

Federal Highway **Administration** 

# Notice

Subject:

APPORTIONMENT OF FEDERAL-AID HIGHWAY PROGRAM **FUNDS FOR FISCAL YEAR (FY) 2022** 

Classification Code

Date

Office of Primary Interest

N4510.858

December 14, 2021

HCFB-10

- 1. What is the purpose of this Notice? This Notice transmits the certificate of apportionment for apportioned Federal-aid highway program funds authorized for FY 2022 pursuant to the Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law), Public Law (Pub. L.) 117-58. The apportionments made available by this Notice are for the following programs: National Highway Performance Program (NHPP), Surface Transportation Block Grant (STBG) Program, Highway Safety Improvement Program (HSIP), Railway-Highway Crossings Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program (NHFP), Metropolitan Planning Program, Carbon Reduction Program (CRP), and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program.
- 2. Does this Notice cancel FHWA Notice 4510.856? Yes, this Notice cancels FHWA Notice N4510.856, apportionment of Federal-aid highway program funds for the period beginning on October 1, 2021, and ending on October 31, 2021, dated October 20, 2021. The revision to the apportionment is required due to the enactment of the Bipartisan Infrastructure Law, which provides full-year Federal-aid highway program apportioned funding for FY 2022 and amends the apportionment calculation methodology.

#### 3. What is the availability of these funds?

- The funds resulting from this apportionment are available for obligation until a. September 30, 2025. Any amounts not obligated by the State on or before September 30, 2025, shall lapse.
- b. The funds resulting from this apportionment are available for obligation immediately, except as outlined under subparagraph (g) below, and shall be subject to obligation controls in force at the time of obligation.
- For FY 2022, an amount of NHPP funds equal to \$639,000,000 prior to c. sequestration (\$602,577,000 after sequestration) that is exempt from obligation controls is provided. See FHWA Notice N4510.859 for additional information on sequestration.

- d. The Federal share payable shall be in accordance with section 120 of title 23, United States Code (U.S.C.), except as specifically provided by another provision of law.
- e. The program codes to be used when obligating these funds will be provided in a separate memorandum.
- f. The Catalog of Federal Domestic Assistance (CFDA) number for these funds is 20.205, with the exception that the CFDA number for the Recreational Trails Program is 20.219.
- g. Pursuant to section 104 of the Continuing Appropriations Act, 2022, Pub. L. 117-43, no appropriation or funds made available or authority granted pursuant to section 101 of such Act shall be used to initiate or resume any project or activity for which appropriations, funds, or other authority were not available during FY 2021.
  - (1) Section 101 of the Continuing Appropriations Act, 2022, provides the continuation of liquidating cash for Federal-aid highway program expenditures. Section 104 of the Continuing Appropriations Act, 2022, prohibits the use of that liquidating cash for expenditures from Federal-aid highway programs that were not authorized and funded in FY 2021. This includes the CRP and PROTECT Formula Program.
  - (2) The expenditure of Federal-aid highway program funds is controlled at the point of obligation within the Fiscal Management Information System (FMIS). Therefore, pursuant to section 104 of the Continuing Appropriations Act, 2022, funds apportioned under this Notice for the CRP and PROTECT Formula Program are not available for obligation and expenditure at this time. Such funds will be made available for obligation and expenditure at the time that the limits in section 104 of such Act are no longer in effect.

### 4. What amounts are authorized and available for apportionment?

a. Section 11101(a)(1)(A) of the Bipartisan Infrastructure Law authorizes a total of \$52,488,065,375 for the Federal-aid apportioned programs for FY 2022. This total amount is referred to as the base apportionment.

### 5. How are the State-by-State amounts determined?

a. Pursuant to section 104(c)(1)(A) of title 23, U.S.C., the initial amount of the FY 2022 base apportionment for a State is calculated by multiplying the total amount available by the ratio of that State's FY 2021 combined amount of apportionments to the total FY 2021 combined amount of apportionments for all States.

- b. Pursuant to section 104(c)(1)(B) of title 23, U.S.C., the initial amounts are then adjusted to ensure that each State's aggregate amount of apportionments of the base apportionment is:
  - (1) not less than 95 percent of the estimated tax payments attributable to highway users in that State paid into the Highway Trust Fund (other than the Mass Transit Account) in the most recent fiscal year for which data is available and associated with taxes in effect on July 1, 2019 (and only up to the rate those taxes were in effect on that date);
  - (2) at least 2 percent greater than the apportionment that the State received for fiscal year 2021; and
  - (3) at least 1 percent greater than the apportionment that the State received for the previous fiscal year.

### 6. How are the program-by-program amounts determined?

- a. From each State's total base apportionment determined under section 104(c)(1) of title 23, U.S.C., an amount is set aside for the CMAQ Program. Pursuant to section 104(b)(4) of title 23, U.S.C., the set-aside amount for each State is calculated by multiplying the total FY 2022 set-aside amount of \$2,536,490,803 for all States by the ratio of that State's FY 2020 apportionment for the CMAQ Program to the total FY 2020 CMAQ Program apportionments for all States.
- b. From each State's total base apportionment determined under section 104(c)(1) of title 23, U.S.C., an amount is set aside for the NHFP. Pursuant to section 104(b)(5) of title 23, U.S.C., the set-aside amount for each State is calculated by multiplying the total FY 2022 set-aside amount of \$1,373,932,519 for all States by the ratio of that State's total base apportionment to the total base apportionments for all States.
- c. From each State's total base apportionment determined under section 104(c)(1) of title 23, U.S.C., an amount is set aside for the Metropolitan Planning Program. Pursuant to section 104(b)(6) of title 23, U.S.C., the set-aside amount for each State is calculated by multiplying the total FY 2022 set-aside amount of \$438,121,139 for all States by the ratio of that State's FY 2020 apportionment for the Metropolitan Planning Program to the total FY 2020 Metropolitan Planning Program apportionments for all States.
- d. After distributing the amounts for the CMAQ Program, the NHFP, and the Metropolitan Planning Program, pursuant to paragraphs (1) through (3) and paragraphs (7) and (8) of section 104(b) of title 23, U.S.C., the remainder of the base apportionment to a State is distributed in the following proportions: 59.0771195921461 percent for the NHPP, 28.7402203421251 percent for the

STBG Program, 6.70605141316253 percent for the HSIP, 2.56266964565637 percent for the CRP, and 2.91393900690991 percent for the PROTECT Formula Program.

- e. Section 130(e)(1) of title 23, U.S.C., instructs that not less than a total of \$245,000,000 for FY 2022 shall be set aside from the HSIP prior to the apportionment of that program for the Railway-Highway Crossings Program. The Railway-Highway Crossings Program amount for each State is determined by distributing the \$245,000,000 total amount according to the formula in section 130(f) of title 23, U.S.C. The resulting Railway-Highway Crossings Program amount for a State is then set aside from that State's initial HSIP amount.
- f. Pursuant to section 1519(a) of the Moving Ahead for Progress in the 21st Century Act (MAP-21), as amended by the Bipartisan Infrastructure Law, a total of \$3,500,000 for FY 2022 is set aside from the HSIP prior to the apportionment of that program to carry out safety-related activities and operate authorized safety-related clearinghouses under such section. The set-aside is made on a proportional basis from each State's initial HSIP amount.
- g. A State's official HSIP apportionment is the initial HSIP amount net of the Railway-Highway Crossings Program set-aside amount and the set-aside amount under section 1519(a) of MAP-21. In addition, the \$3,500,000 amount set aside under section 1519(a) of MAP-21 is classified as allocated funding for safety-related activities and clearinghouses and, therefore, does not appear in the table of State-by-State apportionments.
- h. Table 1 shows the State-by-State, program-by-program FY 2022 apportionment amounts (before post-apportionment set-asides, before penalties, and before sequestration) available under the Bipartisan Infrastructure Law.
- 7. **Are certain States subject to transfer or withholding penalties?** Yes. Currently, the States that are listed under the following requirements are subject to transfer or withholding penalties.
  - a. Open Container Requirements 23 U.S.C. 154 2.5 percent

Funds subject to transfer penalty: NHPP and STBG Program.

Alaska, Connecticut, Delaware, Hawaii, Louisiana, Maine, Mississippi, Missouri, Tennessee, Virginia, and Wyoming

The funds subject to transfer for a State in noncompliance with section 154 of title 23, U.S.C., are reserved and then, in the proportions elected by the State, released for use on eligible HSIP activities under section 148 of title 23, U.S.C., or

transferred to the State's Highway Safety Program under section 402 of title 23, U.S.C.

Table 2 shows the transfer penalty amounts under section 154 of title 23, U.S.C., subject to section 154(c)(5), which authorizes a State to designate how the total transfer penalty amount is to be derived from the NHPP and the STBG Program.

b. Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Driving Under the Influence – 23 U.S.C. 164 – 2.5 percent

Funds subject to transfer penalty: NHPP and STBG Program.

Alaska, California, Colorado, Hawaii, Indiana, Louisiana, Minnesota, Montana, Nevada, New Mexico, North Dakota, Ohio, Oregon, Rhode Island, South Carolina, South Dakota, Vermont, Washington, and Wyoming

The funds subject to transfer for a State in noncompliance with section 164 of title 23, U.S.C., are reserved and then, in the proportions elected by the State, released for use on eligible HSIP activities under section 148 of title 23, U.S.C., or transferred to the State's Highway Safety Program under section 402 of title 23, U.S.C.

Table 3 shows the transfer penalty amounts under section 164 of title 23, U.S.C., subject to section 164(b)(5), which authorizes a State to designate how the total transfer penalty amount is to be derived from the NHPP and the STBG Program.

- 8. How do the Federal-aid highway program apportionments authorized under the Surface Transportation Extension Act of 2021, Pub. L. 117-44, as amended by the Further Surface Transportation Extension Act of 2021, Pub. L. 117-52, ("Extension Act, as amended"), reconcile with the apportionments authorized under this Notice?
  - a. Section 301 of the Extension Act, as amended, requires that, upon enactment of the Bipartisan Infrastructure Law, there is permanently rescinded an amount of contract authority equal to the contract authority made available under section 101 of the Extension Act, as amended, for a program to which the rescission applies. Such rescission shall be implemented no later than September 30, 2022.
  - b. The rescission applies to each program for which contract authority was made available for FY 2022 under both section 101 of the Extension Act, as amended, and the Bipartisan Infrastructure Law.
  - c. The amount of contract authority rescinded shall be applied among States for apportioned programs in the same amounts that contract authority was apportioned to such States and distributed for such apportioned programs

- under section 101 of Pub. L. 117-44 (amounts distributed in FHWA Notice 4510.856).
- d. Section 301(c)(2) of the Extension Act, as amended, allows the Secretary to implement the rescission in a manner that accommodates a circumstance in which section 101 of the Extension Act, as amended, provides contract authority for FY 2022 for a program and the Bipartisan Infrastructure Law provides contract authority for FY 2022 for a program that is, in the judgment of the Secretary, substantially similar or a successor to such program.
- 9. **What other amounts are related to these apportionments?** Supplementary tables showing other amounts related to these apportionments will be issued at a later date via a separate notice. The amounts shown in the supplementary tables will include set-asides (e.g., State Planning & Research, Transportation Alternatives, etc.), suballocations for the STBG Program and the Transportation Alternatives set-aside, and various limiting amounts.
- 10. **What action is required?** Division Administrators should ensure that copies of this Notice are provided to the State departments of transportation.

Stephanie Pollack Deputy Administrator

Attachments

### CERTIFICATE OF APPORTIONMENT FROM THE SUM OF \$52,488,065,375 AUTHORIZED TO BE APPROPRIATED FOR APPORTIONED FEDERAL-AID HIGHWAY PROGRAMS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2022

TO-

The Secretary of the Treasury of the United States and the State departments of transportation:

Pursuant to section 9503 of the Internal Revenue Code of 1986, the Infrastructure Investment and Jobs Act, and title 23 of the United States Code (U.S.C.), I certify—

First, that the Secretary of the Treasury has made the estimate required by section 9503(d) of the Internal Revenue Code of 1986 and, based on that estimate, I have determined that the amount that can be apportioned for the Federal-aid highway program under the Infrastructure Investment and Jobs Act, Public Law 117-58, is \$52,488,065,375, which is 100 percent of the amount authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) for Fiscal Year 2022.

Second, that I have computed the apportionment to each State and the District of Columbia of the amounts authorized to be appropriated for the apportioned Federal-aid highway programs and further computed the distribution among the programs within each State and the District of Columbia in the manner provided by law.

Third, pursuant to section 1519(a) of the Moving Ahead for Progress in the 21st Century Act, Public Law 112-141, as amended by the Infrastructure Investment and Jobs Act, I have set aside \$3,500,000 to carry out safety-related activities and operate authorized safety-related clearinghouses under such section. Such amount is set aside from the Highway Safety Improvement Program (HSIP) prior to the apportionment of that program under section 104(b)(3) of title 23, U.S.C. The resulting amount for all apportioned Federal-aid highway programs after such set-aside is \$52,484,565,375.

Fourth, that in compliance with section 154 of title 23, U.S.C., the Open Container Requirements, 2.5 percent of the National Highway Performance Program (NHPP) and Surface Transportation Block Grant (STBG) Program apportionments for the States of Alaska, Connecticut, Delaware, Hawaii, Louisiana, Maine, Mississippi, Missouri, Tennessee, Virginia, and Wyoming are reserved for release for use on eligible HSIP activities or transfer to the States' 402 Safety programs.

Fifth, that in compliance with section 164 of title 23, U.S.C., the Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Driving Under the Influence, 2.5 percent of the NHPP and the STBG Program apportionments for the States of Alaska, California, Colorado, Hawaii, Indiana, Louisiana, Minnesota, Montana, Nevada, New Mexico, North Dakota, Ohio, Oregon, Rhode Island, South Carolina, South Dakota, Vermont, Washington, and Wyoming are

reserved for release for use on eligible HSIP activities or transfer to the States' 402 Safety programs.

Sixth, subject to the above-mentioned penalties, that the sums that are hereby apportioned to each State and the District of Columbia, effective immediately, are respectively as follows:

### U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## FY 2022 FEDERAL-AID HIGHWAY PROGRAM APPORTIONMENTS UNDER THE BIPARTISAN INFRASTRUCTURE LAW $^{\rm 1}$

(before post-apportionment set-asides; before penalties; before sequestration)

State	National Highway Performance <u>Program</u>	Surface Transportation Block Grant <u>Program</u>	Highway Safety Improvement <u>Program</u> <sup>2</sup>	Railway- Highway Crossings <u>Program</u>	Congestion Mitigation & Air Quality Improvement	Metropolitan Planning	National Highway Freight <u>Program</u>	Carbon Reduction <u>Program</u>	PROTECT Formula <u>Program</u>	Apportioned <u>Total</u>
Alabama	568,540,380	276,587,212	59,419,156	5,047,891	12,429,947	4,056,177	26,311,354	24,662,360	28,042,870	1,005,097,347
Alaska	362,707,359	176,452,228	39,902,549	1,225,000	29,984,491	2,991,229	17,389,323	15,733,657	17,890,295	664,276,131
Arizona	519,732,519	252,842,847	55,748,698	3,184,003	56,525,035	7,719,478	25,374,360	22,545,154	25,635,455	969,307,549
Arkansas	385,367,136	187,475,904	39,684,006	4,012,944	13,417,137	2,266,543	17,955,523	16,716,601	19,007,974	685,903,768
California	2,459,858,046	1,196,687,698	262,298,683	16,625,715	505,650,213	66,003,545	127,287,798	106,704,653	121,330,836	4,862,447,187
Colorado	380,892,493	185,299,050	39,515,716	3,673,853	46,085,445	6,977,018	18,756,660	16,522,499	18,787,265	716,509,999
Connecticut	350,759,113	170,639,568	38,395,069	1,377,663	48,204,835	6,088,257	17,418,690	15,215,362	17,300,956	665,399,513
Delaware	120,040,689	58,398,173	12,386,467	1,225,000	12,706,466	2,350,707	5,866,504	5,207,171	5,920,926	224,102,103
Dist. of Col.	113,733,285	55,329,706	11.671.268	1,225,000	11,006,773	2,341,429	5,533,585	4,933,565	5,609,817	211,384,428
Florida	1,419,256,020	690,448,875	151,143,900	9,786,171	14,815,700	27,313,900	65,707,643	61,565,025	70,003,844	2,510,041,078
Georgia	934,385,165	454,565,756	97,096,434	8,853,916	74,035,444	10,249,530	44,779,463	40,532,113	46,087,917	1,710,585,738
Hawaii	120,886,349	58,809,575	12,482,357	1,225,000	11,286,689	2,307,105	5,865,646	5,243,854	5,962,637	224,069,212
Idaho	208,500,652	101,432,750	21,684,888	1,957,093	13,961,721	2,135,894	9,919,341	9,044,420	10,284,154	378,920,913
Illinois	999,514,444	486,250,270	102,028,534	11,306,853	119,957,587	22,509,719	49,306,725	43,357,316	49,300,375	1,883,531,823
Indiana	691,872,473	336,586,609	70,506,306	7,945,421	51,336,381	6,904,797	33,045,246	30,012,306	34,126,142	1,262,335,681
Iowa	365,781,951	177,947,976	35,763,688	5,712,490	12,307,100	2,616,700	17,043,984	15,867,028	18,041,948	651,082,865
Kansas	280,395,736	136,408,737	25,226,619	6,567,578	10,368,798	2,569,576	13,105,600	12,163,112	13,830,330	500,636,086
Kentucky	495,646,701	241,125,422	52,287,813	3,913,786	14,926,634	3,341,886	23,042,650	21,500,350	24,447,439	880,232,681
Louisiana	524,245,521	255,038,362	54,955,363	4,489,070	12,471,808	5,671,583	24,340,514	22,740,921	25,858,056	929,811,198
Maine	132,636,937	64,526,077	13,743,807	1,295,955	11,219,561	2,430,157	6,401,793	5,753,575	6,542,227	244,550,089
Maryland	418,076,496	203,388,565	44,898,331	2,507,549	58,505,854	9,148,013	20,840,720	18,135,480	20,621,341	796,122,349
Massachusetts	415,100,202	201,940,639	44,432,842	2,635,554	69,101,904	11,858,399	21,062,974	18,006,374	20,474,537	804,613,425
Michigan	746,812,252	363,314,068	76,526,309	8,155,065	80,635,490	13,660,998	36,514,125	32,395,504	36,836,010	1,394,849,821
Minnesota	472,720,420	229,972,097	47,069,390	6,532,589	35,112,887	6,031,851	22,614,425	20,505,845	23,316,615	863,876,119
Mississippi	360,095,785	175,181,733	37,077,248		12,224,137	2,243,308	16,773,001	15,620,371	17,761,481	640,731,237
Missouri	702,356,232	341,686,815	73,637,781	3,754,173 6,002,705	25,682,975	6,856,999	32,831,409	30,467,074		
Montana	301,750,069	146,797,331	32,150,195	2,065,380	16,220,962	2,371,689	14,229,194	13,089,429	34,643,247	1,254,165,237 543,557,867
Nebraska	212,398,775	103,329,134	20,198,203	3,885,788	11,209,629			9,213,515	14,883,618	382,922,015
Nevada	253,252,588	123,203,962	27,421,349	1,295,075	35,487,225	2,186,458	10,024,087 12,593,115	10,985,686	10,476,426 12,491,513	481,061,066
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New Hampshire New Jersey	118,042,741	57,426,198	12,159,919	1,225,000	11,276,320	2,085,467	5,730,028	5,120,503	5,822,378	218,888,554
New Mexico	684,335,902	332,920,169	73,672,965	3,924,188	113,418,347	16,422,880	34,626,925	29,685,382	33,754,406	1,322,761,164
New York	271,306,091 1,142,038,436	131,986,747	28,906,487	1,857,031	12,435,524 199,604,894	2,123,358	12,735,586	11,768,818 49,539,775	13,381,990	486,501,632
North Carolina		555,586,266	122,863,430	6,632,817		32,944,536	58,212,853		56,330,274	2,223,753,281
\$12,000 per 200 to 100 per 200	757,430,742	368,479,820	78,629,749	7,255,660	55,843,545	7,673,535	36,169,919	32,856,117	37,359,760	1,381,698,847
North Dakota Ohio	181,153,321	88,128,642	16,624,052	3,917,004	11,462,772	2,214,912	8,610,008	7,858,137	8,935,265	328,904,113
Oklahoma	951,025,810	462,661,205	98,401,295	9,435,945	104,335,142	15,281,866	46,486,316	41,253,957	46,908,706	1,775,790,242
action control and a control a	473,825,437	230,509,672	48,037,779	5,689,498	12,808,333	3,410,970	21,994,714	20,553,779	23,371,119	840,201,301
Oregon Pennsylvania	365,669,342 1,173,227,199	177,893,193 570,759,178	38,205,909 125,848,562	3,257,501	21,138,557	4,775,325	17,334,271 56,901,605	15,862,143 50,892,693	18,036,393 57,868,639	662,172,634
				7,184,193	113,862,675	17,111,333	The second secon			2,173,656,077
Rhode Island South Carolina	158,534,100	77,124,697	16,751,252	1,225,000	11,364,757	2,449,809	7,584,528	6,876,952	7,819,587	289,730,682
ELCOVERS THE PROPERTY OF THE P	499,512,119	243,005,896	51,836,721	4,803,181	14,273,216	4,155,299	23,222,824	21,668,026	24,638,098	887,115,380
South Dakota	205,680,675	100,060,869	20,724,236	2,597,987	13,365,856	2,331,205	9,780,267	8,922,094	10,145,061	373,608,250
Tennessee	616,508,091	299,922,855	64,528,830	5,377,296	40,360,495	6,341,668	29,306,051	26,743,121	30,408,845	1,119,497,252
Texas	2,840,742,975	1,381,983,069	301,139,222	20,973,888	190,163,531	34,229,462	135,283,545	123,226,823	140,117,728	5,167,860,243
Utah	253,830,985	123,485,344	26,878,010	1,903,998	14,077,180	4,274,942	12,042,442	11,010,777	12,520,042	460,023,720
Vermont	145,436,704	70,752,991	15,266,132	1,225,000	12,907,188	2,765,488	7,038,551	6,308,809	7,173,567	268,874,430
Virginia	734,402,966	357,277,119	78,314,494	4,959,785	59,839,228	9,973,509	35,291,395	31,857,210	36,223,930	1,348,139,636
Washington	487,224,663	237,028,214	50,828,528	4,418,093	40,262,733	9,659,520	23,510,296	21,135,016	24,032,027	898,099,090
West Virginia	322,554,704	156,918,505	34,442,214	2,132,408	15,605,864	2,245,593	15,155,868	13,991,900	15,909,793	578,956,849
Wisconsin	552,315,450	268,694,003	56,332,047	6,295,247	29,851,972	6,031,338	26,094,521	23,958,549	27,242,586	996,815,713
Wyoming	187,328,104	91,132,591	20,016,217	1,225,000	11,353,846	2,085,626	8,884,554	8,125,990	9,239,832	339,391,760
Apportioned Total	28,439,442,345	13,835,404,382	2,979,761,019	245,000,000	2,536,490,803	438,121,139	1,373,932,519	1,233,656,891	1,402,756,277	52,484,565,375

<sup>&</sup>lt;sup>1</sup> This Table reflects the total amount apportioned for a program for FY 2022 under the Bipartisan Infrastructure Law. The amount made available in the Fiscal Management Information System (FMIS) pursuant to this Notice for Bipartisan Infrastructure Law program codes will take into account the amount previously provided for the program, or a substantially similar program, in FMIS under Pub. L. 117-44 (amounts distributed in FHWA Notice 4510.856).

APPROVED EFFECTIVE: December 14, 2021

FEDERAL HIGHWAY DEPUTY ADMINISTRATOR

<sup>&</sup>lt;sup>2</sup> Amount is net of the \$3,500,000 takedown for safety-related programs.

## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## FY 2022 PENALTIES ASSESSED PURSUANT TO 23 U.S.C. 154 (before election of penalty shifts by States)

	23 U.S.C. 154 Penalty Amounts (Open Container Requirements)						
		s)					
	National Highway	Surface Transportation					
G	Performance	Block Grant	T 1				
<u>State</u>	<u>Program</u>	<u>Program</u>	<u>Total</u>				
Alabama	0	0	0				
Alaska	9,067,684	4,411,306	13,478,990				
Arizona	0	0	0				
Arkansas	0	0	0				
California	0	0	0				
Colorado	0 760 070	4265,000	12.024.067				
Connecticut	8,768,978	4,265,989	13,034,967				
Delaware Dist. of Col.	3,001,017 0	1,459,954	4,460,971				
Florida	0	0	0				
Georgia	0	0	0				
Hawaii	3,022,159	1,470,239	4,492,398				
Idaho	0	0	0				
Illinois	0	0	0				
Indiana	0	0	0				
Iowa	0	0	0				
Kansas	0	0	0				
Kentucky	0	0	0				
Louisiana	13,106,138	6,375,959	19,482,097				
Maine	3,315,923	1,613,152	4,929,075				
Maryland	0	0	0				
Massachusetts	0	0	0				
Michigan Minnesota	0	0	0				
Mississippi	9,002,395	4,379,543	13,381,938				
Missouri	17,558,906	8,542,170	26,101,076				
Montana	0	0,5 .2,170	20,101,070				
Nebraska	0	0	0				
Nevada	0	0	0				
New Hampshire	0	0	0				
New Jersey	0	0	0				
New Mexico	0	0	0				
New York	0	0	0				
North Carolina	0	0	0				
North Dakota	0	0	0				
Ohio Oklahoma	0	0	0				
Oregon	0	0	0				
Pennsylvania Pennsylvania	0	0	0				
Rhode Island	0	0	0				
South Carolina	0	0	0				
South Dakota	0	0	0				
Tennessee	15,412,702	7,498,071	22,910,773				
Texas	0	0	0				
Utah	0	0	0				
Vermont	0	0	0				
Virginia	18,360,074	8,931,928	27,292,002				
Washington	0	0	0				
West Virginia Wisconsin	0	0	0				
Wyoming	4,683,203	2,278,315	6,961,518				
·· Jonning	4,003,203	2,270,313	0,501,510				
Total	105,299,179	51,226,626	156,525,805				

## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## FY 2022 PENALTIES ASSESSED PURSUANT TO 23 U.S.C. 164 (before election of penalty shifts by States)

	23 U.S.C. 164 Penalty Amounts (Minimum Penalties for DWI or DUI Repeat Offenders)							
	National Highway	at Officiacis)						
	Performance	Surface Transportation Block Grant						
<u>State</u>	Program	Program	Total					
<u>State</u>	110g1am	<u>110gram</u>	10141					
Alabama	0	0	0					
Alaska	9,067,684	4,411,306	13,478,990					
Arizona	0	0	0					
Arkansas	0	0	0					
California	61,496,451	29,917,192	91,413,643					
Colorado	9,522,312	4,632,476	14,154,788					
Connecticut	0	0	0					
Delaware	0	0	0					
Dist. of Col.	0	0	0					
Florida	0	0	0					
Georgia	0	0	0					
Hawaii	3,022,159	1,470,239	4,492,398					
Idaho	0	0	0					
Illinois Indiana	17 206 812	0 414 665	25 711 477					
Indiana Iowa	17,296,812	8,414,665	25,711,477					
Kansas	0	0	0					
Kentucky	0	0	0					
Louisiana	13,106,138	6,375,959	19,482,097					
Maine	0	0,575,759	0					
Maryland	0	0	0					
Massachusetts	0	0	0					
Michigan	0	0	0					
Minnesota	11,818,011	5,749,302	17,567,313					
Mississippi	0	0	0					
Missouri	0	0	0					
Montana	7,543,752	3,669,933	11,213,685					
Nebraska	0	0	0					
Nevada	6,331,315	3,080,099	9,411,414					
New Hampshire	0	0	0					
New Jersey New Mexico	6.792.652	3,299,669	10.002.221					
New York	6,782,652	3,299,009	10,082,321					
North Carolina	0	0	0					
North Dakota	4,528,833	2,203,216	6,732,049					
Ohio	23,775,645	11,566,530	35,342,175					
Oklahoma	0	0	0					
Oregon	9,141,734	4,447,330	13,589,064					
Pennsylvania	0	0	0					
Rhode Island	3,963,353	1,928,117	5,891,470					
South Carolina	12,487,803	6,075,147	18,562,950					
South Dakota	5,142,017	2,501,522	7,643,539					
Tennessee	0	0	0					
Texas	0	0	0					
Utah	2 625 019	1.769.935	5 404 742					
Vermont Virginia	3,635,918	1,768,825	5,404,743					
Washington	12,180,617	5,925,705	18,106,322					
West Virginia	12,180,017	3,923,703	10,100,522					
Wisconsin	0	0	0					
Wyoming	4,683,203	2,278,315	6,961,518					
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Total	225,526,409	109,715,547	335,241,956					