

APPENDIX C - Statewide Financial Constraint Summary Table and Explanation

Statewide Fiscal Constraint Table and Summary Explanation

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS
VERSUS PROGRAMMED FUNDING FOR PROJECTS

Dollars in Millions

	2019	2020	2021	2022	2019 - 2022 TOTAL
RESOURCES AVAILABLE					
STATE REVENUE					
State Motor Fuel Taxes	\$ 1,128	\$ 1,190	\$ 1,216	\$ 1,245	\$ 4,779
Registration and MVA Fees	399	398	407	406	1,610
Vehicle Titling Taxes	904	913	918	955	3,690
Corporate Income Taxes	176	177	195	212	760
Rental Car Sales Tax	32	33	34	34	133
Miscellaneous Motor Vehicle Fees	296	300	299	307	1,202
Total Taxes and Fees	\$ 2,935	\$ 3,011	\$ 3,069	\$ 3,159	\$ 12,174
DEDUCTIONS					
To Other Agencies	72	70	72	74	288
MDOT Program and Fees (a)	773	832	855	896	3,356
MVA Cost Recovery (b)	210	214	213	219	856
Net Transportation Revenues	\$ 1,880	\$ 1,895	\$ 1,929	\$ 1,970	\$ 7,674
9.6% to Local Governments	181	-	-	-	181
To the Department (MDOT) (c)	1,699	1,895	1,929	1,970	7,493
Subtotal to the Department (a+b+c)	\$ 2,682	\$ 2,941	\$ 2,997	\$ 3,085	\$ 11,705
OPERATING REVENUES					
Maryland Port Administration	54	55	55	56	220
Maryland Transit Administration	146	154	167	186	653
Maryland Aviation Administration	254	269	277	279	1,079
Total Operating Revenues	\$ 454	\$ 478	\$ 499	\$ 521	\$ 1,952
MISCELLANEOUS					
Investment Income	2	2	2	2	8
Federal Operating Assistance	98	108	105	105	416
Miscellaneous Revenue	53	30	63	63	209
Reimbursements/GO Bonds (WIP)	55	44	15	15	129
Reserve for Changes in Revenue Sources	-	-	-	-	-
Total Miscellaneous	\$ 208	\$ 184	\$ 185	\$ 185	\$ 762
TOTAL REVENUES	\$ 3,344	\$ 3,603	\$ 3,681	\$ 3,791	\$ 14,419

RECEIPTS

Transfers between TTF & MDTA/GF	-	-	-	-	-
Bond Sales	675	635	445	400	2,155
Funds from Rollover - Fund Balance	(8)	-	(25)	-	(33)
TOTAL REVENUES AND RECEIPTS	\$ 4,011	\$ 4,238	\$ 4,101	\$ 4,191	\$ 16,541

	2019	2020	2021	2022	2019 - 2022 TOTAL
EXPENDITURES					
Debt Service Payments	\$ 338	\$ 355	\$ 421	\$ 469	\$ 1,583
Operating and Maintenance Expenditures	2,099	2,201	2,231	2,310	8,841
State Dollars Available for Capital Projects	<u>1,574</u>	<u>1,682</u>	<u>1,449</u>	<u>1,412</u>	<u>6,117</u>
Total Expenditures	\$ 4,011	\$ 4,238	\$ 4,101	\$ 4,191	\$ 16,541
Non-Surface Transportation State Dollars	\$ 304	\$ 239	\$ 219	\$ 214	\$ 976
Maryland Transit Administration State Dollars	172	335	100	73	685
WMATA State Dollars	156	156	156	156	624
State Highway Administration State Dollars	<u>757</u>	<u>750</u>	<u>675</u>	<u>712</u>	<u>2,893</u>
Total State Dollars for Capital Projects	\$ 1,389	\$ 1,480	\$ 1,150	\$ 1,155	\$ 5,178
State Revenues Minus Expenditures	\$ 185	\$ 202	\$ 299	\$ 294	\$ 939

**MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	SIX-YEAR TOTAL
Construction Program							
Major Projects	605.3	736.1	462.0	378.7	442.5	268.0	2,892.5
System Preservation Minor Projects	89.8	61.9	56.5	51.0	89.1	58.7	406.9
Development & Evaluation Program	<u>4.0</u>	<u>1.2</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>5.2</u>
SUBTOTAL	<u>699.0</u>	<u>799.2</u>	<u>518.5</u>	<u>429.6</u>	<u>531.6</u>	<u>326.7</u>	<u>3,304.6</u>
Capital Salaries, Wages & Other Costs	<u>14.0</u>	<u>12.5</u>	<u>12.5</u>	<u>12.5</u>	<u>12.5</u>	<u>13.0</u>	<u>77.0</u>
TOTAL	<u>713.1</u>	<u>811.7</u>	<u>531.0</u>	<u>442.1</u>	<u>544.1</u>	<u>339.7</u>	<u>3,381.7</u>
Special Funds	172.0	334.5	100.0	73.4	183.6	150.5	1,014.0
Federal Funds	432.5	412.3	386.2	341.8	275.1	188.3	2,036.2
Other Funding	108.5	64.9	44.9	26.9	85.4	0.8	331.5

**WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	SIX-YEAR TOTAL
Construction Program							
Major Projects	255.8	255.8	255.8	255.8	255.8	255.8	1,534.8
Special Funds	155.9	155.9	155.9	155.9	155.9	155.9	935.5
Federal Funds - WMATA *	99.9	99.9	99.9	99.9	99.9	99.9	599.2

* These federal funds are received by WMATA directly and are not included in the MDOT budget.

Explanation of Fiscal Constraint Worksheet – MDOT Statewide

MDOT Resources Available

- **State Revenue** – These six lines are the various revenues that come into the trust fund. This amounts to \$12.2 billion over the next 4 years. Such revenue includes motor fuel tax, Registration and MVA fees, Vehicle Titling Tax, Corporate Income Tax, Rental Car Sales Tax and other miscellaneous motor vehicle fees.
- **Deductions** – This is a combination of funds paid to other state agencies and revenues the Department receives through cost recovery at MVA. As MVA costs are incurred, MVA can adjust fees to recover those costs. Subtracted from this amount is the Highway User Revenues (HUR). This is the 9.6% that goes directly to Baltimore City and the Counties and Municipalities. In addition to the HUR distribution required by law, the Department has reserved funds in an amount sufficient to enable the Governor to restore local HUR. Restoration requires legislative approval. The sum of lines a+b+c = the Department's revenues prior to operating revenues.
- **Operating Revenues** – The Department collects revenues through user fees from the Port, Airport and Transit. These fees are a combination of leases at the port and airport and fare collection at the various transit facilities.
- **Miscellaneous Revenue** – The Department receives a small amount of revenues through investments, operating assistance and reimbursement from counties.
- **Receipts** – Finally, the Department receives revenues through the various bond sales. The amount and timing of the bond sales are dependent upon cashflow and expenditures.

MDOT Expenditures

Once revenues are collected, the first call of payment is Debt Service. This amounts to approximately \$1.6 billion over the four-year period. Next call is operating and maintenance expenditures. This amounts to approximately \$8.8 billion over the four-year period. This leaves \$6.1 billion available in state dollars for the capital program.

The \$6.1 billion in state funds is distributed to all the modes. TSO, MVA, MPA and MAA receive approximately \$1.2 billion. MTA and WMATA receive approximately \$1.5 billion, while SHA receives \$3.4 billion. These amounts include system preservation as well as expansion.

Federal Transit Dollars

This section includes the Federal Transit Dollars expected to be available to the Department over from 2019-2022.

Federal Highway Dollars

Funds available for State Highway through the Federal Highway Administration are shown on a separate Chart.

FY 2019 FEDERAL-AID HIGHWAY PROGRAM APPORTIONMENTS UNDER FAST ACT							
State	Percent of Capital Enhancement	National Highway Performance Program	Surface Transportation Block Grant Program	Highway Safety Improvement Program	Congestion Mitigation & Air Quality Improvement	National Highway Freight Program	Apportioned Table
Maryland		350,378,890	175,811,983	35,896,688	56,650,481	20,445,447	639,185,489
MPO							
TPB (Washington Metropolitan Area)	48.6%	\$ 170,284,141	\$ 85,444,624	\$ 17,446,762	\$ 27,532,134	\$ 9,936,487	\$ 310,644,148
BRTB (Baltimore Metropolitan Area)	40.3%	\$ 141,202,693	\$ 70,852,229	\$ 14,467,171	\$ 22,830,144	\$ 8,239,515	\$ 257,591,752
Rural Non-MPO	6.0%	\$ 2,452,652	\$ 1,230,684	\$ 251,291	\$ 396,553	\$ 143,118	\$ 4,474,298
HEPMPO (Washington)	0.7%						\$ 6,391,855
S/WMPO (Salisbury-Wicomico)	1.0%						\$ 10,866,153
C-SMMPO	1.7%						\$ 3,195,927
WILMAPOD (Cecil)	0.5%						\$ 7,670,226
CAMPO (Allegheny)	1.2%						\$ 38,351,129
	100.0%	\$ 313,939,485	\$ 157,527,537	\$ 32,165,224	\$ 50,758,831	\$ 18,319,121	

FEDERAL-AID HIGHWAY PROGRAM FUNDING PRIOR TO FY2019							
State	Percent of Capital Enhancement	National Highway Performance Program	Surface Transportation Block Grant Program	Highway Safety Improvement Program	Congestion Mitigation & Air Quality Improvement	National Highway Freight Program	Apportioned Table
Maryland		325,970,419	126,482,240	57,982,572	8,021,633	36,368,264	554,825,128
MPO							
TPB (Washington Metropolitan Area)	48.6%	\$ 158,421,623	\$ 61,470,369	\$ 28,179,530	\$ 3,898,514	\$ 17,674,976	\$ 269,645,012
BRTB (Baltimore Metropolitan Area)	40.3%	\$ 131,366,079	\$ 50,972,343	\$ 23,366,976	\$ 3,232,718	\$ 14,656,411	\$ 223,594,527
Rural Non-MPO	6.0%	\$ 19,558,225	\$ 7,588,934	\$ 3,478,954	\$ 481,298	\$ 2,182,096	\$ 33,289,508
HEPMPO (Washington)	0.7%						\$ 3,883,776
S/WMPO (Salisbury-Wicomico)	1.0%						\$ 5,548,251
C-SMMPO	1.7%						\$ 9,432,027
WILMAPOD (Cecil)	0.5%						\$ 2,774,126
CAMPO (Allegheny)	1.2%						\$ 6,657,902
	100.0%	\$ 309,345,927	\$ 120,031,646	\$ 55,025,461	\$ 7,612,530	\$ 34,513,483	

TOTAL FEDERAL-AID HIGHWAY PROGRAM AVAILABLE FOR FY 2019									
State	Percent of Capital Enhancement	National Highway Performance Program	Surface Transportation Block Grant Program	Highway Safety Improvement Program	Congestion Mitigation & Air Quality Improvement	National Highway Freight Program	GENERIC FEDERAL FUNDS	TIGER	Total
Maryland		676,349,309	302,294,223	93,881,260	64,672,114	56,813,711	1,194,010,617	25,791,000	1,219,801,617
MPO									
TPB (Washington Metropolitan Area)	48.6%	\$ 328,705,764	\$ 146,914,992	\$ 45,626,292	\$ 31,430,648	\$ 27,611,464	\$ -	\$ -	\$ 580,289,160
BRTB (Baltimore Metropolitan Area)	40.3%	\$ 272,568,771	\$ 121,824,572	\$ 37,834,148	\$ 26,062,862	\$ 22,895,926	\$ -	\$ 25,791,000	\$ 506,977,279
Rural Non-MPO	6.0%	\$ 22,010,877	\$ 8,819,618	\$ 3,730,245	\$ 877,851	\$ 2,325,214	\$ -	\$ -	\$ 37,763,806
HEPMPO (Washington)	0.7%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,275,631	\$ -	\$ 10,275,631
S/WMPO (Salisbury-Wicomico)	1.0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,414,405	\$ -	\$ 16,414,405
C-SMMPO	1.7%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,627,955	\$ -	\$ 12,627,955
WILMAPCO (Cecil)	0.5%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,444,352	\$ -	\$ 10,444,352
CAMPO (Allegheny)	1.2%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,009,031	\$ -	\$ 45,009,031
		\$ 623,285,413	\$ 277,559,183	\$ 87,190,685	\$ 58,371,361	\$ 52,832,603	\$ 94,771,372	\$ 25,791,000	\$ 1,219,801,617

TOTAL MARYLAND HIGHWAY PROGRAM FOR FY 2019									
State	Percent of Capital Enhancement	National Highway Performance Program	Surface Transportation Block Grant Program	Highway Safety Improvement Program	Congestion Mitigation & Air Quality Improvement	National Highway Freight Program	GENERIC FEDERAL FUNDS	TIGER	Total
Maryland									
MPO									
TPB (Washington Metropolitan Area)	28.4%	\$ 168,880,000	\$ 124,050,000	\$ 4,180,000	\$ 7,090,000	\$ 6,240,000	\$ -	\$ -	\$ 310,440,000
BRTB (Baltimore Metropolitan Area)	40.3%	\$ 172,173,000	\$ 201,446,000	\$ 14,880,000	\$ 47,470,000	\$ 4,092,000	\$ -	\$ 25,791,000	\$ 465,852,000
Rural Non-MPO	14.4%	\$ 27,050,000	\$ 25,322,000	\$ -	\$ 7,983,000	\$ 40,000	\$ 97,040,000	\$ -	\$ 157,435,000
HEPMPO (Washington)	5.7%	\$ 15,901,000	\$ 4,755,000	\$ -	\$ -	\$ -	\$ 41,208,000	\$ -	\$ 61,864,000
S/WMPO (Salisbury-Wicomico)	1.9%	\$ 1,341,400	\$ 225,000	\$ -	\$ -	\$ -	\$ 18,787,200	\$ -	\$ 20,353,600
C-SMMPO	3.2%	\$ -	\$ 3,000,000	\$ -	\$ 9,385,000	\$ -	\$ 22,512,000	\$ -	\$ 34,897,000
WILMAPCO (Cecil)	1.7%	\$ -	\$ 274,900	\$ -	\$ -	\$ -	\$ 18,826,000	\$ -	\$ 19,100,900
CAMPO (Allegheny)	4.4%	\$ 2,972,800	\$ 4,832,800	\$ -	\$ -	\$ -	\$ 39,876,000	\$ -	\$ 47,681,600
		\$ 388,318,200	\$ 363,905,700	\$ 19,060,000	\$ 71,928,000	\$ 10,372,000	\$ 238,249,200	\$ 25,791,000	\$ 1,117,624,100

FY 2019 FEDERAL-AID TRANSIT PROGRAM APPORTIONMENTS UNDER FAST ACT										
State	5307	5309	5310	5311	5329	5337	5339	APPALACHIAN DEVELOPMENT PUBLIC TRANSPORTATIO N ASSISTANCE PROGRAM	SMALL TRANSIT INTENSIVE CITIES PERFORMANC E DATA	Total
Maryland Statewide	\$ -	\$ -	\$ -	\$ 6,473,551	\$ -	\$ -	\$ 3,500,000	\$ -	\$ -	\$ 9,973,551
Over 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
200,000-999,999	\$ -	\$ -	\$ 607,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 607,375
50,000-199,999	\$ -	\$ -	\$ 934,997	\$ -	\$ -	\$ -	\$ 1,000,037	\$ -	\$ -	\$ 1,935,034
MPO										
TPB (Washington Metropolitan Area)	\$ 87,501,768	\$ -	\$ 1,453,933	\$ -	\$ -	\$ 23,907,468	\$ 5,456,125	\$ -	\$ -	\$ 118,319,294
BRTB (Baltimore Metropolitan Area)	\$ 78,482,848	\$ -	\$ 2,127,781	\$ -	\$ 650,117	\$ 43,435,905	\$ 5,177,489	\$ -	\$ -	\$ 129,874,121
HEPMPO (Washington)	\$ 2,210,011	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,210,011
S/WMPO (Salisbury-Wicomico)	\$ 2,213,396	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,213,396
C-SMMPO	\$ 1,482,967	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 261,911	\$ 1,744,878
WILMAPCO (Cecil)	\$ 1,706,411	\$ -	\$ 53,075	\$ -	\$ -	\$ -	\$ 105,756	\$ -	\$ -	\$ 1,865,242
CAMPO (Allegheny)	\$ 1,127,603	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 636,000	\$ -	\$ 1,763,603
Rural Non-MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 174,725,005	\$ -	\$ 5,177,161	\$ 6,473,551	\$ 650,117	\$ 67,343,373	\$ 15,239,387	\$ 636,000	\$ 261,911	\$ 270,506,506

AVAILABLE FEDERAL-AID TRANSIT PROGRAM FUNDING FROM PRIOR TO FY2019										
State	5307	5309	5310	5311	5329	5337	5339	APPALACHIAN DEVELOPMENT PUBLIC TRANSPORTATIO N ASSISTANCE PROGRAM	SMALL TRANSIT INTENSIVE CITIES PERFORMANC E DATA	Total
Maryland Statewide	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Over 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
200,000-999,999	\$ -	\$ -	\$ 6,170,706	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,170,706
50,000-199,999	\$ -	\$ -	\$ 4,167,286	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,167,286
MPO										
TPB (Washington Metropolitan Area)	\$ 5,223,000	\$ 120,000,000	\$ -	\$ 687,000	\$ -	\$ 41,752,000	\$ 569,000	\$ -	\$ -	\$ 168,231,000
BRTB (Baltimore Metropolitan Area)	\$ 76,341,000	\$ -	\$ -	\$ 238,000	\$ -	\$ 41,752,000	\$ 8,063,000	\$ -	\$ -	\$ 126,394,000
HEPMPO (Washington)	\$ 1,174,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 398,000	\$ -	\$ -	\$ 1,572,000
S/WMPO (Salisbury-Wicomico)	\$ 1,592,000	\$ -	\$ -	\$ 226,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,818,000
C-SMMPO	\$ 602,000	\$ -	\$ -	\$ 721,000	\$ -	\$ -	\$ 507,000	\$ -	\$ -	\$ 1,830,000
WILMAPCO (Cecil)	\$ 1,118,000	\$ -	\$ 116,479	\$ 328,000	\$ -	\$ -	\$ 248,000	\$ -	\$ -	\$ 1,810,479
CAMPO (Allegheny)	\$ 806,000	\$ -	\$ -	\$ 3,190	\$ -	\$ -	\$ 247,000	\$ -	\$ -	\$ 1,056,190
Rural Non-MPO	\$ -	\$ -	\$ -	\$ 9,951,000	\$ -	\$ -	\$ 390,000	\$ 468,000	\$ -	\$ 10,779,000
	\$ 86,856,000	\$ 120,000,000	\$ 10,454,471	\$ 12,154,190	\$ -	\$ 83,504,000	\$ 10,392,000	\$ 468,000	\$ -	\$ 323,828,661

TOTAL FEDERAL-AID TRANSIT PROGRAM AVAILABLE FOR FY 2019										
State	5307	5309	5310	5311	5329	5337	5339	APPALACHIAN DEVELOPMENT PUBLIC TRANSPORTATION ASSISTANCE PROGRAM	SMALL TRANSIT INTENSIVE CITIES PERFORMANCE DATA	Total
Maryland Statewide	\$ -	\$ -	\$ -	\$ 6,473,551	\$ -	\$ -	\$ 3,500,000	\$ -	\$ -	\$ 9,973,551
Over 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
200,000-999,999	\$ -	\$ -	\$ 6,778,081	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,778,081
50,000-199,999	\$ -	\$ -	\$ 5,102,283	\$ -	\$ -	\$ -	\$ 1,000,037	\$ -	\$ -	\$ 6,102,320
MPO										
TPB (Washington Metropolitan Area)	\$ 92,724,768	\$ 120,000,000	\$ 1,453,933	\$ 687,000	\$ -	\$ 65,659,468	\$ 6,025,125	\$ -	\$ -	\$ 286,550,294
BRTB (Baltimore Metropolitan Area)	\$ 154,823,849	\$ -	\$ 2,127,781	\$ 238,000	\$ 650,117	\$ 85,187,905	\$ 13,240,469	\$ -	\$ -	\$ 256,268,121
HEPMPO (Washington)	\$ 3,384,011	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 398,000	\$ -	\$ -	\$ 3,782,011
S/WMPO (Salisbury-Wicomico)	\$ 3,805,396	\$ -	\$ -	\$ 226,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,031,396
C-SMMPO	\$ 2,084,967	\$ -	\$ -	\$ 721,000	\$ -	\$ -	\$ 507,000	\$ -	\$ 261,911	\$ 3,574,878
WILMAPCO (Cecil)	\$ 2,824,411	\$ -	\$ 169,554	\$ 328,000	\$ -	\$ -	\$ 353,756	\$ -	\$ -	\$ 3,675,721
CAMPO (Allegheny)	\$ 1,933,603	\$ -	\$ -	\$ 3,190	\$ -	\$ -	\$ 247,000	\$ 636,000	\$ -	\$ 2,819,793
Rural Non-MPO	\$ -	\$ -	\$ -	\$ 9,951,000	\$ -	\$ -	\$ 360,000	\$ 468,000	\$ -	\$ 10,779,000
	\$ 261,581,005	\$ 120,000,000	\$ 15,631,632	\$ 18,627,741	\$ 650,117	\$ 150,847,373	\$ 25,631,387	\$ 1,104,000	\$ 261,911	\$ 594,335,167

FY 2019 FEDERAL-AID TRANSIT PROGRAM PROGRAMMED IN TIPS										
State	5307	5309	5310	5311	5329	5337	5339	APPALACHIAN DEVELOPMENT PUBLIC TRANSPORTATION ASSISTANCE PROGRAM	SMALL TRANSIT INTENSIVE CITIES PERFORMANCE DATA	Total
MPO										
TPB (Washington Metropolitan Area)	\$ 24,303,900	\$ 116,000,000	\$ 474,800	\$ 687,000	\$ -	\$ 14,980,800	\$ -	\$ -	\$ -	\$ 156,446,500
BRTB (Baltimore Metropolitan Area)	\$ 70,618,000	\$ -	\$ 3,370,000	\$ 238,000	\$ 400,000	\$ 42,786,000	\$ 3,918,000	\$ -	\$ -	\$ 121,330,000
HEPMPO (Washington)	\$ 1,255,600	\$ -	\$ 761,700	\$ -	\$ -	\$ -	\$ 454,500	\$ -	\$ -	\$ 2,471,800
S/WMPO (Salisbury-Wicomico)	\$ 1,592,000	\$ -	\$ 409,100	\$ 226,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,227,100
C-SMMPO	\$ 817,724	\$ -	\$ 108,000	\$ 978,785	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,904,509
WILMAPCO (Cecil)	\$ 731,000	\$ -	\$ 108,000	\$ 328,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,167,000
CAMPO (Allegheny)	\$ 805,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,390	\$ -	\$ -	\$ 1,056,037
Rural Non-MPO	\$ -	\$ -	\$ 1,354,000	\$ 10,238,000	\$ -	\$ -	\$ 1,122,000	\$ -	\$ -	\$ 12,714,000
	\$ 100,123,871	\$ 116,000,000	\$ 6,585,600	\$ 12,695,785	\$ 400,000	\$ 57,766,800	\$ 5,744,890	\$ -	\$ -	\$ 299,316,946