator Prgm Constr Contract VA-5A																
VA0120	Advanced Bridge Construction Contract VA-5	0	15JUN03A	30SEP05A	Advanced Bridge Construction Contract VA-5																
VA0130	US1 Interchange Construction Contract VA-6/7	0	23DEC03A	14JAN10A	US1 Interchange Construction Contract VA-6/7																
VA0190	Construct Tele Rd./Rt.1 Advanced ITS VB-1/VA-9	0	07NOV02A	10MAY04A	Construct Tele Rd./Rt.1 Advanced ITS VB-1/VA-9																
MITIGATION																					
VA0250	Construct Shoreline Stabilization VM-1	0	04JUN02A	31OCT02A	Construct Shoreline Stabilization VM-1																
VA0240	Construct Four Mile Run Park VM -2	0	08AUG02A	05FEB04A	Construct Four Mile Run Park VM -2																
VA0270	Construct Silver Property/Aquia Harbor VM-3	0	08AUG03A	03SEP04A	Construct Silver Property/Aquia Harbor VM-3																
VA0350	W Mitig - Submerged Aquatic Vegetation VM-4	0	25SEP02A	23JUL04A	W Mitig - Submerged Aquatic Vegetation VM-4																
VA0370	JPP Improvement Reforestation Const Contr VM-5	586	18NOV10*	25JUN12	JPP Improvement Reforestation Const Contr VM-5																

Start Date 10APR98
 Finish Date 30JUN13
 Data Date 30SEP10
 Run Date 07FEB11 11:27

0910

Woodrow Wilson Bridge Project
 Master Schedule for
 2010 Financial Plan Update

Sheet 1 of 3

Attachment F

Activity ID	Activity Description	Rem Dur	Early Start	Early Finish	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014			
POTOMAC RIVER BRIDGE CROSSING																								
PRELIM/FINAL ENGINEERING																								
BR0005	Potomac River Bridge Competition	0	01APR98A	25MAR99A	Potomac River Bridge Competition																			
BR0010	Preliminary Engr Potomac River Bridge	0	25MAR99A	12JUN03A	Preliminary Engr Potomac River Bridge																			
CONSTRUCTION																								
BR0020	Potomac River Dredging Contract BR-1	0	20OCT00A	06FEB01A	Potomac River Dredging Contract BR-1																			
BR0030	River Bridge Foundations Constr Contract BR-2	0	17MAY01A	01JUN03A	River Bridge Foundations Constr Contract BR-2																			
BR0033	Bridge Bascule Construction Contract BR-3A	0	21FEB03A	30NOV08A	Bridge Bascule Construction Contract BR-3A																			
BR0040	Bridge VA Approach Construction Contract BR-3B	0	22APR03A	05SEP08A	Bridge VA Approach Construction Contract BR-3B																			
BR0045	Bridge MD Approach Construction Contract BR-3C	0	13JUN03A	31DEC08A	Bridge MD Approach Construction Contract BR-3C																			
BR0090	Grid Deck Replacement Constuction Contract	0	09AUG00A	02DEC02A	Grid Deck Replacement Constuction Contract																			
MITIGATION																								
BR0120	W Mitig - IC/LPB Stream Mitigation MM-1	0	20AUG02A	08SEP04A	W Mitig - IC/LPB Stream Mitigation MM-1																			
BR0110	W Mitig - NWB/SC Stream Mitigation MM-2	0	16SEP02A	11JAN05A	W Mitig - NWB/SC Stream Mitigation MM-2																			
BR0170	W Mitig - Rock Creek MM-3	0	09OCT03A	21FEB07A	W Mitig - Rock Creek MM-3																			
BR0130	W Mitig - CAB/TUX Wetland Mitigation Constr MM-4	0	01JUL02A	21MAR03A	W Mitig - CAB/TUX Wetland Mitigation Constr MM-4																			
BR0160	W Mitig - Bladensburg Marina MM-5	0	08SEP03A	31AUG06A	W Mitig - Bladensburg Marina MM-5																			
BR0140	W Mitig - Anacostia East Wetland Mit MM-6	0	13APR07A	18NOV09A	W Mitig - Anacostia East Wetland Mit MM-6																			
BR0200	W Mitig - Submerged Aquatic Vegetation MM-7	0	25OCT02A	29OCT05A	W Mitig - Submerged Aquatic Vegetation MM-7																			
INTERSTATE 295 INTERCHANGE																								
PRELIM/FINAL ENGINEERING																								
MA0010	Prelim/Final Engr I-295 Interchange	0	03SEP98A	30JUN10A	Prelim/Final Engr I-295 Interchange																			
RIGHT-OF-WAY																								
MA0020	R/W Appraisal/Negotiate I-295	0	28JUL00A	30JUL03A	R/W Appraisal/Negotiate I-295																			
CONSTRUCTION																								
MA0040	Soil PreConsolidation Constr Contract MA-1A	0	15AUG01A	07SEP04A	Soil PreConsolidation Constr Contract MA-1A																			
MA0050	Ramps E,E1,F,O,R Construction Contract MA-1	0	26NOV01A	03MAR06A	Ramps E,E1,F,O,R Construction Contract MA-1																			
MA0060	Outer Loop Exp/Local Constr Contracts MA-2/3	0	23DEC02A	17JUL06A	Outer Loop Exp/Local Constr Contracts MA-2/3																			
MA0070	Inner Loop Exp/Local/Rosalie Is/Lndsp Const MA-4	0	11APR05A	18JUN10A	Inner Loop Exp/Local/Rosalie Is/Lndsp Const MA-4																			
MITIGATION																								
MA0119	WSSC Reforestation Construction Contract MM-8	0	08APR02A	15DEC02A	WSSC Reforestation Construction Contract MM-8																			
MA0130	Critical Area Reforestation - I-295 MM-9	0	27MAY03A	01JUN06A	Critical Area Reforestation - I-295 MM-9																			
DC/MD ANACOSTIA FREEWAY																								
CONSTRUCTION																								
DC0010	Rehab Anacostia Freeway from DC/MD	0	12AUG02A	30JUL04A	Rehab Anacostia Freeway from DC/MD																			
MD210 INTERCHANGE																								
PRELIM/FINAL ENGINEERING																								
MB0010	Prelim/Final Engr MD210 Interchange	0	03SEP98A	09JAN06A	Prelim/Final Engr MD210 Interchange																			
RIGHT-OF-WAY																								
MB0020	Right of Way Appraisal/Negotiate MD210	0	31MAR00A	30SEP03A	Right of Way Appraisal/Negotiate MD210																			

ATTACHMENT G – Construction Contract Low Bid History

ATTACHMENT G

**WOODROW WILSON BRIDGE PROJECT
CONSTRUCTION CONTRACT LOW BID HISTORY**

Contract	Description	Bids Rec'd	CONTRACT LOW BID		
			Initial Financial Plan Estimate *	Award Amount	% Under (Over) Estimate
VIRGINIA CONTRACTS					
VA-1	Army Reserve Center Demo	Jul-00	\$300,000	\$110,075	63.3%
VA-2	Ground Improvement	Nov-01	\$37,993,744	\$34,452,368	9.3%
VA-3	Hunting Towers Demo	Apr-02	\$7,960,000	\$987,789	87.6%
VA-4	Tie In Contract	Dec-02	\$60,280,462	\$54,634,209	9.4%
VA-5A	Pile Indicator Program	Aug-02	\$0	\$664,250	
VA-5	US1 Advance Structures	Apr-03	\$48,999,300	\$38,395,394	21.6%
VA6/7	US1 Main Contract	Nov-03	\$184,593,308	\$146,577,166	20.6%
VA-9/VB-1	Advance ITS Program	Aug-02	\$1,534,560	\$1,534,174	0.0%
VB-2/3/6	Telegraph Road Main Contract	Dec-07	\$162,181,473	\$236,393,188	(45.8%)
VB-4	Telegraph Road Tie-In	Feb-04	\$1,938,645	\$2,978,454	(53.6%)
VB-5	Telegraph Road Utilities	Jul-05	\$15,000,000	\$17,153,692	(14.4%)
VM-1	Mason Neck State Park	Apr-02	\$3,355,248	\$683,690	79.6%
VM-2	Four Mile Run Park	Jun-02	\$1,292,369	\$1,088,562	15.8%
VM-3	Silver Property, Aquia Harbor	Jun-03	\$6,039,832	\$1,588,384	73.7%
VM-4	Subaquatic Vegetation	Jul-02	\$867,239	\$51,000	94.1%
VM-5	Jones Point Park	Sep-10	\$10,441,767	\$15,667,185	(50.0%)
MARYLAND CONTRACTS					
BR-1	Dredge Contract	Sep-00	\$15,296,592	\$14,485,000	5.3%
BR-2	Foundation Contract	Mar-01	\$125,542,054	\$125,396,511	0.1%
BR-3A	Bascule Span Contract	Nov-02	\$147,553,043	\$185,919,605	(26.0%)
BR-3B	Virginia Approach Contract	Feb-03	\$121,305,450	\$115,505,592	4.8%
BR-3C	Maryland Approach Contract	May-03	\$204,560,443	\$191,182,746	6.5%
MA-1A	Ground Improvement	Jun-01	\$12,050,000	\$9,361,230	22.3%
MA-1	Ramps E/F	Sep-01	\$42,770,000	\$42,435,333	0.8%
MA-2/3	Outer Loop	Oct-02	\$80,510,000	\$45,352,639	43.7%
MA-4	Inner Loop	Feb-05	\$61,990,000	\$93,187,408	(50.3%)
MB-1/2	Noise Walls, Ramps G/F1, Bald Eagle Rd	Dec-03	\$15,240,000	\$18,732,718	(22.9%)
MB-3	Bridge, Roadway, Oxon Hill Separation	Mar-05	\$41,440,000	\$40,824,171	13.3%
MB-4	MD 210 Contract	Nov-05	\$65,190,000	\$59,469,628	8.8%
MM-1	Little Paint Branch Mit.	May-02	\$811,245	\$512,739	36.8%
MM-2	Northwest Branch Mit.	Jun-02	\$2,542,169	\$1,721,497	32.3%
MM-3	Rock Creek Mitigation	Jul-03	\$1,542,169	\$2,432,425	(57.7%)
MM-4	Tuxedo Rd Mitigation	Mar-02	\$666,667	\$473,181	29.0%
MM-5	Bladensburg Marina Mit.	Apr-03	\$1,148,594	\$655,493	42.9%
MM-6	Anacostia East Mitigation	Mar-07	\$5,895,000	\$3,926,344	33.4%
MM-7	Subaquatic Vegetation	Jul-02	\$1,630,522	\$126,788	92.2%
MM-8	WSSC Reforestation	Dec-01	\$1,005,622	\$298,100	70.4%
MM-9	Critical Area Reforestation	Jan-03	\$2,367,871	\$211,600	91.1%
TOTALS (37 Contracts)			\$1,493,835,388	\$1,505,170,325	(0.8%)

* Proration based on best available information

ATTACHMENT H – Intentionally Left Blank

ATTACHMENT I – Expenditure Forecasts vs. Actual History

**WOODROW WILSON BRIDGE PROJECT
EXPENDITURE FORECASTS VS. ACTUAL EXPENDITURE HISTORY**

Cumulative Initial Financial Plan Expenditure Forecast

	6/30/1998	9/30/1998	12/31/1998	3/31/1999	6/30/1999	9/30/1999	12/31/1999	3/31/2000	6/30/2000	9/30/2000	12/31/2000	3/31/2001	6/30/2001	9/30/2001	12/31/2001	3/31/2002
BR	\$ -	\$ 14,043	\$ 183,042	\$ 1,023,324	\$ 4,298,001	\$ 7,192,248	\$ 10,146,867	\$ 12,868,093	\$ 18,793,778	\$ 22,811,779	\$ 44,276,751	\$ 47,206,193	\$ 62,851,011	\$ 84,029,972	\$ 108,718,933	\$ 155,933,933
MA	\$ -	\$ 70,000	\$ 300,000	\$ 520,000	\$ 740,000	\$ 977,597	\$ 1,262,624	\$ 1,497,675	\$ 1,734,805	\$ 2,275,639	\$ 2,563,291	\$ 3,440,382	\$ 6,420,382	\$ 18,385,382	\$ 29,895,382	
MB	\$ -	\$ 140,000	\$ 590,000	\$ 1,030,000	\$ 1,480,000	\$ 1,958,298	\$ 2,475,289	\$ 2,940,790	\$ 3,544,696	\$ 4,100,890	\$ 4,657,342	\$ 5,197,961	\$ 5,914,391	\$ 8,284,391	\$ 11,384,391	\$ 15,234,391
VA	\$ 15,467	\$ 689,206	\$ 2,549,357	\$ 4,599,816	\$ 7,002,265	\$ 9,386,583	\$ 11,763,496	\$ 14,166,772	\$ 17,029,937	\$ 19,910,250	\$ 22,858,631	\$ 108,757,172	\$ 112,437,644	\$ 143,900,550	\$ 160,735,634	\$ 176,629,820
VB	\$ 106,248	\$ 655,758	\$ 1,180,069	\$ 1,719,334	\$ 2,260,957	\$ 2,803,231	\$ 3,326,832	\$ 3,851,043	\$ 4,385,616	\$ 4,954,376	\$ 5,496,177	\$ 6,271,179	\$ 7,369,701	\$ 8,985,892	\$ 10,958,231	\$ 12,097,901
VA Projectwide	\$ 5,617,905	\$ 6,813,243	\$ 7,842,893	\$ 8,696,432	\$ 10,749,481	\$ 13,227,144	\$ 14,857,007	\$ 18,941,635	\$ 22,351,390	\$ 28,604,345	\$ 32,521,841	\$ 37,424,353	\$ 39,995,127	\$ 52,701,360	\$ 65,407,593	\$ 65,407,593
DC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maryland	\$ -	\$ 224,043	\$ 1,073,042	\$ 2,573,324	\$ 6,518,001	\$ 10,128,143	\$ 13,884,780	\$ 17,306,558	\$ 24,073,279	\$ 28,896,509	\$ 51,209,733	\$ 54,967,444	\$ 72,205,784	\$ 98,734,745	\$ 138,488,706	\$ 201,063,706
Virginia	\$ 5,739,620	\$ 8,158,207	\$ 11,572,319	\$ 15,015,581	\$ 20,012,704	\$ 25,416,957	\$ 29,947,335	\$ 36,959,450	\$ 43,766,944	\$ 53,468,971	\$ 60,876,649	\$ 152,452,704	\$ 159,802,472	\$ 205,587,802	\$ 237,101,458	\$ 254,135,314
DC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grand Total	\$ 5,739,620	\$ 8,382,250	\$ 12,645,361	\$ 17,588,906	\$ 26,530,705	\$ 35,545,100	\$ 43,832,115	\$ 54,266,008	\$ 67,840,223	\$ 82,365,480	\$ 112,086,381	\$ 207,420,148	\$ 232,008,256	\$ 304,322,547	\$ 375,590,164	\$ 455,199,020

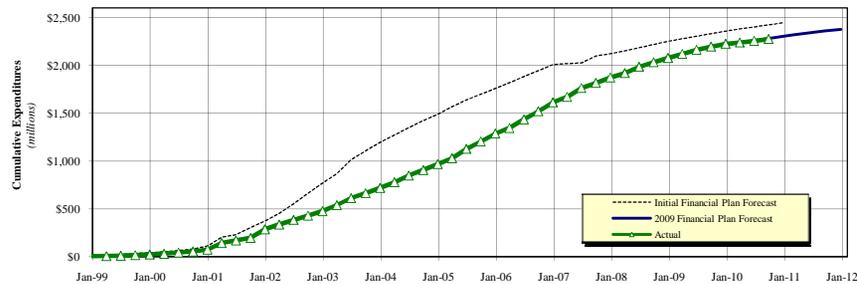
Cumulative September 2009 Update Expenditure Forecast

	6/30/1998	9/30/1998	12/31/1998	3/31/1999	6/30/1999	9/30/1999	12/31/1999	3/31/2000	6/30/2000	9/30/2000	12/31/2000	3/31/2001	6/30/2001	9/30/2001	12/31/2001	3/31/2002
BR	\$ 2,579	\$ 17,820	\$ 190,189	\$ 934,430	\$ 1,442,919	\$ 2,562,809	\$ 4,999,881	\$ 7,504,070	\$ 13,554,478	\$ 16,520,207	\$ 26,124,138	\$ 36,852,881	\$ 51,629,485	\$ 65,726,344	\$ 94,366,750	\$ 120,997,051
MA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 331,175	\$ 688,027	\$ 1,258,432	\$ 1,826,666	\$ 2,444,748	\$ 3,909,625	\$ 5,681,635	\$ 7,029,782	\$ 9,552,100	\$ 14,155,125	\$ 23,016,530
MB	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 215,632	\$ 478,383	\$ 686,582	\$ 1,607,000	\$ 1,971,701	\$ 2,607,515	\$ 2,771,497	\$ 3,623,596	\$ 4,396,371	\$ 5,732,784	\$ 6,711,206
MD Projectwide	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
VA	\$ 15,469	\$ 39,208	\$ 49,358	\$ 121,817	\$ 1,335,168	\$ 1,892,283	\$ 2,810,638	\$ 3,228,624	\$ 4,714,109	\$ 6,347,717	\$ 9,667,919	\$ 58,465,115	\$ 62,090,581	\$ 65,660,275	\$ 117,865,952	\$ 122,830,530
VB	\$ 6,249	\$ 25,759	\$ 40,070	\$ 59,335	\$ 481,630	\$ 847,565	\$ 1,119,929	\$ 1,245,012	\$ 1,287,355	\$ 1,737,971	\$ 2,707,404	\$ 3,698,172	\$ 4,443,931	\$ 4,914,330	\$ 5,803,435	\$ 7,263,028
VA Projectwide	\$ 5,617,905	\$ 6,813,243	\$ 7,842,893	\$ 8,696,433	\$ 10,749,482	\$ 13,227,145	\$ 14,857,008	\$ 18,941,636	\$ 22,351,391	\$ 28,604,346	\$ 32,521,842	\$ 37,424,354	\$ 44,609,152	\$ 49,290,511	\$ 52,108,407	\$ 58,184,882
DC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ 2,579	\$ 17,820	\$ 190,189	\$ 934,430	\$ 1,442,919	\$ 3,109,615	\$ 6,166,290	\$ 9,449,084	\$ 16,988,145	\$ 20,936,655	\$ 32,641,278	\$ 45,306,012	\$ 62,282,863	\$ 79,674,815	\$ 114,254,658	\$ 150,724,787
Maryland	\$ 2,579	\$ 17,820	\$ 190,189	\$ 934,430	\$ 1,442,919	\$ 3,109,615	\$ 6,166,290	\$ 9,449,084	\$ 16,988,145	\$ 20,936,655	\$ 32,641,278	\$ 45,306,012	\$ 62,282,863	\$ 79,674,815	\$ 114,254,658	\$ 150,724,787
Virginia	\$ 5,639,622	\$ 6,878,210	\$ 7,932,321	\$ 8,877,585	\$ 12,566,280	\$ 15,966,993	\$ 18,787,575	\$ 23,415,271	\$ 28,352,855	\$ 36,690,035	\$ 44,897,165	\$ 99,587,641	\$ 111,143,664	\$ 119,865,116	\$ 175,777,794	\$ 188,278,440
DC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grand Total	\$ 5,642,201	\$ 6,896,029	\$ 8,122,510	\$ 9,812,015	\$ 14,009,200	\$ 19,076,608	\$ 24,953,866	\$ 32,864,355	\$ 45,341,000	\$ 57,626,690	\$ 77,538,443	\$ 144,893,653	\$ 173,426,527	\$ 199,539,930	\$ 290,032,452	\$ 339,003,227

Cumulative Actual Expenditures

	6/30/1998	9/30/1998	12/31/1998	3/31/1999	6/30/1999	9/30/1999	12/31/1999	3/31/2000	6/30/2000	9/30/2000	12/31/2000	3/31/2001	6/30/2001	9/30/2001	12/31/2001	3/31/2002
BR	\$ 2,579	\$ 17,820	\$ 190,189	\$ 934,430	\$ 1,442,919	\$ 2,562,809	\$ 4,999,881	\$ 7,504,070	\$ 13,554,478	\$ 16,520,207	\$ 26,124,138	\$ 36,852,881	\$ 51,629,485	\$ 65,726,344	\$ 94,366,750	\$ 120,997,051
MA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 331,175	\$ 688,027	\$ 1,258,432	\$ 1,826,666	\$ 2,444,748	\$ 3,909,625	\$ 5,681,635	\$ 7,029,782	\$ 9,552,100	\$ 14,155,125	\$ 23,016,530
MB	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 215,632	\$ 478,383	\$ 686,582	\$ 1,607,000	\$ 1,971,701	\$ 2,607,515	\$ 2,771,497	\$ 3,623,596	\$ 4,396,371	\$ 5,732,784	\$ 6,711,206
MD Projectwide	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
VA	\$ 15,469	\$ 39,208	\$ 49,358	\$ 121,817	\$ 1,335,168	\$ 1,892,283	\$ 2,810,638	\$ 3,228,624	\$ 4,714,109	\$ 6,347,717	\$ 9,667,919	\$ 58,465,115	\$ 62,090,581	\$ 65,660,275	\$ 117,865,952	\$ 122,830,530
VB	\$ 6,249	\$ 25,759	\$ 40,070	\$ 59,335	\$ 481,630	\$ 847,565	\$ 1,119,929	\$ 1,245,012	\$ 1,287,355	\$ 1,737,971	\$ 2,707,404	\$ 3,698,172	\$ 4,443,931	\$ 4,914,330	\$ 5,803,435	\$ 7,263,028
VA Projectwide	\$ 5,617,905	\$ 6,813,243	\$ 7,842,893	\$ 8,696,433	\$ 10,749,482	\$ 13,227,145	\$ 14,857,008	\$ 18,941,636	\$ 22,351,391	\$ 28,604,346	\$ 32,521,842	\$ 37,424,354	\$ 44,609,152	\$ 49,290,511	\$ 52,108,407	\$ 58,184,882
DC Quarterly Exp	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ 2,579	\$ 17,820	\$ 190,189	\$ 934,430	\$ 1,442,919	\$ 3,109,615	\$ 6,166,290	\$ 9,449,084	\$ 16,988,145	\$ 20,936,655	\$ 32,641,278	\$ 45,306,012	\$ 62,282,863	\$ 79,674,815	\$ 114,254,658	\$ 150,724,787
Maryland	\$ 2,579	\$ 17,820	\$ 190,189	\$ 934,430	\$ 1,442,919	\$ 3,109,615	\$ 6,166,290	\$ 9,449,084	\$ 16,988,145	\$ 20,936,655	\$ 32,641,278	\$ 45,306,012	\$ 62,282,863	\$ 79,674,815	\$ 114,254,658	\$ 150,724,787
Virginia	\$ 5,639,622	\$ 6,878,210	\$ 7,932,321	\$ 8,877,585	\$ 12,566,280	\$ 15,966,993	\$ 18,787,575	\$ 23,415,271	\$ 28,352,855	\$ 36,690,035	\$ 44,897,165	\$ 99,587,641	\$ 111,143,664	\$ 119,865,116	\$ 175,777,794	\$ 188,278,440
DC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grand Total	\$ 5,642,201	\$ 6,896,029	\$ 8,122,510	\$ 9,812,015	\$ 14,009,200	\$ 19,076,608	\$ 24,953,866	\$ 32,864,355	\$ 45,341,000	\$ 57,626,690	\$ 77,538,443	\$ 144,893,653	\$ 173,426,527	\$ 199,539,930	\$ 290,032,452	\$ 339,003,227

Chart 1: Cumulative Updated Financial Plan Expenditure Forecast vs. Cumulative Actual Expenditures



**WOODROW WILSON BRIDGE PROJECT
EXPENDITURE FORECASTS VS. ACTUAL EXPENDITURE HISTORY**

Cumulative Initial Financial Plan Expenditure Forecast

	6/30/2002	9/30/2002	12/31/2002	3/31/2003	6/30/2003	9/30/2003	12/31/2003	3/31/2004	6/30/2004	9/30/2004	12/31/2004	3/31/2005	6/30/2005	9/30/2005	12/31/2005	3/31/2006	6/30/2006
BR	\$ 204,833,933	\$ 256,938,933	\$ 309,128,933	\$ 359,578,933	\$ 409,783,933	\$ 440,489,312	\$ 470,579,312	\$ 500,219,312	\$ 529,859,312	\$ 559,959,312	\$ 590,059,312	\$ 619,269,312	\$ 648,919,312	\$ 679,029,312	\$ 708,679,312	\$ 738,339,312	\$ 767,999,312
MA	\$ 50,020,382	\$ 70,465,382	\$ 90,910,382	\$ 112,500,382	\$ 133,620,382	\$ 151,460,382	\$ 163,935,382	\$ 173,885,382	\$ 183,835,382	\$ 193,945,382	\$ 204,520,382	\$ 213,705,382	\$ 223,035,382	\$ 232,505,382	\$ 241,835,382	\$ 251,445,382	\$ 261,055,382
MB	\$ 18,049,391	\$ 25,564,391	\$ 34,189,391	\$ 41,969,391	\$ 49,489,391	\$ 57,109,391	\$ 64,729,391	\$ 72,449,391	\$ 80,169,391	\$ 87,789,391	\$ 95,509,391	\$ 103,229,391	\$ 111,049,391	\$ 118,869,391	\$ 126,689,391	\$ 134,509,391	\$ 142,329,391
VA	\$ 205,147,535	\$ 225,997,248	\$ 243,077,248	\$ 257,868,348	\$ 325,416,448	\$ 363,057,848	\$ 401,239,348	\$ 430,634,727	\$ 460,334,627	\$ 490,034,527	\$ 513,670,027	\$ 553,581,227	\$ 587,120,127	\$ 606,715,227	\$ 626,898,327	\$ 647,151,427	\$ 667,520,527
VB	\$ 13,248,151	\$ 14,399,291	\$ 14,570,431	\$ 14,621,591	\$ 14,673,351	\$ 14,726,021	\$ 14,778,691	\$ 14,832,001	\$ 14,832,931	\$ 14,832,931	\$ 14,832,931	\$ 15,045,931	\$ 15,258,931	\$ 15,483,931	\$ 15,697,931	\$ 15,917,931	\$ 16,137,931
VA Projectwide	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593
DC	\$ -	\$ 7,550,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000
Totals	\$ 556,706,985	\$ 666,322,838	\$ 772,383,978	\$ 867,046,238	\$ 1,013,491,098	\$ 1,107,350,547	\$ 1,195,769,717	\$ 1,272,528,406	\$ 1,349,539,236	\$ 1,425,044,136	\$ 1,489,504,636	\$ 1,568,173,836	\$ 1,641,065,736	\$ 1,700,625,836	\$ 1,760,162,936	\$ 1,820,066,036	\$ 1,882,215,136
Maryland	\$ 272,903,706	\$ 352,968,706	\$ 434,228,706	\$ 514,048,706	\$ 592,893,706	\$ 649,059,085	\$ 699,244,085	\$ 746,554,085	\$ 793,864,085	\$ 839,669,085	\$ 880,494,085	\$ 919,039,085	\$ 958,179,085	\$ 997,919,085	\$ 1,037,059,085	\$ 1,076,489,085	\$ 1,118,049,085
Virginia	\$ 283,803,279	\$ 305,804,132	\$ 323,055,272	\$ 337,897,532	\$ 405,497,392	\$ 443,191,462	\$ 481,425,632	\$ 510,874,321	\$ 540,575,151	\$ 570,275,051	\$ 593,910,551	\$ 634,034,751	\$ 667,786,651	\$ 687,606,751	\$ 708,003,851	\$ 728,476,951	\$ 749,066,051
DC	\$ -	\$ 7,550,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000
Grand Total	\$ 556,706,985	\$ 666,322,838	\$ 772,383,978	\$ 867,046,238	\$ 1,013,491,098	\$ 1,107,350,547	\$ 1,195,769,717	\$ 1,272,528,406	\$ 1,349,539,236	\$ 1,425,044,136	\$ 1,489,504,636	\$ 1,568,173,836	\$ 1,641,065,736	\$ 1,700,625,836	\$ 1,760,162,936	\$ 1,820,066,036	\$ 1,882,215,136

Cumulative September 2009 Update Expenditure Forecast

	6/30/2002	9/30/2002	12/31/2002	3/31/2003	6/30/2003	9/30/2003	12/31/2003	3/31/2004	6/30/2004	9/30/2004	12/31/2004	3/31/2005	6/30/2005	9/30/2005	12/31/2005	3/31/2006	6/30/2006
BR	\$ 146,247,392	\$ 161,063,722	\$ 174,455,252	\$ 201,036,205	\$ 237,979,964	\$ 259,806,211	\$ 277,775,682	\$ 302,749,970	\$ 321,999,077	\$ 346,968,950	\$ 378,887,991	\$ 410,640,713	\$ 463,513,651	\$ 505,022,194	\$ 555,190,587	\$ 587,713,705	\$ 627,012,890
MA	\$ 31,334,450	\$ 40,567,954	\$ 47,847,484	\$ 59,038,883	\$ 74,385,733	\$ 80,552,066	\$ 92,038,927	\$ 97,627,222	\$ 107,868,676	\$ 114,983,724	\$ 121,936,754	\$ 125,695,330	\$ 138,268,080	\$ 146,767,751	\$ 153,169,121	\$ 162,075,627	\$ 172,363,474
MB	\$ 7,229,685	\$ 7,318,876	\$ 7,480,357	\$ 7,521,067	\$ 7,635,960	\$ 8,095,429	\$ 8,763,408	\$ 10,549,360	\$ 13,439,269	\$ 15,917,934	\$ 18,503,883	\$ 22,742,240	\$ 31,032,444	\$ 36,984,066	\$ 43,351,503	\$ 56,444,966	\$ 71,993,788
MD Projectwide	\$ -	\$ -	\$ -	\$ -	\$ 3,229,598	\$ 3,306,960	\$ 3,507,166	\$ 3,983,417	\$ 4,089,428	\$ 4,481,616	\$ 4,515,131	\$ 5,074,949	\$ 5,211,120	\$ 6,853,936	\$ 7,049,302	\$ 7,815,228	\$ 8,370,972
VA	\$ 131,205,535	\$ 147,992,939	\$ 167,188,456	\$ 188,016,575	\$ 199,345,994	\$ 215,105,938	\$ 233,000,388	\$ 248,553,082	\$ 272,599,198	\$ 288,816,097	\$ 303,296,367	\$ 317,424,715	\$ 335,619,051	\$ 350,785,762	\$ 365,755,263	\$ 386,090,945	\$ 402,883,785
VB	\$ 8,575,761	\$ 9,521,405	\$ 10,227,348	\$ 10,942,788	\$ 11,402,793	\$ 13,864,153	\$ 14,594,511	\$ 18,196,076	\$ 27,147,183	\$ 28,941,346	\$ 32,670,578	\$ 35,442,684	\$ 35,130,474	\$ 36,601,158	\$ 39,749,352	\$ 47,296,330	\$ 50,900,969
VA Projectwide	\$ 62,397,277	\$ 65,388,105	\$ 69,117,463	\$ 69,763,547	\$ 73,260,241	\$ 76,860,566	\$ 80,607,154	\$ 84,915,888	\$ 89,392,172	\$ 92,925,287	\$ 94,830,869	\$ 99,344,389	\$ 103,217,848	\$ 106,203,857	\$ 108,569,207	\$ 112,119,350	\$ 115,969,570
DC	\$ -	\$ 281,266	\$ 2,727,249	\$ 4,594,874	\$ 6,642,976	\$ 8,349,430	\$ 11,478,671	\$ 13,048,486	\$ 13,755,654	\$ 14,448,341	\$ 14,524,813	\$ 14,573,186	\$ 15,476,758	\$ 15,861,864	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529
Totals	\$ 184,811,526	\$ 208,950,552	\$ 229,783,092	\$ 267,596,155	\$ 323,231,254	\$ 351,760,665	\$ 382,085,183	\$ 414,909,970	\$ 447,396,450	\$ 482,352,223	\$ 523,843,758	\$ 564,153,233	\$ 638,025,295	\$ 695,627,947	\$ 758,760,513	\$ 814,049,526	\$ 879,741,125
Maryland	\$ 202,178,573	\$ 222,902,448	\$ 246,533,267	\$ 268,722,911	\$ 284,009,028	\$ 305,830,657	\$ 328,202,054	\$ 351,665,047	\$ 389,138,553	\$ 410,682,730	\$ 430,797,815	\$ 452,211,788	\$ 473,967,373	\$ 493,590,778	\$ 514,073,823	\$ 515,506,626	\$ 539,754,325
DC	\$ -	\$ 281,266	\$ 2,727,249	\$ 4,594,874	\$ 6,642,976	\$ 8,349,430	\$ 11,478,671	\$ 13,048,486	\$ 13,755,654	\$ 14,448,341	\$ 14,524,813	\$ 14,573,186	\$ 15,476,758	\$ 15,861,864	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529
Grand Total	\$ 386,990,099	\$ 432,134,267	\$ 479,043,608	\$ 540,913,939	\$ 613,883,257	\$ 665,940,753	\$ 721,765,907	\$ 779,623,503	\$ 850,290,657	\$ 907,483,294	\$ 969,166,387	\$ 1,030,938,206	\$ 1,127,469,425	\$ 1,205,080,589	\$ 1,288,580,864	\$ 1,345,302,681	\$ 1,435,241,979

Cumulative Actual Expenditures

	6/30/2002	9/30/2002	12/31/2002	3/31/2003	6/30/2003	9/30/2003	12/31/2003	3/31/2004	6/30/2004	9/30/2004	12/31/2004	3/31/2005	6/30/2005	9/30/2005	12/31/2005	3/31/2006	6/30/2006
BR	\$ 146,247,392	\$ 161,063,722	\$ 174,455,252	\$ 201,036,205	\$ 237,979,964	\$ 259,806,211	\$ 277,775,682	\$ 302,749,970	\$ 321,999,077	\$ 346,968,950	\$ 378,887,991	\$ 410,640,713	\$ 463,513,651	\$ 505,022,194	\$ 555,190,587	\$ 587,713,705	\$ 627,012,890
MA	\$ 31,334,450	\$ 40,567,954	\$ 47,847,484	\$ 59,038,883	\$ 74,385,733	\$ 80,552,066	\$ 92,038,927	\$ 97,627,222	\$ 107,868,676	\$ 114,983,724	\$ 121,936,754	\$ 125,695,330	\$ 138,268,080	\$ 146,767,751	\$ 153,169,121	\$ 162,075,627	\$ 172,363,474
MB	\$ 7,229,685	\$ 7,318,876	\$ 7,480,357	\$ 7,521,067	\$ 7,635,960	\$ 8,095,429	\$ 8,763,408	\$ 10,549,360	\$ 13,439,269	\$ 15,917,934	\$ 18,503,883	\$ 22,742,240	\$ 31,032,444	\$ 36,984,066	\$ 43,351,503	\$ 56,444,966	\$ 71,993,788
MD Projectwide	\$ -	\$ -	\$ -	\$ -	\$ 3,229,598	\$ 3,306,960	\$ 3,507,166	\$ 3,983,417	\$ 4,089,428	\$ 4,481,616	\$ 4,515,131	\$ 5,074,949	\$ 5,211,120	\$ 6,853,936	\$ 7,049,302	\$ 7,815,228	\$ 8,370,972
VA	\$ 131,205,535	\$ 147,992,939	\$ 167,188,456	\$ 188,016,575	\$ 199,345,994	\$ 215,105,938	\$ 233,000,388	\$ 248,553,082	\$ 272,599,198	\$ 288,816,097	\$ 303,296,367	\$ 317,424,715	\$ 335,619,051	\$ 350,785,762	\$ 365,755,263	\$ 386,090,945	\$ 402,883,785
VB	\$ 8,575,761	\$ 9,521,405	\$ 10,227,348	\$ 10,942,788	\$ 11,402,793	\$ 13,864,153	\$ 14,594,511	\$ 18,196,076	\$ 27,147,183	\$ 28,941,346	\$ 32,670,578	\$ 35,442,684	\$ 35,130,474	\$ 36,601,158	\$ 39,749,352	\$ 47,296,330	\$ 50,900,969
VA Projectwide	\$ 62,397,277	\$ 65,388,105	\$ 69,117,463	\$ 69,763,547	\$ 73,260,241	\$ 76,860,566	\$ 80,607,154	\$ 84,915,888	\$ 89,392,172	\$ 92,925,287	\$ 94,830,869	\$ 99,344,389	\$ 103,217,848	\$ 106,203,857	\$ 108,569,207	\$ 112,119,350	\$ 115,969,570
DC Quarterly Exp	\$ -	\$ 281,266	\$ 2,445,983	\$ 1,867,625	\$ 2,048,102	\$ 1,706,454	\$ 3,129,241	\$ 1,569,815	\$ 707,168	\$ 692,687	\$ 76,472	\$ 48,373	\$ 385,106	\$ (115,334)	\$ -	\$ -	\$ -
DC	\$ -	\$ 281,266	\$ 2,727,249	\$ 4,594,874	\$ 6,642,976	\$ 8,349,430	\$ 11,478,671	\$ 13,048,486	\$ 13,755,654	\$ 14,448,341	\$ 14,524,813	\$ 14,573,186	\$ 15,476,758	\$ 15,861,864	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529
Totals	\$ 184,811,526	\$ 208,950,552	\$ 229,783,092	\$ 267,596,155	\$ 323,231,254	\$ 351,760,665	\$ 382,085,183	\$ 414,909,970	\$ 447,396,450	\$ 482,352,223	\$ 523,843,758	\$ 564,153,233	\$ 638,025,295	\$ 695,627,947	\$ 758,760,513	\$ 814,049,526	\$ 879,741,125
Maryland	\$ 202,178,573	\$ 222,902,448	\$ 246,533,267	\$ 268,722,911	\$ 284,009,028	\$ 305,830,657	\$ 328,202,054	\$ 351,665,047	\$ 389,138,553	\$ 410,682,730	\$ 430,797,815	\$ 452,211,788	\$ 473,967,373	\$ 493,590,778	\$ 514,073,823	\$ 515,506,626	\$ 539,754,325
DC	\$ -	\$ 281,266	\$ 2,727,249	\$ 4,594,874	\$ 6,642,976	\$ 8,349,430	\$ 11,478,671	\$ 13,048,486	\$ 13,755,654	\$ 14,448,341	\$ 14,524,813	\$ 14,573,186	\$ 15,476,758	\$ 15,861,864	\$ 15,746,529	\$ 15,746,529	\$

**WOODROW WILSON BRIDGE PROJECT
EXPENDITURE FORECASTS VS. ACTUAL EXPENDITURE HISTORY**

Cumulative Initial Financial Plan Expenditure Forecast

	9/30/2006	12/31/2006	3/31/2007	6/30/2007	9/30/2007	12/31/2007	3/31/2008	6/30/2008	9/30/2008	12/31/2008	3/31/2009	6/30/2009	9/30/2009	12/31/2009	3/31/2010	6/30/2010	9/30/2010
BR	\$ 797,654,312	\$ 827,313,176	\$ 827,313,176	\$ 827,313,176	\$ 827,313,176	\$ 827,313,176	\$ 827,313,176	\$ 827,313,176	\$ 827,313,176	\$ 827,313,176	\$ 827,313,176	\$ 827,313,176	\$ 827,313,176	\$ 827,313,176	\$ 827,313,176	\$ 827,313,176	\$ 827,313,176
MA	\$ 270,655,382	\$ 277,490,382	\$ 278,090,382	\$ 279,270,382	\$ 283,430,382	\$ 287,678,382	\$ 296,310,382	\$ 305,005,382	\$ 313,845,382	\$ 322,625,382	\$ 327,705,382	\$ 332,855,382	\$ 338,095,382	\$ 343,405,382	\$ 343,405,382	\$ 343,405,382	\$ 343,405,382
MB	\$ 93,444,391	\$ 97,899,391	\$ 102,484,391	\$ 107,074,391	\$ 111,664,391	\$ 116,334,391	\$ 121,064,391	\$ 125,794,391	\$ 130,604,391	\$ 135,414,391	\$ 140,214,391	\$ 145,084,391	\$ 150,034,391	\$ 154,984,391	\$ 159,889,391	\$ 164,804,391	\$ 169,809,391
VA	\$ 687,889,627	\$ 708,864,127	\$ 714,503,027	\$ 715,419,427	\$ 735,237,254	\$ 739,999,754	\$ 736,759,554	\$ 739,488,654	\$ 742,219,054	\$ 744,929,954	\$ 747,639,554	\$ 747,639,554	\$ 747,639,554	\$ 747,639,554	\$ 747,639,554	\$ 747,639,554	\$ 747,639,554
VB	\$ 16,357,931	\$ 16,577,931	\$ 16,804,931	\$ 17,031,931	\$ 17,259,931	\$ 17,487,931	\$ 17,715,931	\$ 17,943,931	\$ 18,171,931	\$ 18,399,931	\$ 18,627,931	\$ 18,855,931	\$ 19,083,931	\$ 19,311,931	\$ 19,539,931	\$ 19,767,931	\$ 19,995,931
VA Projectwide	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593	\$ 65,407,593
DC	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000
Totals	\$ 1,946,509,236	\$ 2,008,652,600	\$ 2,019,703,500	\$ 2,026,616,900	\$ 2,097,401,900	\$ 2,122,807,100	\$ 2,152,880,200	\$ 2,184,984,800	\$ 2,217,561,700	\$ 2,250,059,100	\$ 2,278,825,400	\$ 2,305,275,400	\$ 2,332,148,800	\$ 2,359,017,200	\$ 2,386,658,200	\$ 2,402,495,100	\$ 2,424,682,900
Maryland	\$ 1,161,754,085	\$ 1,202,702,949	\$ 1,207,887,949	\$ 1,213,657,949	\$ 1,222,240,949	\$ 1,231,325,949	\$ 1,244,687,949	\$ 1,258,112,949	\$ 1,271,762,949	\$ 1,285,352,949	\$ 1,299,232,949	\$ 1,305,252,949	\$ 1,315,442,949	\$ 1,325,627,949	\$ 1,330,607,949	\$ 1,335,522,949	\$ 1,340,527,949
Virginia	\$ 769,655,151	\$ 790,849,651	\$ 796,715,551	\$ 797,858,951	\$ 859,893,951	\$ 876,381,151	\$ 893,092,251	\$ 911,771,851	\$ 930,698,751	\$ 949,806,151	\$ 968,492,451	\$ 984,922,451	\$ 1,001,605,851	\$ 1,018,289,251	\$ 1,034,950,251	\$ 1,051,872,151	\$ 1,069,054,951
DC	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000	\$ 15,100,000
Grand Total	\$ 1,946,509,236	\$ 2,008,652,600	\$ 2,019,703,500	\$ 2,026,616,900	\$ 2,097,401,900	\$ 2,122,807,100	\$ 2,152,880,200	\$ 2,184,984,800	\$ 2,217,561,700	\$ 2,250,059,100	\$ 2,278,825,400	\$ 2,305,275,400	\$ 2,332,148,800	\$ 2,359,017,200	\$ 2,386,658,200	\$ 2,402,495,100	\$ 2,424,682,900

Cumulative September 2009 Update Expenditure Forecast

	9/30/2006	12/31/2006	3/31/2007	6/30/2007	9/30/2007	12/31/2007	3/31/2008	6/30/2008	9/30/2008	12/31/2008	3/31/2009	6/30/2009	9/30/2009	12/31/2009	3/31/2010	6/30/2010	9/30/2010
BR	\$ 661,824,419	\$ 695,509,775	\$ 715,899,547	\$ 746,499,734	\$ 764,826,149	\$ 780,512,586	\$ 793,443,390	\$ 806,568,018	\$ 814,350,273	\$ 817,988,525	\$ 821,881,327	\$ 824,976,049	\$ 825,294,267	\$ 825,721,779	\$ 826,140,269	\$ 826,563,407	\$ 826,991,199
MA	\$ 182,033,456	\$ 190,585,275	\$ 197,464,671	\$ 209,092,561	\$ 215,554,436	\$ 222,314,975	\$ 227,107,310	\$ 236,375,227	\$ 238,951,048	\$ 242,036,119	\$ 245,775,434	\$ 251,979,443	\$ 255,604,466	\$ 256,215,478	\$ 256,823,007	\$ 257,437,307	\$ 258,058,357
MB	\$ 81,904,548	\$ 91,142,825	\$ 100,084,081	\$ 111,511,050	\$ 119,701,230	\$ 131,497,321	\$ 137,932,284	\$ 147,343,219	\$ 150,964,022	\$ 151,928,920	\$ 155,504,431	\$ 156,490,698	\$ 156,876,213	\$ 157,064,049	\$ 157,247,802	\$ 157,433,597	\$ 157,621,433
MD Projectwide	\$ 8,922,272	\$ 9,129,213	\$ 9,690,610	\$ 10,578,984	\$ 10,763,389	\$ 11,467,817	\$ 11,637,094	\$ 12,295,041	\$ 12,420,096	\$ 13,040,946	\$ 13,071,367	\$ 13,836,009	\$ 13,929,317	\$ 14,295,903	\$ 14,770,883	\$ 14,871,917	\$ 14,915,082
VA	\$ 389,989,448	\$ 421,038,006	\$ 433,599,008	\$ 457,537,371	\$ 471,763,572	\$ 488,688,337	\$ 498,862,721	\$ 511,909,421	\$ 524,467,730	\$ 538,488,250	\$ 545,282,408	\$ 551,160,178	\$ 553,059,166	\$ 555,624,051	\$ 556,650,940	\$ 558,259,388	\$ 558,188,870
VB	\$ 60,457,213	\$ 66,830,992	\$ 73,388,548	\$ 84,804,629	\$ 88,680,352	\$ 90,430,346	\$ 97,595,587	\$ 114,613,271	\$ 130,755,245	\$ 151,996,074	\$ 170,616,650	\$ 193,849,293	\$ 219,779,862	\$ 239,262,475	\$ 247,292,517	\$ 262,305,591	\$ 279,003,325
VA Projectwide	\$ 119,376,180	\$ 122,464,323	\$ 125,187,666	\$ 127,052,207	\$ 130,253,215	\$ 133,204,083	\$ 136,048,910	\$ 139,702,942	\$ 143,282,400	\$ 145,928,953	\$ 150,649,654	\$ 153,275,456	\$ 155,814,273	\$ 158,021,691	\$ 159,705,266	\$ 161,076,329	\$ 162,676,217
DC	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529
Totals	\$ 1,520,254,067	\$ 1,612,446,937	\$ 1,671,060,660	\$ 1,762,823,066	\$ 1,817,288,874	\$ 1,873,861,995	\$ 1,918,373,826	\$ 1,984,553,668	\$ 2,030,937,343	\$ 2,077,155,343	\$ 2,118,529,222	\$ 2,161,313,655	\$ 2,195,506,188	\$ 2,216,682,496	\$ 2,237,390,123	\$ 2,258,327,835	\$ 2,283,210,524
Maryland	\$ 934,684,696	\$ 986,367,087	\$ 1,023,138,909	\$ 1,077,682,329	\$ 1,110,845,205	\$ 1,145,792,699	\$ 1,170,120,077	\$ 1,202,581,505	\$ 1,216,685,439	\$ 1,224,994,510	\$ 1,236,232,559	\$ 1,247,282,199	\$ 1,251,703,243	\$ 1,254,107,650	\$ 1,256,468,901	\$ 1,258,856,389	\$ 1,261,270,113
Virginia	\$ 569,822,841	\$ 610,333,320	\$ 632,175,222	\$ 669,394,208	\$ 690,697,139	\$ 712,322,767	\$ 732,507,219	\$ 766,225,634	\$ 798,505,375	\$ 836,414,304	\$ 866,550,133	\$ 898,284,927	\$ 928,056,416	\$ 946,828,317	\$ 965,174,692	\$ 983,724,916	\$ 1,006,193,881
DC	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529
Grand Total	\$ 1,520,254,067	\$ 1,612,446,937	\$ 1,671,060,660	\$ 1,762,823,066	\$ 1,817,288,874	\$ 1,873,861,995	\$ 1,918,373,826	\$ 1,984,553,668	\$ 2,030,937,343	\$ 2,077,155,343	\$ 2,118,529,222	\$ 2,161,313,655	\$ 2,195,506,188	\$ 2,216,682,496	\$ 2,237,390,123	\$ 2,258,327,835	\$ 2,283,210,524

Cumulative Actual Expenditures

	9/30/2006	12/31/2006	3/31/2007	6/30/2007	9/30/2007	12/31/2007	3/31/2008	6/30/2008	9/30/2008	12/31/2008	3/31/2009	6/30/2009	9/30/2009	12/31/2009	3/31/2010	6/30/2010	9/30/2010
BR	\$ 661,824,419	\$ 695,509,775	\$ 715,899,547	\$ 746,499,734	\$ 764,826,149	\$ 780,512,586	\$ 793,443,390	\$ 806,568,018	\$ 814,350,273	\$ 817,988,525	\$ 821,881,327	\$ 824,976,049	\$ 825,294,267	\$ 825,721,779	\$ 826,140,269	\$ 826,563,407	\$ 826,991,199
MA	\$ 182,033,456	\$ 190,585,275	\$ 197,464,671	\$ 209,092,561	\$ 215,554,436	\$ 222,314,975	\$ 227,107,310	\$ 236,375,227	\$ 238,951,048	\$ 242,036,119	\$ 245,775,434	\$ 251,979,443	\$ 255,604,466	\$ 256,215,478	\$ 256,823,007	\$ 257,437,307	\$ 258,058,357
MB	\$ 81,904,548	\$ 91,142,825	\$ 100,084,081	\$ 111,511,050	\$ 119,701,230	\$ 131,497,321	\$ 137,932,284	\$ 147,343,219	\$ 150,964,022	\$ 151,928,920	\$ 155,504,431	\$ 156,490,698	\$ 156,876,213	\$ 157,064,049	\$ 157,247,802	\$ 157,433,597	\$ 157,621,433
MD Projectwide	\$ 8,922,272	\$ 9,129,213	\$ 9,690,610	\$ 10,578,984	\$ 10,763,389	\$ 11,467,817	\$ 11,637,094	\$ 12,295,041	\$ 12,420,096	\$ 13,040,946	\$ 13,071,367	\$ 13,836,009	\$ 13,929,317	\$ 14,295,903	\$ 14,770,883	\$ 14,871,917	\$ 14,915,082
VA	\$ 389,989,448	\$ 421,038,006	\$ 433,599,008	\$ 457,537,371	\$ 471,763,572	\$ 488,688,337	\$ 498,862,721	\$ 511,909,421	\$ 524,467,730	\$ 538,488,250	\$ 545,282,408	\$ 551,160,178	\$ 553,059,166	\$ 555,624,051	\$ 556,650,940	\$ 558,259,388	\$ 558,188,870
VB	\$ 60,457,213	\$ 66,830,992	\$ 73,388,548	\$ 84,804,629	\$ 88,680,352	\$ 90,430,346	\$ 97,595,587	\$ 114,613,271	\$ 130,755,245	\$ 151,996,074	\$ 170,616,650	\$ 193,849,293	\$ 219,779,862	\$ 239,262,475	\$ 247,292,517	\$ 262,305,591	\$ 279,003,325
VA Projectwide	\$ 119,376,180	\$ 122,464,323	\$ 125,187,666	\$ 127,052,207	\$ 130,253,215	\$ 133,204,083	\$ 136,048,910	\$ 139,702,942	\$ 143,282,400	\$ 145,928,953	\$ 150,649,654	\$ 153,275,456	\$ 155,814,273	\$ 158,021,691	\$ 159,705,266	\$ 161,076,329	\$ 162,676,217
DC	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529	\$ 15,746,529
Totals	\$ 1,520,254,067	\$ 1,612,446,937	\$ 1,671,060,660	\$ 1,762,823,066	\$ 1,817,288,874	\$ 1,873,861,995	\$ 1,918,373,826	\$ 1,984,553,668	\$ 2,030,937,343	\$ 2,077,154,316	\$ 2,118,527,801	\$ 2,161,313,655	\$ 2,196,104,492	\$ 2,224,422,789	\$ 2,236,881,236	\$ 2,255,979,232	\$ 2,274,910,850
Maryland	\$ 934,684,696	\$ 986,367															

ATTACHMENT J – Special Federal Funding Availability Summary

**WOODROW WILSON BRIDGE PROJECT
SPECIAL FEDERAL FUNDING AVAILABILITY SUMMARY**

CURRENT SPECIAL FEDERAL FUNDING AVAILABILITY

FFY	36P Funds		Q99 TEA-21 Funds		612 General Funds		TOTAL SPECIAL FED FUNDS	
	Authoriz.	Obligation Limitation	Authoriz.	Obligation Limitation	Authoriz.	Obligation Limitation	Authoriz.	Obligation Limitation
1996	\$ 30,000,000	\$ 30,000,000					\$ 30,000,000	\$ 30,000,000
1997	\$ 30,000,000	\$ 30,000,000					\$ 30,000,000	\$ 30,000,000
1998			\$ 25,000,000	\$ 22,275,000			\$ 25,000,000	\$ 22,275,000
1999			\$ 75,000,000	\$ 66,225,000			\$ 75,000,000	\$ 66,225,000
2000			\$ 150,000,000	\$ 130,650,000			\$ 150,000,000	\$ 130,650,000
2000		RABA	\$ 8,000,000	\$ 8,000,000			\$ 8,000,000	\$ 8,000,000
2001			\$ 200,000,000	\$ 175,800,000			\$ 200,000,000	\$ 175,800,000
2001		RABA	\$ 18,467,857	\$ 18,467,857	\$ 598,680,000	\$ 598,680,000	\$ 617,147,857	\$ 617,147,857
2002			\$ 225,000,000	\$ 203,400,000			\$ 225,000,000	\$ 203,400,000
2002		RABA	\$ 29,542,304	\$ 29,542,304			\$ 29,542,304	\$ 29,542,304
2003			\$ 223,537,500	\$ 230,467,163			\$ 223,537,500	\$ 230,467,163
2003		RABA					\$ -	\$ -
2004							\$ -	\$ -
Totals	\$ 60,000,000	\$ 60,000,000	\$ 954,547,661	\$ 884,827,324	\$ 598,680,000	\$ 598,680,000	\$ 1,613,227,661	\$ 1,543,507,324

ANTICIPATED FEDERAL FUNDING

FFY	36P Funds		Q99 TEA-21 Funds		612 General Funds		TOTAL SPECIAL FED FUNDS	
	Authorization	Obligation Limitation	Authorization	Obligation Limitation	Authorization	Obligation Limitation	Authorization	Obligation Limitation
2004/5							\$ -	\$ -

GRAND TOTAL FEDERAL FUNDING

FFY	36P Funds		Q99 TEA-21 Funds		612 General Funds		TOTAL SPECIAL FED FUNDS	
	Authorization	Obligation Limitation	Authorization	Obligation Limitation	Authorization	Obligation Limitation	Authorization	Obligation Limitation
TOTALS	\$ 60,000,000	\$ 60,000,000	\$ 954,547,661	\$ 884,827,324	\$ 598,680,000	\$ 598,680,000	\$ 1,613,227,661	\$ 1,543,507,324

ATTACHMENT K – Special Federal Funding Forecast

WOODROW WILSON BRIDGE PROJECT
SPECIAL FEDERAL FUNDING FORECAST

Federal Fiscal Year = October 1 - September 30

Federal Funding Table for \$960 Million + \$72 Million RABA

Currently Available Funds

Fiscal Year	CURRENT AUTHORIZATIONS				CURRENT RABA AUTHORIZATIONS			TOTAL CURRENT STATUS	
	Authorization	Appropriated Pro-Rata	Obligation Limitation	Available for Future Fiscal Years	RABA	Pro-Rata	Obligation Limitation	Total Obligation Limitation	Total Available for Future Fiscal Years
1996	\$30,000,000	100.0%	\$30,000,000					\$30,000,000	
1997	\$30,000,000	100.0%	\$30,000,000					\$30,000,000	
1998	\$25,000,000	89.1%	\$22,275,000	\$2,725,000				\$22,275,000	\$2,725,000
1999	\$75,000,000	88.3%	\$66,225,000	\$8,775,000				\$66,225,000	\$8,775,000
2000	\$150,000,000	87.1%	\$130,650,000	\$19,350,000	\$8,000,000	100.0%	\$8,000,000	\$138,650,000	\$19,350,000
2001	\$200,000,000	87.9%	\$175,800,000	\$24,200,000	\$18,467,857	100.0%	\$18,467,857	\$194,267,857	\$24,200,000
2002	\$225,000,000	90.4%	\$203,400,000	\$21,600,000	\$29,542,304	100.0%	\$29,542,304	\$232,942,304	\$21,600,000
2003	\$223,537,500	103.1%	\$230,467,163	-\$6,929,663				\$230,467,163	-\$6,929,663
2004									

Assumed Funding Distribution for FY2001 - FY2004

Fiscal Year	FUTURE ESTIMATE			ESTIMATED FUTURE RABA AUTH.			REMAINING OA	TOTAL FUTURE FUNDS
	Projected Future Pro-Rata	Estimated Obligation Limitation	Available for Future Fiscal Years	RABA	Pro-Rata	Obligation Limitation	Remaining Obligation Authority (assumed available in FY2004)	Total Estimated Obligation Limitation
1996								
1997								
1998							\$2,725,000	
1999							\$8,775,000	
2000							\$19,350,000	
2001							\$24,200,000	
2002							\$21,600,000	
2003							-\$6,929,663	
2004/5								

Summary of Federal Funding for \$960 Million + \$72 Million RABA

Fiscal Year	Obligation Limitation to Date	Future Obligation Limitation (Assumed)	Total Available Funds
1996	\$30,000,000		\$30,000,000
1997	\$30,000,000		\$30,000,000
1998	\$22,275,000		\$22,275,000
1999	\$66,225,000		\$66,225,000
2000	\$138,650,000		\$138,650,000
2001	\$194,267,857		\$194,267,857
2002	\$232,942,304		\$232,942,304
2003	\$230,467,163		\$230,467,163
2004/5			
TOTAL	\$944,827,324		\$944,827,324

TOTAL AVAILABLE FEDERAL FUNDING

Fiscal Year	Available Funding	Actual/Estimate	Cumulative Funding
1996	\$30,000,000	ACTUAL	\$30,000,000
1997	\$30,000,000	ACTUAL	\$60,000,000
1998	\$22,275,000	ACTUAL	\$82,275,000
1999	\$66,225,000	ACTUAL	\$148,500,000
2000	\$138,650,000	ACTUAL	\$287,150,000
2001	\$792,947,857	ACTUAL	\$1,080,097,857
2002	\$232,942,304	ACTUAL	\$1,313,040,161
2003	\$230,467,163	ACTUAL	\$1,543,507,324
2004/5		ACTUAL	\$1,543,507,324
TOTAL	\$1,543,507,324		

\$600 Million Federal Funding Table

Fiscal Year	CURRENT AUTHORIZATIONS (From General Revenue Funds)		
	Authorization	Appropriated Pro-Rata	Obligation Limitation
2001	\$600,000,000	100.0%	\$600,000,000
FY2001 Reduction*	-	-	-\$1,320,000
Revised Total	-	-	\$598,680,000

* - Pursuant to 0.22% Budget Authority Reduction under Dept. of Treasury Report Number 106-1033

ATTACHMENT L – Special & Regular Federal Funding Summaries

ATTACHMENT L

**WOODROW WILSON BRIDGE PROJECT
SPECIAL & REGULAR FEDERAL FUNDING SUMMARY**
(as of September 30, 2010)

Funding Source	Maryland	Virginia	Total
Special - 36P	\$ 11,876,916	\$ 48,123,084	\$ 60,000,000
Special - Q99	\$ 374,161,822	\$ 509,680,527	\$ 883,842,349
Special - 612	\$ 598,680,000	\$ -	\$ 598,680,000
<i>Special Subtotal</i>	\$ 984,718,738	\$ 557,803,611	\$ 1,542,522,349
Regular Fed Funds	\$ 174,256,686	\$ 285,458,561	\$ 459,715,247
Advance Constr.	\$ 595,392	\$ 89,697,901	\$ 90,293,293
Grand Total	\$ 1,159,570,816	\$ 932,960,073	\$ 2,092,530,889

J:\Consult\WWB Project Finance\Progress Reports\Calendar 2010 - Quarter 3\3 - September\IV - Current Summary Financial Tables.xls\L - Obligation Summary

ATTACHMENT L

WOODROW WILSON BRIDGE PROJECT SPECIAL FEDERAL FUNDING DETAIL SHEET

Federal Fund Projects for Funding Account 36P

Total Approved Obligation Authority =	\$60,000,000
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MARYLAND ALLOTMENTS

State	Federal Project No.	State Project No.	Description	OA Allotment
MD	M013 (009)	PG-935-B23	MD210 Preliminary Engineering	\$3,899,683
MD	M013 (010)	PG-935-B22	I-295 Preliminary Engineering	\$4,000,000
MD	M013 (011)	PG-935-B21	River Crossing Preliminary Engineering	\$3,977,233
MD Obligation Authority Allotment =				\$11,876,916

VIRGINIA ALLOTMENTS

State	Federal Project No.	State Project No.	Description	OA Allotment
VA	V013 (007)	0095-100-VA4, B-617	Phase III Bridge Rehabilitation	\$7,748,403
VA	V013 (008)	0095-100-104, PE-101	General Engineering Consultant	\$30,001,783
VA	V013 (008)	0095-100-104, PE-112	US1 Wick Drain Study	\$500,000
VA	V013 (008)	0095-100-104, RW-201	Hunting Towers Right of Way	\$1,000,000
VA	V013 (009)	0095-96A-105, PE-101	Telegraph Road Preliminary Engineering	\$4,000,000
VA	V013 (010)	0095-96A-106, PE-101	US Route 1 Preliminary Engineering	\$3,703,163
VA	V013 (020)	0095-100-104, RW-204	Parking Deck for Hunting Towers ROW	\$350,000
VA	V013 (021)	0095-100-104, PE-114	Study of Existing Bridge	\$11,600
VA	V013 (043)	0095-96A-106, PE104	Jones Point Park PE	\$512,681
VA	V013 (055)	0095-96A-105,C501	VB3 - Telegraph Road Construction	\$295,454
VA Obligation Authority Allotment =				\$48,123,084

Remaining Obligation Authority Available =	\$0
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ATTACHMENT L

**WOODROW WILSON BRIDGE PROJECT
SPECIAL FEDERAL FUNDING DETAIL SHEET**

Federal Fund Projects for Funding Account 612

<i>Total Approved Obligation Authority =</i>	\$598,680,000
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MARYLAND ALLOTMENTS

State	Federal Project No.	State Project No.	Description	OA Allotment
MD	M013 (017)	PG-346-B51	MA1 Contract	\$5,087,429
MD	M013 (018)	PG-345-5173	River Crossing Superstructure Contract BR3C	\$230,375,209
MD	M013 (033)	PG-345-5173R	River Crossing Superstructure Contract BR3A	\$224,033,124
MD	M013 (034)	PG-517-5173	River Crossing Superstructure Contract BR3B	\$136,184,238
MD	M013 (045)	PG-509-5173	Construct Interchange, Contract MB-4	\$3,000,000
MD Obligation Authority Allotment =				\$598,680,000

VIRGINIA ALLOTMENTS

State	Federal Project No.	State Project No.	Description	OA Allotment
VA				
VA Obligation Authority Allotment =				\$0

<i>Remaining Obligation Authority Available =</i>	\$0
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**WOODROW WILSON BRIDGE PROJECT
OTHER FEDERAL FUNDING DETAIL SHEET**

Regular Federal Fund Projects

MARYLAND ALLOTMENTS

State	Federal Project No.	State Project No.	Description	OA Allotment	Source
MD	M013 (011)	PG-935-B21	River Crossing PE Contract	\$7,122,768	360
MD	M013 (017)	PG-346-B51	MA1 Construction Contract	\$4,399,595	341
MD	M013 (017)	PG-346-B51	MA1 Construction Contract	\$349,302	360
MD	M013 (023)	PG-356-5173	MSHA Financial Plan Review	\$140,000	341
MD	M013 (038)	PG-521-B51	Field Office and Laboratory Complex	\$389,906	L050
MD	M013 (039)	PG-502-5173	I-295 Inner Loops Local and Inner Loop Express (MA4	\$24,475,306	H05
MD	M013 (039)	PG-502-5173	I-295 Inner Loops Local and Inner Loop Express (MA4	\$34,764,288	L050
MD	M013 (039)	PG-502-5173	I-295 Inner Loops Local and Inner Loop Express (MA4	\$1,407,232	L05E
MD	M013 (039)	PG-502-5173	I-295 Inner Loops Local and Inner Loop Express (MA4	\$3,499,824	Q900
MD	M013 (040)	PG-523-B51	Transit Subsidies - CMS Const/MOT	\$343,687	Q40 (CMAQ)
MD	M013 (041)	PG-524-B51	Transit Subsidies - Adv/Admin/MOT	\$588,565	Q40 (CMAQ)
MD	M013 (042)	PG-525-B51	SHA Chart & MSP, CMS Const/MOT	\$4,059,192	Q40 (CMAQ)
MD	M013 (044)	PG-507-B51 PG-507-BB1	Contract MB3	\$1,064,098	315
MD	M013 (044)	PG-507-B51 PG-507-BB1	Contract MB3	\$4,913,120	H03
MD	M013 (044)	PG-507-B51 PG-507-BB1	Contract MB3	\$9,598,309	H05
MD	M013 (044)	PG-507-B51 PG-507-BB1	Contract MB3	\$20,018,000	L050
MD	M013 (044)	PG-507-B51 PG-507-BB1	Contract MB3	\$1,066,917	L05E
MD	M013 (044)	PG-507-B51 PG-507-BB1	Contract MB3	\$3,044,930	Q05
MD	M013 (045)	PG-509-B51	Contract MB4	\$201,357	315
MD	M013 (045)	PG-509-B51	Contract MB4	\$12,013,947	H05
MD	M013 (045)	PG-509-B51	Contract MB4	\$37,409,343	L050
MD	M013 (046)	PG-351-5173	Contract MM6	\$200,000	L050
MD	M013 (046)	PG-351-5173	Contract MM6	\$2,500,000	L220
MD	M013 (047)	PG-518-B51	Media Purchase for Traffic Switch	\$687,000	L40 (CMAQ)
MD Obligation Authority Allotment =				\$174,256,686	

VIRGINIA ALLOTMENTS

State	Federal Project No.	State Project No.	Description	OA Allotment	Source
VA	V013 (008)	0095-100-104, PE-101	General Engineering Consultant	\$25,947,557	L050
VA	V013 (008)	0095-100-104, PE-101	General Engineering Consultant	\$1,340,287	L05R
VA	V013 (008)	0095-100-104, PE-101	General Engineering Consultant	\$3,294	1280
VA	V013 (009)	0095-96A-105, PE-101	Telegraph Road Preliminary Engineering	\$8,437,000	L050
VA	V013 (009)	0095-96A-105, PE-101	Telegraph Road Preliminary Engineering	\$551,725	L05E
VA	V013 (016)	Numerous	Master VDOT Agreement	\$1,674,890	L050
VA	V013 (016)	Numerous	Master VDOT Agreement	\$1,397,085	Q050
VA	V013 (017)	0095-100-104, C508	Wetland Mitigation Credits	\$990,420	Q050
VA	V013 (020)	0095-100-104, RW-204	Parking Deck for Hunting Towers ROW	\$246,670	Q050
VA	V013 (023)	0095-96A-106, PE-100	City of Alexandria Settlement Agreement	\$542,538	Q050
VA	V013 (024)	0095-96A-106, C512	CMS - US1 Incident Management	\$1,401,843	H050
VA	V013 (024)	0095-96A-106, C512	CMS - US1 Incident Management	\$1,588,457	Q760
VA	V013 (028)	0095-96A-106, C-516	US1 CMS - ITS Integration	\$156,920	L050
VA	V013 (029)	0095-96A-106, C517	CMS - US1 Transit	\$1,065,065	H050
VA	V013 (032)	0095-96A-105, RW204	Right of Way for Contract VB4	\$969,315	Q050
VA	V013 (033)	0095-96A-106, C501, B624	VA6/7 Main Contract	\$9,993,145	L050
VA	V013 (033)	0095-96A-106, C501, B624	VA6/7 Main Contract	\$4,166,590	L05E
VA	V013 (034)	0095-96A-106, L-803	VA6/7 Mitigation - Dodge Dlr/Hampton Inn/Devor	\$18,486	Q050
VA	V013 (035)	0095-96A-106, C509	VA8A Soccer Field Relocation	\$36,305	L050
VA	V013 (035)	0095-96A-106, C509	VA8A Soccer Field Relocation	\$63,695	L05E
VA	V013 (038)	0095-96A-105, C504	VB4 Construction	\$2,966,539	H050
VA	V013 (038)	0095-96A-105, C504	VB4 Construction	\$151,534	Q050
VA	V013 (040)	0095-96A-105, R201	Telegraph ROW with VB3	\$1,042,959	H050
VA	V013 (041)	0095-96A-105, C512	Contract VB5	\$4,000,000	H050
VA	V013 (041)	0095-96A-105, C512	Contract VB5	\$8,775,477	L050
VA	V013 (042)	0095-96A-106, C508, PE104	Jones Point Park Improvements	\$12,799,179	L05E
VA	V013 (043)	0095-96A-106, PE104	Jones Point Park PE	\$240,000	H050
VA	V013 (043)	0095-96A-106, PE104	Jones Point Park PE	\$949,855	L050
VA	V013 (043)	0095-96A-106, PE104	Jones Point Park PE	\$534,170	L05E
VA	V013 (044)	0095-96A-106, RW202, C512	City of Alexandria Rec Facility	\$9,691,263	L050
VA	V013 (044)	0095-96A-106, RW202, C512	City of Alexandria Rec Facility	\$88,737	L05E
VA	V013 (045)	0095-96A-106, RW203, C512	City of Alexandria Freedman's Cemetery	\$4,980,000	L050
VA	V013 (047)	0095-96A-105, C514	VB6 - Telegraph Road Southern Interchange	\$28,833,456	L050
VA	V013 (050)	0095-96A-106, C511	Elmwood Storm Water Management	\$1,089	L050
VA	V013 (051)	0095-96A-109, PE-101	Beltway Mobility Study	\$760,000	H050
VA	V013 (054)	0095-96A-105, C503	VB2 - Telegraph Road Construction	\$6,926,422	L050
VA	V013 (054)	0095-96A-105, C503	VB2 - Telegraph Road Construction	\$1,313,899	L05E
VA	V013 (055)	0095-96A-105, C501	VB3 - Telegraph Road Construction	\$134,045,607	L050
VA	V013 (055)	0095-96A-105, C501	VB3 - Telegraph Road Construction	\$4,621,766	L05E
VA	V013 (056)	0095-96A-106, C805	VM6 - Telegraph Road Mitigation with VB2/3/c	\$787,817	L050
VA	V013 (059)	0095-96A-106, C510, B647	VA10 - HOV Ramps	\$505,882	L050
VA	V013 (062)	0095-96A-106, L804	Jones Point Park Reforestation	\$851,623	L05E
VA Obligation Authority Allotment =				\$285,458,561	

ATTACHMENT L

**WOODROW WILSON BRIDGE PROJECT
OTHER FEDERAL FUNDING DETAIL SHEET**

Advance Construction Federal Fund Projects

MARYLAND AC PROJECTS

State	Federal Project No.	State Project No.	Description	AC Amount	Source
MD	M013 (046)	PG-351-5173	Contract MM6	\$595,392	L050
				MD Obligation Authority Allotment =	\$595,392

VIRGINIA AC PROJECTS

State	Federal Project No.	State Project No.	Description	AC Amount	Source
VA	V013 (008)	0095-100-104, PE-101	General Engineering Consultant	\$22,103,430	L050
VA	V013 (028)	0095-96A-106, C-516	US1 CMS - ITS Integration	\$241,879	L050
VA	V013 (032)	0095-96A-105, RW204	Right of Way for Contract VB4	\$133,527	Q050
VA	V013 (035)	0095-96A-106, C509	VA8A Soccer Field Relocation	\$49,067	L05E
VA	V013 (041)	0095-96A-105, C-512	Contract VB5	\$4,989,600	H05
VA	V013 (047)	0095-96A-105, C514	VB6 - Telegraph Road Southern Interchange	\$7,694,909	L050
VA	V013 (054)	0095-96A-105,C503	VB2 - Telegraph Road Construction	\$9,513,138	L050
VA	V013 (055)	0095-96A-105,C501	VB3 - Telegraph Road Construction	\$43,552,500	L050
VA	V013 (056)	0095-96A-106,C805	VM6 - Telegraph Road Mitigation with VB2/3/6	\$570,571	L050
VA	NH-095-2(486)	0095-96A-105, R-205	VB2A (Parking Garage) ROW	\$849,280	L050
				VA Obligation Authority Allotment =	\$89,697,901

ATTACHMENT M – Current Expenditure Forecast

WOODROW WILSON BRIDGE PROJECT
CURRENT EXPENDITURE FORECAST
SEPTEMBER 2010

Quarter Ending	River Crossing	Interstate 295	Maryland 210	Maryland Projectwide	US Route 1	Telegraph Road	Virginia Projectwide	DC I-295	Totals by Agency			Grand Total	
									Maryland	Virginia	DC		
Jun-98	\$ 2,579	\$ -	\$ -	\$ -	\$ 15,469	\$ 6,249	\$ 5,617,905	\$ -	\$ 2,579	\$ 5,639,622	\$ -	\$ 5,642,201	
Sep-98	\$ 17,820	\$ -	\$ -	\$ -	\$ 39,208	\$ 25,759	\$ 6,813,243	\$ -	\$ 17,820	\$ 6,878,210	\$ -	\$ 6,896,029	
Dec-98	\$ 190,189	\$ -	\$ -	\$ -	\$ 49,358	\$ 40,070	\$ 7,842,893	\$ -	\$ 190,189	\$ 7,932,321	\$ -	\$ 8,122,510	
Mar-99	\$ 934,430	\$ -	\$ -	\$ -	\$ 121,817	\$ 59,335	\$ 8,696,433	\$ -	\$ 934,430	\$ 8,877,585	\$ -	\$ 9,812,015	
Jun-99	\$ 1,442,919	\$ -	\$ -	\$ -	\$ 1,335,168	\$ 481,630	\$ 10,749,482	\$ -	\$ 1,442,919	\$ 12,566,280	\$ -	\$ 14,009,200	
Sep-99	\$ 2,562,809	\$ 331,175	\$ 215,632	\$ -	\$ 1,892,283	\$ 847,565	\$ 13,227,145	\$ -	\$ 3,109,615	\$ 15,966,993	\$ -	\$ 19,076,608	
Dec-99	\$ 4,999,881	\$ 688,027	\$ 478,383	\$ -	\$ 2,810,638	\$ 1,119,929	\$ 14,857,008	\$ -	\$ 6,166,290	\$ 18,787,575	\$ -	\$ 24,953,866	
Mar-00	\$ 7,504,070	\$ 1,258,432	\$ 686,582	\$ -	\$ 3,228,624	\$ 1,245,012	\$ 18,941,636	\$ -	\$ 9,449,084	\$ 23,415,271	\$ -	\$ 32,864,355	
Jun-00	\$ 13,554,478	\$ 1,826,666	\$ 1,607,000	\$ -	\$ 4,714,109	\$ 1,287,355	\$ 22,351,391	\$ -	\$ 16,988,145	\$ 28,352,855	\$ -	\$ 45,341,000	
Sep-00	\$ 16,520,207	\$ 2,444,748	\$ 1,971,701	\$ -	\$ 6,347,717	\$ 1,737,971	\$ 28,604,346	\$ -	\$ 20,936,655	\$ 36,690,035	\$ -	\$ 57,626,690	
Dec-00	\$ 26,124,138	\$ 3,909,625	\$ 2,607,151	\$ -	\$ 9,667,919	\$ 2,707,404	\$ 32,521,842	\$ -	\$ 32,641,278	\$ 44,897,165	\$ -	\$ 77,538,443	
Mar-01	\$ 36,852,881	\$ 5,681,635	\$ 2,771,497	\$ -	\$ 58,465,115	\$ 3,698,172	\$ 37,424,354	\$ -	\$ 45,306,012	\$ 99,587,641	\$ -	\$ 144,893,653	
Jun-01	\$ 51,629,485	\$ 7,029,782	\$ 3,623,596	\$ -	\$ 62,090,581	\$ 4,443,931	\$ 44,609,152	\$ -	\$ 62,282,863	\$ 111,143,664	\$ -	\$ 173,426,527	
Sep-01	\$ 65,726,344	\$ 9,552,100	\$ 4,396,371	\$ -	\$ 65,660,275	\$ 4,914,330	\$ 49,290,511	\$ -	\$ 79,674,815	\$ 119,853,116	\$ -	\$ 199,539,930	
Dec-01	\$ 94,366,750	\$ 14,155,125	\$ 5,732,784	\$ -	\$ 117,865,952	\$ 5,803,435	\$ 52,108,407	\$ -	\$ 114,254,658	\$ 175,777,994	\$ -	\$ 290,032,452	
Mar-02	\$ 120,997,051	\$ 23,016,530	\$ 6,711,206	\$ -	\$ 122,830,530	\$ 7,263,028	\$ 58,184,882	\$ -	\$ 150,724,787	\$ 188,278,440	\$ -	\$ 339,003,227	
Jun-02	\$ 146,247,392	\$ 31,334,450	\$ 7,229,685	\$ -	\$ 131,205,535	\$ 8,575,761	\$ 62,397,277	\$ -	\$ 184,811,526	\$ 202,178,573	\$ -	\$ 386,990,099	
Sep-02	\$ 161,063,722	\$ 40,567,954	\$ 7,318,876	\$ -	\$ 147,992,939	\$ 9,521,405	\$ 65,388,105	\$ 281,266	\$ 208,950,552	\$ 222,902,448	\$ 281,266	\$ 432,134,267	
Dec-02	\$ 174,455,252	\$ 47,847,484	\$ 7,480,357	\$ -	\$ 167,188,456	\$ 10,227,348	\$ 69,117,463	\$ 2,727,249	\$ 229,783,092	\$ 246,533,267	\$ 2,727,249	\$ 479,043,608	
Mar-03	\$ 201,036,205	\$ 59,038,883	\$ 7,521,067	\$ -	\$ 188,016,575	\$ 10,942,788	\$ 69,763,547	\$ 4,594,874	\$ 267,956,155	\$ 268,722,911	\$ 4,594,874	\$ 540,913,939	
Jun-03	\$ 237,979,964	\$ 74,385,733	\$ 7,635,960	\$ -	\$ 3,229,598	\$ 199,345,994	\$ 11,402,793	\$ 73,260,241	\$ 6,642,976	\$ 323,231,254	\$ 284,009,028	\$ 6,642,976	\$ 613,883,257
Sep-03	\$ 259,806,211	\$ 80,562,666	\$ 8,095,429	\$ 3,306,960	\$ 215,105,938	\$ 13,864,153	\$ 76,860,566	\$ 8,349,430	\$ 351,760,665	\$ 303,803,657	\$ 8,349,430	\$ 665,940,753	
Dec-03	\$ 277,775,682	\$ 92,038,927	\$ 8,763,408	\$ 3,507,166	\$ 233,000,388	\$ 14,594,511	\$ 80,607,154	\$ 11,478,671	\$ 382,085,183	\$ 328,202,054	\$ 11,478,671	\$ 721,765,907	
Mar-04	\$ 302,749,970	\$ 97,627,222	\$ 10,549,360	\$ 3,983,417	\$ 248,553,082	\$ 18,196,076	\$ 84,915,888	\$ 13,048,486	\$ 414,909,970	\$ 351,665,047	\$ 13,048,486	\$ 779,623,503	
Jun-04	\$ 321,999,077	\$ 107,868,676	\$ 13,439,629	\$ 4,089,428	\$ 272,599,198	\$ 27,147,183	\$ 89,392,172	\$ 13,755,654	\$ 447,396,450	\$ 389,138,553	\$ 13,755,654	\$ 850,259,657	
Sep-04	\$ 346,968,950	\$ 114,983,724	\$ 15,917,344	\$ 4,481,616	\$ 388,816,097	\$ 28,941,346	\$ 92,925,287	\$ 14,448,341	\$ 482,532,223	\$ 410,682,730	\$ 14,448,341	\$ 907,483,294	
Dec-04	\$ 378,887,991	\$ 121,936,754	\$ 18,503,883	\$ 4,515,131	\$ 303,296,367	\$ 32,670,578	\$ 94,830,869	\$ 14,524,813	\$ 523,843,758	\$ 430,797,815	\$ 14,524,813	\$ 969,166,387	
Mar-05	\$ 410,640,713	\$ 125,695,330	\$ 22,742,240	\$ 5,074,499	\$ 317,424,715	\$ 35,442,684	\$ 99,344,389	\$ 14,573,186	\$ 564,153,233	\$ 452,211,788	\$ 14,573,186	\$ 1,030,938,206	
Jun-05	\$ 463,513,651	\$ 138,268,080	\$ 31,032,444	\$ 5,211,120	\$ 335,619,051	\$ 35,130,474	\$ 103,217,848	\$ 15,476,758	\$ 638,025,295	\$ 473,967,373	\$ 15,476,758	\$ 1,127,469,425	
Sep-05	\$ 505,022,194	\$ 146,767,751	\$ 36,984,066	\$ 6,853,936	\$ 350,785,262	\$ 36,601,158	\$ 106,203,857	\$ 15,861,864	\$ 695,627,947	\$ 493,590,778	\$ 15,861,864	\$ 1,205,080,589	
Dec-05	\$ 555,190,587	\$ 153,169,121	\$ 43,351,503	\$ 7,049,302	\$ 365,755,263	\$ 39,749,355	\$ 108,569,207	\$ 15,746,529	\$ 758,760,513	\$ 514,073,823	\$ 15,746,529	\$ 1,288,580,864	
Mar-06	\$ 587,713,705	\$ 162,075,627	\$ 56,444,966	\$ 7,815,228	\$ 356,090,945	\$ 47,296,330	\$ 112,119,350	\$ 15,746,529	\$ 814,049,526	\$ 515,506,626	\$ 15,746,529	\$ 1,345,302,681	
Jun-06	\$ 627,012,890	\$ 172,363,474	\$ 71,993,788	\$ 8,370,972	\$ 372,883,785	\$ 50,900,969	\$ 115,969,570	\$ 15,746,529	\$ 879,741,125	\$ 539,754,325	\$ 15,746,529	\$ 1,435,241,979	
Sep-06	\$ 661,824,419	\$ 182,033,456	\$ 81,904,548	\$ 8,922,272	\$ 389,989,448	\$ 60,457,213	\$ 119,376,180	\$ 15,746,529	\$ 934,684,696	\$ 569,822,841	\$ 15,746,529	\$ 1,520,254,067	
Dec-06	\$ 695,509,775	\$ 190,585,275	\$ 91,142,825	\$ 9,129,213	\$ 421,038,006	\$ 66,830,992	\$ 122,464,323	\$ 15,746,529	\$ 986,367,087	\$ 610,333,320	\$ 15,746,529	\$ 1,612,446,937	
Mar-07	\$ 715,899,547	\$ 197,464,671	\$ 100,084,081	\$ 9,690,610	\$ 433,599,008	\$ 73,388,548	\$ 126,187,666	\$ 15,746,529	\$ 1,023,138,909	\$ 632,175,222	\$ 15,746,529	\$ 1,671,060,660	
Jun-07	\$ 746,499,374	\$ 209,952,561	\$ 111,511,050	\$ 10,578,984	\$ 457,537,371	\$ 84,804,629	\$ 127,052,207	\$ 15,746,529	\$ 1,077,682,329	\$ 669,394,208	\$ 15,746,529	\$ 1,762,823,066	
Sep-07	\$ 764,862,149	\$ 212,954,436	\$ 119,701,230	\$ 10,763,389	\$ 471,763,572	\$ 88,680,352	\$ 130,253,215	\$ 15,746,529	\$ 1,110,845,205	\$ 690,697,139	\$ 15,746,529	\$ 1,817,288,874	
Dec-07	\$ 780,512,586	\$ 222,314,975	\$ 131,497,321	\$ 11,467,817	\$ 488,688,337	\$ 90,430,346	\$ 133,204,083	\$ 15,746,529	\$ 1,145,792,699	\$ 712,322,767	\$ 15,746,529	\$ 1,873,861,995	
Mar-08	\$ 793,443,390	\$ 227,107,310	\$ 137,932,284	\$ 11,637,094	\$ 498,862,721	\$ 97,995,587	\$ 136,048,910	\$ 15,746,529	\$ 1,170,120,077	\$ 732,507,219	\$ 15,746,529	\$ 1,918,373,826	
Jun-08	\$ 806,568,018	\$ 236,375,227	\$ 147,343,219	\$ 12,295,041	\$ 511,909,421	\$ 114,613,271	\$ 139,702,942	\$ 15,746,529	\$ 1,202,581,505	\$ 766,225,634	\$ 15,746,529	\$ 1,984,553,668	
Sep-08	\$ 814,350,273	\$ 238,951,048	\$ 150,964,022	\$ 12,420,096	\$ 524,467,730	\$ 130,755,245	\$ 143,282,400	\$ 15,746,529	\$ 1,216,685,439	\$ 798,505,375	\$ 15,746,529	\$ 2,030,937,343	
Dec-08	\$ 817,988,525	\$ 242,036,119	\$ 151,928,920	\$ 13,040,946	\$ 538,488,250	\$ 151,996,074	\$ 145,928,953	\$ 15,746,529	\$ 1,224,994,510	\$ 814,413,276	\$ 15,746,529	\$ 2,077,154,316	
Mar-09	\$ 821,881,327	\$ 245,775,434	\$ 155,504,431	\$ 13,071,367	\$ 545,282,408	\$ 170,616,650	\$ 150,649,654	\$ 15,746,529	\$ 1,236,232,559	\$ 866,548,712	\$ 15,746,529	\$ 2,118,527,801	
Jun-09	\$ 824,979,049	\$ 251,979,443	\$ 156,490,698	\$ 13,836,009	\$ 551,160,178	\$ 193,849,293	\$ 153,275,456	\$ 15,746,529	\$ 1,247,282,199	\$ 898,284,926	\$ 15,746,529	\$ 2,161,313,655	
Sep-09	\$ 825,294,364	\$ 255,604,709	\$ 156,876,272	\$ 13,929,317	\$ 553,059,166	\$ 219,779,862	\$ 155,814,273	\$ 15,746,529	\$ 1,251,704,662	\$ 928,653,302	\$ 15,746,529	\$ 2,196,104,492	
Dec-09	\$ 825,916,602	\$ 258,250,813	\$ 157,304,725	\$ 14,295,903	\$ 555,624,051	\$ 239,262,475	\$ 158,021,691	\$ 15,746,529	\$ 1,255,768,042	\$ 952,908,217	\$ 15,746,529	\$ 2,224,422,789	
Mar-10	\$ 826,061,845	\$ 259,151,751	\$ 157,501,506	\$ 14,770,883	\$ 556,650,940	\$ 247,292,517	\$ 159,705,266	\$ 15,746,529	\$ 1,257,485,984	\$ 963,648,722	\$ 15,746,529	\$ 2,236,881,236	
Jun-10	\$ 826,259,239	\$ 259,647,566	\$ 157,812,673	\$ 14,871,917	\$ 558,259,388	\$ 262,305,591	\$ 161,076,329	\$ 15,746,529	\$ 1,258,591,395	\$ 981,641,308	\$ 15,746,529	\$ 2,255,979,232	
Sep-10	\$ 826,425,693	\$ 260,110,075	\$ 157,845,059	\$ 14,915,082	\$ 558,188,870	\$ 279,003,325	\$ 162,676,217	\$ 15,746,529	\$ 1,259,295,909	\$ 999,868,412	\$ 15,746,529	\$ 2,274,910,850	
Dec-10	\$ 826,705,796	\$ 260,196,683	\$ 157,941,770	\$ 15,295,727	\$ 568,658,754	\$ 290,371,018	\$ 164,509,348	\$ 15,746,529	\$ 1,260,139,976	\$ 1,023,539,120	\$ 15,746,529	\$ 2,299,425,626	
Mar-11	\$ 826,979,134	\$ 260,281,408	\$ 157,967,534	\$ 15,668,097	\$ 578,901,033	\$ 301,491,588	\$ 166,302,628	\$ 15,746,529	\$ 1,260,896,175	\$ 1,046,695,248	\$ 15,746,529	\$ 2,323,337,952	
Jun-11	\$ 827,215,515	\$ 260,367,075	\$ 157,993,584	\$ 16,044,605	\$ 589,257,114	\$ 312,735,719	\$ 168,115,833	\$ 15,746,529	\$ 1,261,620,780	\$ 1,070,108,667	\$ 15,746,529	\$ 2,347,475,977	
Sep-11	\$ 827,454,494	\$ 260,367,075	\$ 157,993,584	\$ 16,290,452	\$ 595,114,441	\$ 324,103,413	\$ 169,737,813	\$ 15,746,529	\$ 1,262,105,605	\$ 1,088,955,667	\$ 15,746,529	\$ 2,366,807,802	
Dec-11	\$ 827,693,473	\$ 260,367,075	\$ 157,993,584	\$ 16,536,299	\$ 595,322,499	\$ 335,183,947	\$ 171,359,793	\$ 15,746,529	\$ 1,262,590,431	\$ 1,101,866,239	\$ 15,746,529	\$ 2,380,203,199	
Mar-12	\$ 827,693,473	\$ 260,367,075	\$ 157,993,584	\$ 16,536,299	\$ 595,528,295	\$ 346,144,040	\$ 172,964,142	\$ 15,746,529	\$ 1,262,590,431	\$ 1,114,636,478	\$ 15,746,529	\$ 2,392,973,438	
Jun-12	\$ 827,693,473	\$ 260,367,075	\$ 157,993,584</										

ATTACHMENT N – Current Maryland and Virginia Funding Forecast

WOODROW WILSON BRIDGE PROJECT
CURRENT MARYLAND & VIRGINIA FEDERAL FUNDING FORECAST
SEPTEMBER 2010

Virginia Special Federal Funds Upset Limit

Special Federal Funds per Init. Fin. Plan	\$ 556,565,600	
Less FFY2003 Reduction	\$ (9,947,833)	
Maryland Cost Sharing Transfers to Virginia	\$ 59,685,013	
Virginia Cost Sharing Transfers to Maryland	\$ (8,035,299)	
Less Loss of Remaining OA from TEA21 Funds*	\$ (39,740,592)	% of Total
Total Special Federal Funds After Transfers	\$ 558,526,888	36%

* - Based on 57% Virginia - 43% Maryland Split from Initial Financial Plan times \$69,720,337

Maryland Special Federal Funds Upset Limit

Special Federal Funds per Init. Fin. Plan	\$ 1,074,114,400	
Less FFY2003 Reduction	\$ (7,504,506)	
Maryland Cost Sharing Transfers to Virginia	\$ (59,685,013)	
Virginia Cost Sharing Transfers to Maryland	\$ 8,035,299	
Less Loss of Remaining OA from TEA21 Funds*	\$ (29,979,745)	% of Total
Total Special Federal Funds After Transfers	\$ 984,980,436	64%

* - Based on 57% Virginia - 43% Maryland Split from Initial Financial Plan times \$69,720,337

VIRGINIA FUNDING						
Quarter Ending	US Route 1	Telegraph Road	Virginia Projectwide	Virginia Total	Virginia Special Fed Funds	Virginia Regular Fed Funds
Obligated Funds	\$ 463,508,145	\$ 252,573,137	\$ 127,180,890	\$ 843,262,172	\$ 557,803,611	\$ 285,458,561
Dec-10	\$ 8,813,287	\$ 251,509	\$ 4,251,667	\$ 13,316,462	\$ 723,277	\$ 12,593,185
Mar-11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sep-11	\$ 8,484,116	\$ 34,512,698	\$ 11,001,827	\$ 53,998,642	\$ -	\$ 53,998,642
Dec-11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sep-12	\$ 3,615,644	\$ 34,512,698	\$ 11,001,827	\$ 49,130,169	\$ -	\$ 49,130,169
Dec-12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sep-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dec-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sep-14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dec-14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sep-15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dec-15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Out Years	\$ 9,023,255	\$ -	\$ -	\$ 9,023,255	\$ -	\$ 9,023,255
Totals	\$ 493,444,447	\$ 321,850,042	\$ 153,436,211	\$ 968,730,700	\$ 558,526,888	\$ 410,203,812

MARYLAND FUNDING							
Quarter Ending	River Crossing	Interstate 295	Maryland 210	Maryland Projectwide	Maryland Total	Maryland Special Fed Funds	Maryland Regular Fed Funds
Obligated Funds	\$ 819,749,142	\$ 199,869,113	\$ 133,678,725	\$ 5,678,444	\$ 1,158,975,425	\$ 984,718,738	\$ 174,256,686
Dec-10	\$ 5,701,062	\$ (705,929)	\$ (2,846,624)	\$ (874,726)	\$ 1,273,783	\$ -	\$ 1,273,783
Mar-11	\$ -	\$ -	\$ 545,891	\$ -	\$ 545,891	\$ 261,698	\$ 284,193
Jun-11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sep-11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dec-11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sep-12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dec-12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sep-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dec-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sep-14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dec-14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sep-15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dec-15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Out Years	\$ -	\$ 36,630,624	\$ 4,073,864	\$ -	\$ 40,704,488	\$ -	\$ 40,704,488
Totals	\$ 825,450,204	\$ 235,793,808	\$ 135,451,856	\$ 4,803,718	\$ 1,201,499,587	\$ 984,980,436	\$ 216,519,150

SPECIAL FUNDING SUMMARY				
Quarter Ending	Cumulative Special Federal Funds Available	Virginia Special Fed Funds Used	Maryland Special Fed Funds Used	Cumulative Total Special Federal Funds Used
Obligated To Date	\$ 1,543,507,324	\$ 557,803,611	\$ 984,718,738	\$ 1,542,522,349
Dec-10	\$ 1,543,507,324	\$ 723,277	\$ -	\$ 1,543,245,626
Mar-11	\$ 1,543,507,324	\$ -	\$ 261,698	\$ 1,543,507,324
Jun-11	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Sep-11	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Dec-11	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Mar-12	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Jun-12	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Sep-12	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Dec-12	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Mar-13	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Jun-13	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Sep-13	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Dec-13	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Mar-14	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Jun-14	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Sep-14	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Dec-14	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Mar-15	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Jun-15	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Sep-15	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Dec-15	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Mar-16	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Out Years	\$ 1,543,507,324	\$ -	\$ -	\$ 1,543,507,324
Totals	\$ 1,543,507,324	\$ 558,526,888	\$ 984,980,436	\$ 1,543,507,324

ATTACHMENT O – State Match Cash Flow Forecast

**WOODROW WILSON BRIDGE PROJECT
STATE MATCH CASH FLOW FORECAST
SEPTEMBER 2010**

Quarter Ending	River Crossing	Interstate 295	Maryland 210	Maryland Projectwide	US Route 1	Telegraph Road	Virginia Projectwide	DC I-295	Totals	Totals by Agency			Grand Total
										Maryland	Virginia	DC	
Dec-10	\$ 7,984	\$ 17,322	\$ 71,138	\$ 272,806	\$ 399,514	\$ 1,974,368	\$ 366,626	\$ -	\$ 3,109,759	\$ 369,250	\$ 2,740,509	\$ -	\$ 3,109,759
Mar-11	\$ 7,810	\$ 16,945	\$ 3,850	\$ 266,876	\$ 390,829	\$ 1,931,447	\$ 358,656	\$ -	\$ 2,976,413	\$ 295,481	\$ 2,680,932	\$ -	\$ 2,976,413
Jun-11	\$ -	\$ 17,133	\$ 3,893	\$ 269,841	\$ 395,172	\$ 1,952,908	\$ 362,641	\$ -	\$ 3,001,587	\$ 290,867	\$ 2,710,720	\$ -	\$ 3,001,587
Sep-11	\$ -	\$ -	\$ -	\$ 245,847	\$ 358,036	\$ 1,974,368	\$ 324,396	\$ -	\$ 2,902,647	\$ 245,847	\$ 2,656,800	\$ -	\$ 2,902,647
Dec-11	\$ -	\$ -	\$ -	\$ 245,847	\$ 208,058	\$ 1,916,936	\$ 324,396	\$ -	\$ 2,695,237	\$ 245,847	\$ 2,449,390	\$ -	\$ 2,695,237
Mar-12	\$ -	\$ -	\$ -	\$ -	\$ 205,796	\$ 1,896,100	\$ 320,870	\$ -	\$ 2,422,766	\$ -	\$ 2,422,766	\$ -	\$ 2,422,766
Jun-12	\$ -	\$ -	\$ -	\$ -	\$ 205,796	\$ 1,896,100	\$ 320,870	\$ -	\$ 2,422,766	\$ -	\$ 2,422,766	\$ -	\$ 2,422,766
Sep-12	\$ -	\$ -	\$ -	\$ -	\$ 208,058	\$ 1,916,936	\$ 324,396	\$ -	\$ 2,449,390	\$ -	\$ 2,449,390	\$ -	\$ 2,449,390
Dec-12	\$ -	\$ -	\$ -	\$ -	\$ 208,058	\$ 1,916,936	\$ 324,396	\$ -	\$ 2,449,390	\$ -	\$ 2,449,390	\$ -	\$ 2,449,390
Mar-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,875,264	\$ 317,344	\$ -	\$ 2,192,608	\$ -	\$ 2,192,608	\$ -	\$ 2,192,608
Jun-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,896,100	\$ 320,870	\$ -	\$ 2,216,970	\$ -	\$ 2,216,970	\$ -	\$ 2,216,970
Sep-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dec-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sep-14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dec-14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sep-15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dec-15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Out Years	\$ -	\$ 9,157,656	\$ 1,018,466	\$ -	\$ 2,416,940	\$ -	\$ -	\$ -	\$ 12,593,062	\$ 10,176,122	\$ 2,416,940	\$ -	\$ 12,593,062
Totals	\$ 15,794	\$ 9,209,056	\$ 1,097,347	\$ 1,301,217	\$ 4,996,258	\$ 21,147,465	\$ 3,665,461	\$ -	\$ 41,432,597	\$ 11,623,414	\$ 29,809,183	\$ -	\$ 41,432,597

ATTACHMENT P – Cost Reimbursement Status Report

APPROVED OR PENDING AGREEMENTS

As Of: September 30, 2010

Approved or Pending Maryland Work on Behalf of Virginia
(Costs Attributable to Virginia)

= Denotes changes since previous funding transfer agreement.

Line Item	Executed Agreement	Estimate	Source	Final Cost	Source	Special Federal Funds Transferred	Federal Reimb. Ratio	Status
M-1 Bulkhead at Jones Point Park (Contract BR2)	Yes	\$ 1,050,825.00	(1)	\$1,172,516.35	(2)	\$ 1,172,516.35	100%	Increase of \$121,691.35 to be transferred from VDOT
M-2 Drainage Ditch at Jones Point Park (Contract BR2)	Yes	\$ 32,298.77	(1)	\$32,298.77	(2)	\$ 32,298.77	100%	
M-3 Fencing at St. Mary's School (Contract BR2)	Yes	\$ 1,796.51	(1)	\$1,796.51	(2)	\$ 1,796.51	100%	
M-4 Security Improvements at the Bridge (Contract BR2)	Yes	\$ 40,662.27	(1)	\$40,662.27	(2)	\$ 40,662.27	100%	
M-5 City of Alexandria Improvements (Contract BR2)	Yes	\$ 70,785.04	(1)	\$70,785.04	(2)	\$ 70,785.04	100%	
M-6 Noise Wall on Bridge (Contract BR3B)	No	\$ 6,679,856.03	(3)			\$ 5,343,884.82	80%	
M-7 VDOT ITS Improvements (Contract MA1)	No	\$ 46,730.60	(6)			\$ 37,384.48	80%	
M-8 Welcome to VA Sign	Yes	\$ 9,248.11	(8)	\$ 9,248.14				
Total Maryland Work on Behalf of Virginia		\$ 7,932,202.33		\$1,327,307.08		\$ 6,699,328.24		

Approved or Pending Virginia Work on Behalf of Maryland
(Costs Attributable to Maryland)

Line Item	Executed Agreement	Estimate	Source	Final Cost	Source	Special Federal Funds Transferred	Federal Reimb. Ratio	Status
V-1 River Crossing Abutment in Virginia (Contract VA4)	Yes	\$ 4,938,786.00	(1)			\$ 4,938,786.00	100%	
V-2 General Engineering Consultant Projectwide Contract	Yes	\$ 68,122,636.00	(1)			\$ 54,648,601.00	Varies*	
V-3 Bridge Bucks Program Under GEC Projectwide Contract	No	\$ 1,680,112.00	(5)			\$ -	0%	To be paid 100% by Maryland, who is utilizing CMAQ funds for pymt.
V-4 Utility Marking Services for Virginia ITS Cables in Maryland	No	\$ 6,399.36	(5)			\$ 5,119.49	80%	
V-5 Haul Road for BR3A, BR3B and VA4 (Contract VA4)	Yes	\$ 69,142.50	(8)			\$ 69,142.50	100%	Maryland share is for the river crossing, therefore 100%
Total Virginia Work on Behalf of Maryland		\$ 74,817,075.86		\$ -		\$ 59,661,648.99		

* - The first \$29,674,477 was 100% federally funded, while the balance is considered 80% federal, 20% state.

Sources

- (1) - Per Transfer Agreement Memo Approved by FHWA on April 2, 2003 (See Attachment P of the 2003 Financial Plan for Document)
- (2) - Final Cost Approvals by MSHA and VDOT completed January 14, 2004.
- (3) - Per executed cost reallocation approval 3/8/05
- (4) - Estimate based on 11/9/04 GEC budget projection based on program continuation through 2008 (when the river crossing is complete).
- (5) - Per VDOT payments to TNT contracting on 3/24/04 and 10/7/04 for \$3,199.68 each.
- (6) - Per executed cost reallocation approval 11/17/04
- (7) - Per executed cost reallocation approval 3/17/04
- (8) - Per executed cost reallocation approval 9/22/05

Summary of Approved or Pending Agreements

	Estimate	Final Cost	Special Federal Funds Transferred
Maryland Work on Behalf of Virginia	\$ 7,932,202	\$ 1,327,307	\$ 6,699,328
Virginia Work on Behalf of Virginia	\$ 74,817,076	\$ -	\$ 59,661,649

Special Federal Fund Balance After 2003 Transfers

	Maryland	Virginia	Total
Original Special Federal Funding Allocation	\$ 1,074,114,400	\$ 556,565,600	\$ 1,630,680,000
Less FFY2003 Reduction	\$ (7,504,506)	\$ (9,947,833)	\$ (17,452,339)
Special Federal Funding Allocation after FFY2003 Reduction	\$ 1,066,609,894	\$ 546,617,767	\$ 1,613,227,661
less Loss of Remaining OA from TEA21 Funds*	\$ (29,979,745)	\$ (39,740,592)	\$ (69,720,337)
Special Federal Funding Allocation Prior to Transfers	\$ 1,036,630,149	\$ 506,877,175	\$ 1,543,507,324
Maryland Transfer to Virginia Based on Approved Agreements	\$ (59,587,387)	\$ 59,587,387	\$ -
Virginia Transfer to Maryland Based on Approved Agreements	\$ 1,196,368	\$ (1,196,368)	\$ -
Revised Special Federal Funding Allocation after 2003 Transfers	\$ 978,239,130	\$ 565,268,194	\$ 1,543,507,324

* - See Attachment N in 2005 Financial Plan

2006 Special Federal Fund Balance After Transfers

	Maryland	Virginia	Total
Special Federal Funding Allocation Prior to Transfers	\$ 1,036,630,149	\$ 506,877,175	\$ 1,543,507,324
Maryland Transfer to Virginia Based on Approved Agreements	\$ (59,685,013)	\$ 59,685,013	\$ -
Virginia Transfer to Maryland Based on Approved Agreements	\$ 8,035,299	\$ (8,035,299)	\$ -
Revised Special Federal Funding Allocation after Transfers	\$ 984,980,436	\$ 558,526,888	\$ 1,543,507,324
2003 Financial Plan Special Federal Funds Balances	\$ 978,239,130	\$ 565,268,194	\$ 1,543,507,324
Special Fed'l Funds Increase or Decrease from 2003	\$ 6,741,306	\$ (6,741,306)	\$ -

OTHER POSSIBLE TRANSFERS

- None identified