



U.S. Department
of Transportation

**Federal Highway
Administration**

Notice

Subject:

**REVISED APPORTIONMENT OF FEDERAL-AID HIGHWAY
PROGRAM FUNDS FOR FISCAL YEAR (FY) 2018**

Classification Code

Date

Office of Primary Interest

N4510.819

October 6, 2017

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 2018 pursuant to the Fixing America's Surface Transportation (FAST) Act, Public Law (Pub. L.) 114-94. The apportionments made available by this Notice are for the following programs: National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Railway-Highway Crossings Program, Congestion Mitigation and Air Quality Improvement Program, National Highway Freight Program, and Metropolitan Planning Program. The apportionments are effective immediately.
2. **Does this Notice cancel FHWA Notice 4510.816?** Yes, this Notice cancels FHWA Notice N4510.816, Apportionment of Federal-aid Highway Program Funds for Fiscal Year 2018, dated October 2, 2017. The revision to Notice N4510.816 is required due to the inadvertent inclusion of erroneous language within FHWA Notice 4510.816 indicating that the section 159 of title 23, United States Code (U.S.C.), penalty was subject to an administrative review and final determination by the National Highway Traffic Safety Administration (NHTSA). Unlike other safety penalties identified in this Notice, NHTSA has no role in determining whether a State is in violation of 23 U.S.C. 159, as that determination is delegated to FHWA. The language referring to NHTSA has been removed from this Notice.

As indicated in paragraph 7(c), for FY 2018 only one State is subject to the penalty under 23 U.S.C. 159: Maine. The State of Maine was advised of the amount expected to be withheld from apportionment as part of the advance notice of apportionments issued on June 28, 2017, and has not submitted documentation to demonstrate compliance with 23 U.S.C. 159. FHWA is required to withhold 8 percent of the amount apportioned to Maine under the National Highway Performance Program (23 U.S.C. 104(b)(1)) and 8 percent of the amount apportioned to Maine under the Surface Transportation Block Grant Program (23 U.S.C. 104(b)(2)). This determination is not subject to any administrative review after October 1. In accordance with 23 U.S.C. 159(b), no funds withheld under 23 U.S.C. 159 shall be available for apportionment to Maine.

3. What is the availability of these funds?

- a. The funds resulting from this apportionment are available for obligation until September 30, 2021. Any amounts not obligated by the State on or before September 30, 2021, shall lapse.
- b. The funds resulting from this apportionment are available for obligation immediately and shall be subject to obligation controls in force at the time of obligation.
- c. For FY 2018, an amount of National Highway Performance Program funds equal to \$639,000,000 prior to sequestration (\$596,826,000 after sequestration) that is exempt from obligation controls is provided. See FHWA Notice N4510.817 for additional information on sequestration.
- d. The Federal share payable shall be in accordance with section 120 of title 23, U.S.C., except as specifically provided by another provision of law.
- e. The program codes to be used when obligating these funds were provided in a separate memorandum issued on January 11, 2016.
- 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.

4. What amounts are authorized and available for apportionment?

- a. Section 1101(a)(1)(C) of the FAST Act authorizes a total of \$41,424,020,075 for the Federal-aid highway apportioned programs for FY 2018.
- b. Of the amount authorized for the apportioned programs, section 104(h)(2) of title 23, U.S.C., reserves a total amount of \$968,013,536 as supplemental funds for the Surface Transportation Block Grant Program (of which \$850,000,000 is for the Transportation Alternatives set-aside under section 133(h) of title 23, U.S.C.).
- c. After the reservation of supplemental funds for the Surface Transportation Block Grant Program, the remaining available amount of \$40,456,006,539 is the base apportionment amount.

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 amounts of the FY 2018 base apportionment and Surface Transportation Block Grant Program supplemental funds for a State are calculated by multiplying the

total amount available for each by the ratio of that State's FY 2015 combined amount of apportionments to the total FY 2015 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 for the base apportionment and supplemental funds is 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.

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 National Highway Freight Program. 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 2018 set-aside amount of \$1,200,000,000 for all States by the ratio of that State's total base apportionment to the total base apportionments for all States.
- b. Of the amount set aside within a State for the National Highway Freight Program, an amount is made available for the Metropolitan Planning Program. This amount is calculated by multiplying the National Highway Freight Program set-aside amount for each State by the ratio of that State's FY 2009 apportionment for the Metropolitan Planning Program to that State's total FY 2009 apportionments.
- c. Pursuant to section 104(b)(4) of title 23, U.S.C., of a State's base apportionment amount remaining after the set-aside for the National Highway Freight Program, an amount is distributed for the Congestion Mitigation and Air Quality Improvement Program. This amount is calculated by multiplying the remaining amount of the base apportionment to the State by the ratio of that State's FY 2009 apportionment for the Congestion Mitigation and Air Quality Improvement Program to that State's total FY 2009 apportionments.
- d. Pursuant to section 104(b)(6) of title 23, U.S.C., of a State's base apportionment amount remaining after the set-aside for the National Highway Freight Program, an amount is distributed for the Metropolitan Planning Program. This amount is calculated by multiplying the remaining amount of the base apportionment to the State by the ratio of that State's FY 2009 apportionment for the Metropolitan Planning Program to that State's total FY 2009 apportionments. The resulting amount is added to the amount of Metropolitan Planning Program funding made available from the National Highway Freight Program, as described above.

- e. After making the set-aside for the National Highway Freight Program and distributing the amounts for the Congestion Mitigation and Air Quality Improvement Program and the Metropolitan Planning Program, pursuant to paragraphs (1) through (3) 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: 63.7 percent for the National Highway Performance Program, 29.3 percent for the Surface Transportation Block Grant Program, and 7 percent for the Highway Safety Improvement Program.
- f. The Surface Transportation Block Grant Program supplemental funds for a State are treated as if apportioned under section 104(b)(2) of title 23, U.S.C. The supplemental funds amount is added to that State's Surface Transportation Block Grant Program amount calculated from the base apportionment.
- g. Section 130(e)(1) of title 23, U.S.C., instructs that a total of \$235,000,000 for FY 2018 shall be set aside from the Highway Safety Improvement Program 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 \$235,000,000 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 Highway Safety Improvement Program amount.
- h. Pursuant to section 1519(a) of the Moving Ahead for Progress in the 21st Century Act (MAP-21), Pub. L. 112-141, as amended by the FAST Act, a total of \$3,500,000 for FY 2018 is set aside from the Highway Safety Improvement Program 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 Highway Safety Improvement Program amount.
- i. A State's official Highway Safety Improvement Program apportionment is the initial Highway Safety Improvement Program 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.
- j. Table 1 shows the State-by-State, program-by-program FY 2018 apportionment amounts (before post-apportionment set-asides, before penalties, and before sequestration) available under the FAST Act.

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: National Highway Performance Program and Surface Transportation Block Grant Program.

Alaska, Arkansas, Connecticut, Delaware, Hawaii, Louisiana, Maine, Mississippi, Missouri, Ohio, Tennessee, Utah, 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 Highway Safety Improvement Program activities under section 148 of title 23, U.S.C., or transferred to the State's safety program under section 402 of title 23, U.S.C.

The transfer penalties under section 154 of title 23, U.S.C., are subject to an administrative review by NHTSA; the amount for each State subject to transfer will be reserved pending the completion of the administrative review and subsequently will be administered under the provisions of section 154 or restored to the State's apportionments depending on the final determination by NHTSA.

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 National Highway Performance Program and the Surface Transportation Block Grant 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: National Highway Performance Program and Surface Transportation Block Grant Program.

Alaska, California, Colorado, Hawaii, Indiana, Louisiana, Minnesota, Montana, New Mexico, Ohio, Oklahoma, Oregon, Rhode Island, 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 Highway Safety Improvement Program activities under section 148 of title 23, U.S.C., or transferred to the State's safety program under section 402 of title 23, U.S.C.

The transfer penalties under section 164 of title 23, U.S.C., are subject to an administrative review by NHTSA; the amount for each State subject to transfer will be reserved pending the completion of the administrative review and subsequently will be administered under the provisions of section 164 or restored to the State's apportionments depending on the final determination by NHTSA.

The penalties under section 164 of title 23, U.S.C., are also subject to the ability of a State to submit a "general practice" certification under section 164(a)(5)(C), which will be reviewed by NHTSA. As such, for States that submit a certification, these penalty funds will be reserved pending the outcome of the certification review process by NHTSA. States that are found to be compliant based on the certification review process will have their funds restored to the State's apportionments.

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 National Highway Performance Program and the Surface Transportation Block Grant Program.

c. Revocation or Suspension of Drivers' Licenses for Drug Offenders – 23 U.S.C. 159 – 8 percent

Funds subject to withholding penalty: National Highway Performance Program and Surface Transportation Block Grant Program.

Maine

The penalty funds for a State under section 159 of title 23, U.S.C., are withheld from apportionment and lapse immediately.

Table 4 shows the withholding penalty amounts under section 159 of title 23, U.S.C.

- 8. 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 (State Planning & Research, Transportation Alternatives, etc.), suballocations for the Surface Transportation Block Grant Program and the Transportation Alternatives set-aside, and various limiting amounts.

9. **What action is required?** Division Administrators should ensure that copies of this Notice are provided to the State departments of transportation.



Brandye L. Hendrickson
Acting Administrator

Attachments

**CERTIFICATE OF APPORTIONMENT FROM THE SUM OF \$41,424,020,075
AUTHORIZED TO BE APPROPRIATED FOR APPORTIONED FEDERAL-AID HIGHWAY
PROGRAMS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2018**

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 Fixing America's Surface Transportation Act, and title 23 of the United States Code, 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 Fixing America's Surface Transportation Act, Public Law 114-94, is \$41,424,020,075, 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 2018.

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 Fixing America's Surface Transportation 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 prior to the apportionment of that program under section 104(b)(3) of title 23, United States Code. The resulting amount for all apportioned Federal-aid Highway programs after such set-aside is \$41,420,520,075.

Fourth, that in compliance with section 154 of title 23, United States Code, the Open Container Requirements, 2.5 percent of the National Highway Performance Program and Surface Transportation Block Grant Program apportionments for the States of Alaska, Arkansas, Connecticut, Delaware, Hawaii, Louisiana, Maine, Mississippi, Missouri, Ohio, Tennessee, Utah, Virginia, and Wyoming are reserved for release for use on eligible Highway Safety Improvement Program activities or transfer to the States' 402 Safety Programs pending the outcome of the administrative review process.

Fifth, that in compliance with section 164 of title 23, United States Code, the Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Driving Under the

Influence, 2.5 percent of the National Highway Performance Program and Surface Transportation Block Grant Program apportionments for the States of Alaska, California, Colorado, Hawaii, Indiana, Louisiana, Minnesota, Montana, New Mexico, Ohio, Oklahoma, Oregon, Rhode Island, South Dakota, Vermont, Washington, and Wyoming are reserved for release for use on eligible Highway Safety Improvement Program activities or transfer to the States' 402 Safety Programs pending the outcome of the administrative and "general practice" certification review processes.

Sixth, that in compliance with section 159 of title 23, United States Code, the Revocation or Suspension of Drivers' Licenses for Drug Offenders, 8 percent of the National Highway Performance Program and Surface Transportation Block Grant Program apportionments for the State of Maine are withheld and lapse immediately.

Seventh, 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

N4510.819 - TABLE 1

FY 2018 FEDERAL-AID HIGHWAY PROGRAM APPORTIONMENTS UNDER
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT
(before post-apportionment set-asides; before penalties; before sequestration)

State	National Highway Performance Program	Surface Transportation Block Grant Program	Highway Safety Improvement Program	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement	Metropolitan Planning	National Highway Freight Program	Apportioned Total
Alabama	472,656,264	236,070,540	47,031,018	4,838,120	11,780,088	3,174,344	23,042,088	798,592,462
Alaska	299,087,707	149,905,722	31,646,783	1,175,000	28,416,850	2,340,922	15,221,384	527,794,368
Arizona	427,092,448	214,447,879	44,009,970	2,859,010	53,569,810	6,041,226	22,133,009	770,153,352
Arkansas	319,815,727	159,841,620	31,138,303	3,958,166	12,715,667	1,773,785	15,736,124	544,979,392
California	1,995,175,574	1,008,006,516	202,875,230	16,074,659	479,213,960	51,654,054	110,394,042	3,863,394,035
Colorado	308,612,392	155,106,401	30,394,823	3,472,196	43,676,020	5,460,180	16,144,909	562,866,921
Connecticut	287,127,068	144,424,993	30,149,166	1,360,061	45,684,605	4,764,641	15,175,264	528,685,798
Delaware	98,687,738	49,554,541	9,654,959	1,175,000	12,042,150	1,839,651	5,103,972	178,058,011
Dist. of Col.	93,618,079	46,986,509	9,098,616	1,175,000	10,431,320	1,832,391	4,811,446	167,953,361
Florida	1,181,852,878	590,223,789	120,571,471	9,124,662	14,041,109	21,375,727	57,144,370	1,994,334,006
Georgia	770,871,160	386,339,946	76,153,672	8,441,467	70,164,746	8,021,233	39,137,680	1,359,129,884
Hawaii	99,550,294	49,950,683	9,749,616	1,175,000	10,696,600	1,805,529	5,104,233	178,031,957
Idaho	172,297,028	86,287,314	17,010,373	1,897,444	13,231,778	1,671,541	8,672,724	301,068,202
Illinois	820,171,126	412,227,610	79,085,168	10,920,132	113,686,001	17,615,997	42,833,867	1,496,539,901
Indiana	571,178,733	286,164,276	55,001,804	7,679,156	48,652,428	5,403,661	28,897,152	1,002,977,210
Iowa	303,613,699	151,742,613	27,816,782	5,501,682	11,663,664	2,047,817	14,926,458	517,312,715
Kansas	232,640,719	116,303,646	19,212,082	6,317,831	9,826,699	2,010,938	11,464,429	397,776,344
Kentucky	411,599,476	205,667,729	41,352,779	3,818,008	14,146,244	2,615,344	20,184,405	699,381,985
Louisiana	435,736,299	217,690,529	43,458,533	4,359,021	11,819,761	4,438,553	21,271,573	738,774,269
Maine	109,355,530	54,841,091	10,700,822	1,299,817	10,632,983	1,901,829	5,572,825	194,304,897
Maryland	342,132,104	172,152,918	35,107,844	2,437,616	55,447,069	7,159,191	18,113,288	632,550,030
Massachusetts	338,496,073	170,638,084	34,560,262	2,586,182	65,489,139	9,280,327	18,245,773	639,295,840
Michigan	613,783,927	308,221,850	59,411,600	7,944,839	76,419,730	10,691,032	31,790,511	1,108,263,489
Minnesota	390,264,037	195,550,297	36,563,460	6,263,983	33,277,126	4,720,499	19,745,356	686,384,758
Mississippi	298,878,987	149,372,577	29,170,255	3,628,624	11,585,038	1,755,601	14,696,844	509,087,926
Missouri	582,771,782	291,345,086	58,141,824	5,811,353	24,340,225	5,366,254	28,710,294	996,466,818
Montana	249,791,674	124,989,537	25,397,212	2,014,841	15,372,903	1,856,073	12,457,014	431,879,254
Nebraska	175,853,476	87,997,474	15,531,477	3,768,624	10,623,571	1,711,112	8,763,663	304,247,397
Nevada	207,232,936	104,253,287	21,566,672	1,175,000	33,631,893	3,389,070	10,972,843	382,221,701
New Hampshire	97,178,733	48,763,642	9,489,360	1,175,000	10,686,775	1,632,076	4,990,126	173,915,712
New Jersey	558,074,579	281,258,573	57,333,425	3,909,490	107,488,643	12,852,466	30,066,845	1,050,984,021
New Mexico	224,828,751	112,447,918	22,914,918	1,757,713	11,785,374	1,661,729	11,149,420	386,545,823
New York	930,229,918	469,168,438	95,682,088	6,401,027	189,169,210	25,782,234	50,422,818	1,766,855,733
North Carolina	625,341,414	313,293,834	61,705,746	6,919,008	52,923,950	6,005,271	31,626,904	1,097,816,127
North Dakota	149,775,636	74,999,433	12,544,862	3,891,465	10,863,479	1,733,379	7,519,565	261,327,819
Ohio	781,419,236	392,402,389	76,675,139	9,077,543	98,880,323	11,959,514	40,521,640	1,410,935,784
Oklahoma	393,642,854	196,664,915	37,711,248	5,486,985	12,138,691	2,669,409	19,261,328	667,575,430
Oregon	302,556,585	151,462,262	30,101,492	3,100,964	20,033,398	3,737,146	15,131,579	526,123,426
Pennsylvania	965,629,277	484,521,118	99,039,526	6,928,302	107,909,741	13,391,246	49,637,589	1,727,056,799
Rhode Island	130,930,517	65,603,862	13,193,271	1,175,000	10,770,588	1,917,209	6,612,379	230,202,826
South Carolina	414,901,951	207,314,568	41,028,053	4,503,146	13,526,988	3,251,917	20,323,955	704,850,578
South Dakota	170,013,938	85,138,515	16,017,973	2,639,298	12,667,067	1,824,391	8,545,900	296,847,082
Tennessee	509,561,706	255,170,064	50,871,769	5,047,360	38,250,380	4,962,959	25,622,278	889,486,516
Texas	2,182,703,130	1,093,528,606	220,002,847	19,526,252	179,290,750	26,649,473	110,224,954	3,831,926,012
Utah	210,095,715	105,179,508	21,315,155	1,740,677	13,341,201	3,345,549	10,489,966	365,507,771
Vermont	119,842,198	60,116,299	11,976,442	1,175,000	12,232,379	2,164,258	6,124,954	213,631,530
Virginia	605,718,519	303,644,740	61,748,933	4,722,411	56,710,731	7,805,219	30,800,990	1,071,151,543
Washington	401,815,592	201,499,104	39,728,637	4,366,470	38,157,729	7,559,495	20,448,889	713,575,916
West Virginia	267,204,200	133,656,075	27,299,547	2,023,351	14,789,963	1,757,389	13,274,794	460,005,319
Wisconsin	457,209,016	228,811,445	44,163,918	6,010,044	28,291,261	4,720,096	22,805,523	792,011,303
Wyoming	154,934,653	77,567,163	15,827,476	1,175,000	10,760,248	1,632,200	7,763,982	269,660,722
Apportioned Total	23,263,553,053	11,666,517,528	2,317,934,401	235,000,000	2,402,948,048	342,733,147	1,189,833,898	41,420,520,075

APPROVED EFFECTIVE: October 6, 2017


FEDERAL HIGHWAY ACTING ADMINISTRATOR

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

N4510.819 - TABLE 2

FY 2018 PENALTIES ASSESSED PURSUANT TO 23 U.S.C. 154
(before election of penalty shifts by States)

State	23 U.S.C. 154 Penalty Amounts (Open Container Requirements)		Total
	National Highway Performance Program	Surface Transportation Block Grant Program	
ALABAMA	0	0	0
ALASKA	7,477,193	3,747,643	11,224,836
ARIZONA	0	0	0
ARKANSAS	7,995,393	3,996,041	11,991,434
CALIFORNIA	0	0	0
COLORADO	0	0	0
CONNECTICUT	7,178,177	3,610,625	10,788,802
DELAWARE	2,467,193	1,238,864	3,706,057
DIST. OF COL.	0	0	0
FLORIDA	0	0	0
GEORGIA	0	0	0
HAWAII	2,488,757	1,248,767	3,737,524
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	10,893,407	5,442,263	16,335,670
MAINE	2,733,888	1,371,027	4,104,915
MARYLAND	0	0	0
MASSACHUSETTS	0	0	0
MICHIGAN	0	0	0
MINNESOTA	0	0	0
MISSISSIPPI	7,471,975	3,734,314	11,206,289
MISSOURI	14,569,295	7,283,627	21,852,922
MONTANA	0	0	0
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	19,535,481	9,810,060	29,345,541
OKLAHOMA	0	0	0
OREGON	0	0	0
PENNSYLVANIA	0	0	0
RHODE ISLAND	0	0	0
SOUTH CAROLINA	0	0	0
SOUTH DAKOTA	0	0	0
TENNESSEE	12,739,043	6,379,252	19,118,295
TEXAS	0	0	0
UTAH	5,252,393	2,629,488	7,881,881
VERMONT	0	0	0
VIRGINIA	15,142,963	7,591,119	22,734,082
WASHINGTON	0	0	0
WEST VIRGINIA	0	0	0
WISCONSIN	0	0	0
WYOMING	3,873,366	1,939,179	5,812,545
Total	119,818,524	60,022,269	179,840,793

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

N4510.819 - TABLE 3

FY 2018 PENALTIES ASSESSED PURSUANT TO 23 U.S.C. 164
(before election of penalty shifts by States)

<u>State</u>	23 U.S.C. 164 Penalty Amounts (Minimum Penalties for DWI or DUI Repeat Offenders)		<u>Total</u>
	<u>National Highway Performance Program</u>	<u>Surface Transportation Block Grant Program</u>	
ALABAMA	0	0	0
ALASKA	7,477,193	3,747,643	11,224,836
ARIZONA	0	0	0
ARKANSAS	0	0	0
CALIFORNIA	49,879,389	25,200,163	75,079,552
COLORADO	7,715,310	3,877,660	11,592,970
CONNECTICUT	0	0	0
DELAWARE	0	0	0
DIST. OF COL.	0	0	0
FLORIDA	0	0	0
GEORGIA	0	0	0
HAWAII	2,488,757	1,248,767	3,737,524
IDAHO	0	0	0
ILLINOIS	0	0	0
INDIANA	14,279,468	7,154,107	21,433,575
IOWA	0	0	0
KANSAS	0	0	0
KENTUCKY	0	0	0
LOUISIANA	10,893,407	5,442,263	16,335,670
MAINE	0	0	0
MARYLAND	0	0	0
MASSACHUSETTS	0	0	0
MICHIGAN	0	0	0
MINNESOTA	9,756,601	4,888,757	14,645,358
MISSISSIPPI	0	0	0
MISSOURI	0	0	0
MONTANA	6,244,792	3,124,738	9,369,530
NEBRASKA	0	0	0
NEVADA	0	0	0
NEW HAMPSHIRE	0	0	0
NEW JERSEY	0	0	0
NEW MEXICO	5,620,719	2,811,198	8,431,917
NEW YORK	0	0	0
NORTH CAROLINA	0	0	0
NORTH DAKOTA	0	0	0
OHIO	19,535,481	9,810,060	29,345,541
OKLAHOMA	9,841,071	4,916,623	14,757,694
OREGON	7,563,915	3,786,557	11,350,472
PENNSYLVANIA	0	0	0
RHODE ISLAND	3,273,263	1,640,097	4,913,360
SOUTH CAROLINA	0	0	0
SOUTH DAKOTA	4,250,348	2,128,463	6,378,811
TENNESSEE	0	0	0
TEXAS	0	0	0
UTAH	0	0	0
VERMONT	2,996,055	1,502,907	4,498,962
VIRGINIA	0	0	0
WASHINGTON	10,045,390	5,037,478	15,082,868
WEST VIRGINIA	0	0	0
WISCONSIN	0	0	0
WYOMING	3,873,366	1,939,179	5,812,545
Total	175,734,525	88,256,660	263,991,185

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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FY 2018 PENALTIES ASSESSED PURSUANT TO 23 U.S.C. 159

State	23 U.S.C. 159 Penalty Amounts*		Total
	National Highway Performance Program	Surface Transportation Block Grant Program	
ALABAMA	0	0	0
ALASKA	0	0	0
ARIZONA	0	0	0
ARKANSAS	0	0	0
CALIFORNIA	0	0	0
COLORADO	0	0	0
CONNECTICUT	0	0	0
DELAWARE	0	0	0
DIST. OF COL.	0	0	0
FLORIDA	0	0	0
GEORGIA	0	0	0
HAWAII	0	0	0
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	0	0	0
MAINE	8,748,442	4,387,287	13,135,729
MARYLAND	0	0	0
MASSACHUSETTS	0	0	0
MICHIGAN	0	0	0
MINNESOTA	0	0	0
MISSISSIPPI	0	0	0
MISSOURI	0	0	0
MONTANA	0	0	0
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	0	0	0
OKLAHOMA	0	0	0
OREGON	0	0	0
PENNSYLVANIA	0	0	0
RHODE ISLAND	0	0	0
SOUTH CAROLINA	0	0	0
SOUTH DAKOTA	0	0	0
TENNESSEE	0	0	0
TEXAS	0	0	0
UTAH	0	0	0
VERMONT	0	0	0
VIRGINIA	0	0	0
WASHINGTON	0	0	0
WEST VIRGINIA	0	0	0
WISCONSIN	0	0	0
WYOMING	0	0	0
Total	8,748,442	4,387,287	13,135,729

* Penalty amounts are withheld and lapse immediately.