



U.S. Department  
of Transportation

**Federal Highway  
Administration**

# Notice

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Subject:

**APPORTIONMENT OF FEDERAL-AID HIGHWAY PROGRAM  
FUNDS FOR FISCAL YEAR (FY) 2020**

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Classification Code	Date	Office of Primary Interest
<b>N4510.837</b>	October 1, 2019	<b>HCFB-10</b>

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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 2020 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. **What is the availability of these funds?**
  - a. The funds resulting from this apportionment are available for obligation until September 30, 2023. Any amounts not obligated by the State on or before September 30, 2023, 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 2020, an amount of National Highway Performance Program funds equal to \$639,000,000 prior to sequestration (\$601,299,000 after sequestration) that is exempt from obligation controls is provided. See FHWA Notice N4510.838 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 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.

**3. What amounts are authorized and available for apportionment?**

- a. Section 1101(a)(1)(E) of the FAST Act authorizes a total of \$43,373,294,311 for the Federal-aid highway apportioned programs for FY 2020.
- b. Of the amount authorized for the apportioned programs, section 104(h)(1) of title 23, U.S.C., reserves a total amount of \$66,717,816 as supplemental funds for the National Highway Performance Program.
- c. Of the amount authorized for the apportioned programs, section 104(h)(2) of title 23, U.S.C., reserves a total amount of \$1,020,053,448 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.).
- d. After the reservation of supplemental funds for the National Highway Performance Program and the Surface Transportation Block Grant Program, the remaining available amount of \$42,286,523,047 is the base apportionment amount.

**4. 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 2020 base apportionment, National Highway Performance Program supplemental funds, 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.

**5. 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 2020 set-aside amount of \$1,500,000,000 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 National Highway Performance Program supplemental funds for a State are treated as if apportioned under section 104(b)(1) of title 23, U.S.C. The supplemental funds amount is added to that State's National Highway Performance Program amount calculated from the base apportionment.
- g. 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.

- h. Section 130(e)(1) of title 23, U.S.C., instructs that a total of \$245,000,000 for FY 2020 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 \$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 Highway Safety Improvement Program amount.
  - i. 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 2020 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.
  - j. 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.
  - k. Table 1 shows the State-by-State, program-by-program FY 2020 apportionment amounts (before post-apportionment set-asides, before penalties, and before sequestration) available under the FAST Act.
6. **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, 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 Highway Safety Improvement Program 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.

Each State whose funds are reserved for noncompliance with section 154 of title 23, U.S.C., is afforded 30 days to submit documentation showing why it is in compliance. Documentation must be submitted to the appropriate National Highway Traffic Safety Administration (NHTSA) Regional Administrator. If such documentation is provided, a reservation will remain in place on the State's affected funds while the agencies consider the information.

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, Nevada, New Mexico, North Dakota, Ohio, Oregon, Rhode Island, South Carolina, South Dakota, Tennessee, Vermont, Washington, West Virginia, 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 Highway Safety Program under section 402 of title 23, U.S.C.

Each State whose funds are reserved for noncompliance with section 164 of title 23, U.S.C., is afforded 30 days to submit documentation showing why it is in compliance. This documentation may include a "general practice" certification pursuant to section 1275.5 of title 23, Code of Federal Regulations. Documentation must be submitted to the appropriate NHTSA Regional Administrator. If such documentation is provided, a reservation will remain in place on the State's affected funds while the agencies consider the information.

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.

7. **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.

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



Nicole R. Nason  
Administrator

Attachments

**CERTIFICATE OF APPORTIONMENT FROM THE SUM OF \$43,373,294,311  
AUTHORIZED TO BE APPROPRIATED FOR APPORTIONED FEDERAL-AID  
HIGHWAY PROGRAMS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2020**

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 (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 Fixing America's Surface Transportation Act, Public Law 114-94, is \$43,373,294,311, 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 2020.

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, U.S.C. The resulting amount for all apportioned Federal-aid highway programs after such set-aside is \$43,369,794,311.

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 and Surface Transportation Block Grant 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 Highway Safety Improvement Program activities or transfer to the States' 402 Safety Programs pending the outcome of the documentation review process.

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 National Highway Performance Program and Surface Transportation Block Grant 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, Tennessee, Vermont, Washington, West 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 documentation and "general practice" certification review processes.

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

N4510.837 - TABLE 1

**FY 2020 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 <sup>1</sup>	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement	Metropolitan Planning	National Highway Freight Program	Apportioned Total
Alabama	492,134,217	245,432,298	48,837,668	5,030,652	12,233,496	3,316,382	28,788,785	835,773,498
Alaska	311,449,135	155,857,612	32,861,826	1,225,000	29,510,597	2,445,667	19,017,598	552,367,435
Arizona	444,770,886	222,967,580	45,708,482	2,966,959	55,631,678	6,311,543	27,652,981	806,010,109
Arkansas	333,002,634	166,181,866	32,309,619	4,139,566	13,205,084	1,853,154	19,660,713	570,352,636
California	2,078,188,513	1,048,137,089	210,661,318	16,727,512	497,658,600	53,965,333	137,926,316	4,043,274,681
Colorado	321,396,882	161,270,563	31,505,959	3,666,390	45,357,082	5,704,498	20,171,449	589,072,823
Connecticut	299,029,572	150,166,240	31,340,232	1,383,449	47,442,976	4,977,836	18,959,974	553,300,279
Delaware	102,772,834	51,523,301	10,022,376	1,225,000	12,505,645	1,921,968	6,376,902	186,348,026
Dist. of Col.	97,491,778	48,852,942	9,444,590	1,225,000	10,832,815	1,914,382	6,011,421	175,772,928
Florida	1,230,552,474	613,629,270	125,049,915	9,645,070	14,581,543	22,332,190	71,396,176	2,087,186,638
Georgia	802,729,658	401,678,890	79,023,613	8,832,059	72,865,342	8,380,145	48,898,593	1,422,408,300
Hawaii	103,668,547	51,934,683	10,120,681	1,225,000	11,108,307	1,886,318	6,377,228	186,320,764
Idaho	179,413,341	89,712,341	17,695,492	1,941,086	13,741,061	1,746,334	10,835,702	315,085,357
Illinois	854,148,369	428,610,365	82,096,255	11,378,101	118,061,702	18,404,231	53,516,633	1,566,215,656
Indiana	594,777,804	297,524,632	57,135,272	7,961,587	50,525,029	5,645,449	36,104,102	1,049,673,875
Iowa	316,132,458	157,761,587	28,906,320	5,696,331	12,112,591	2,139,447	18,649,117	541,397,851
Kansas	242,235,322	120,917,351	20,004,259	6,509,648	10,204,923	2,100,918	14,323,658	416,296,079
Kentucky	428,567,666	213,825,070	42,886,877	4,022,841	14,690,724	2,732,368	25,218,395	731,943,941
Louisiana	453,696,920	226,324,212	45,222,096	4,438,479	12,274,696	4,637,158	26,576,703	773,170,264
Maine	113,877,380	57,018,934	11,152,460	1,310,716	11,042,240	1,986,927	6,962,687	203,351,344
Maryland	356,318,933	178,997,233	36,489,672	2,502,896	57,581,191	7,479,531	22,630,742	662,000,198
Massachusetts	352,553,814	177,426,422	35,923,007	2,655,153	68,009,774	9,695,577	22,796,269	669,060,028
Michigan	639,192,348	320,467,515	61,753,764	8,198,781	79,361,076	11,169,405	39,719,065	1,159,861,954
Minnesota	406,390,112	203,313,740	37,920,917	6,557,215	34,557,941	4,931,718	24,669,848	718,341,491
Mississippi	311,202,267	155,297,492	30,354,640	3,708,399	12,030,939	1,834,157	18,362,236	532,790,130
Missouri	606,806,615	302,902,609	60,376,693	6,041,419	25,277,065	5,606,369	35,870,641	1,042,881,411
Montana	260,101,310	129,949,324	26,410,791	2,057,799	15,964,596	1,939,123	15,563,794	451,986,737
Nebraska	183,111,794	91,489,420	16,141,946	3,899,958	11,032,465	1,787,676	10,949,321	318,412,580
Nevada	215,824,563	108,397,813	22,372,849	1,245,351	34,926,363	3,540,715	13,709,470	400,017,124
New Hampshire	101,199,080	50,700,532	9,850,396	1,225,000	11,098,102	1,705,104	6,234,662	182,012,898
New Jersey	581,246,558	292,446,674	59,618,357	3,985,031	111,625,812	13,427,554	37,565,516	1,099,915,502
New Mexico	234,104,595	116,909,344	23,782,027	1,841,556	12,238,985	1,736,084	13,930,085	404,542,676
New York	968,878,443	487,836,077	99,317,842	6,699,842	196,450,213	26,935,869	62,998,269	1,849,116,555
North Carolina	651,177,859	325,731,113	64,091,626	7,178,118	54,960,959	6,273,979	39,514,654	1,148,928,308
North Dakota	155,961,136	77,976,284	13,130,490	3,939,339	11,281,607	1,810,940	9,394,944	273,494,740
Ohio	813,767,125	407,992,546	79,622,819	9,435,011	102,686,164	12,494,647	50,627,736	1,476,626,048
Oklahoma	409,868,698	204,464,769	39,128,799	5,734,415	12,605,902	2,788,852	24,065,103	698,656,538
Oregon	315,048,840	157,473,486	30,670,517	3,811,656	20,804,470	3,904,366	18,905,395	550,618,730
Pennsylvania	1,005,576,239	503,765,944	102,849,149	7,202,976	112,063,118	13,990,442	62,017,204	1,807,465,072
Rhode Island	136,340,569	68,208,344	13,697,064	1,225,000	11,185,141	2,002,995	8,261,506	240,920,619
South Carolina	432,006,055	215,537,181	42,522,566	4,763,532	14,047,633	3,397,425	25,392,750	737,667,142
South Dakota	177,035,582	88,517,870	16,645,755	2,730,620	13,154,614	1,906,023	10,677,248	310,667,712
Tennessee	530,606,460	265,298,313	52,780,497	5,293,911	39,722,613	5,185,028	32,012,474	930,899,296
Texas	2,284,681,927	1,142,841,937	229,571,159	20,481,394	187,158,067	27,986,441	138,429,943	4,031,150,868
Utah	218,770,623	109,353,917	22,095,746	1,848,723	13,854,695	3,495,247	13,106,163	382,525,114
Vermont	124,798,788	62,503,850	12,433,336	1,225,000	12,703,195	2,261,098	7,652,518	223,577,785
Virginia	630,756,761	315,701,430	64,143,588	4,889,748	58,893,491	8,154,467	38,482,756	1,121,022,241
Washington	418,430,054	209,500,895	41,303,106	4,491,549	39,626,396	7,897,746	25,548,842	746,798,588
West Virginia	278,229,316	138,959,136	28,350,728	2,102,357	15,359,219	1,836,025	16,585,526	481,422,307
Wisconsin	476,081,816	237,891,534	45,855,013	6,252,793	29,380,173	4,931,298	28,493,221	828,885,848
Wyoming	161,332,135	80,645,720	16,432,799	1,225,000	11,174,403	1,705,234	9,700,318	282,215,609
<b>Apportioned Total</b>	<b>24,237,436,805</b>	<b>12,137,825,290</b>	<b>2,407,622,968</b>	<b>245,000,000</b>	<b>2,496,402,513</b>	<b>358,213,383</b>	<b>1,487,293,352</b>	<b>43,369,794,311</b>

<sup>1</sup> Amount is net of the \$3,500,000 taken down for safety-related programs.

APPROVED EFFECTIVE: October 1, 2019



FEDERAL HIGHWAY ADMINISTRATOR

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

N4510.837 - TABLE 2

FY 2020 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)			
<u>State</u>	<u>National Highway Performance Program</u>	<u>Surface Transportation Block Grant Program</u>	<u>Total</u>
Alabama	0	0	0
Alaska	7,786,228	3,896,440	11,682,668
Arizona	0	0	0
Arkansas	0	0	0
California	0	0	0
Colorado	0	0	0
Connecticut	7,475,739	3,754,156	11,229,895
Delaware	2,569,321	1,288,083	3,857,404
Dist. of Col.	0	0	0
Florida	0	0	0
Georgia	0	0	0
Hawaii	2,591,714	1,298,367	3,890,081
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	11,342,423	5,658,105	17,000,528
Maine	2,846,935	1,425,473	4,272,408
Maryland	0	0	0
Massachusetts	0	0	0
Michigan	0	0	0
Minnesota	0	0	0
Mississippi	7,780,057	3,882,437	11,662,494
Missouri	15,170,165	7,572,565	22,742,730
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	13,265,162	6,632,458	19,897,620
Texas	0	0	0
Utah	0	0	0
Vermont	0	0	0
Virginia	15,768,919	7,892,536	23,661,455
Washington	0	0	0
West Virginia	0	0	0
Wisconsin	0	0	0
Wyoming	4,033,303	2,016,143	6,049,446
<b>Total</b>	<b>90,629,966</b>	<b>45,316,763</b>	<b>135,946,729</b>

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

N4510.837 - TABLE 3

**FY 2020 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	7,786,228	3,896,440	11,682,668
Arizona	0	0	0
Arkansas	0	0	0
California	51,954,713	26,203,427	78,158,140
Colorado	8,034,922	4,031,764	12,066,686
Connecticut	0	0	0
Delaware	0	0	0
Dist. of Col.	0	0	0
Florida	0	0	0
Georgia	0	0	0
Hawaii	2,591,714	1,298,367	3,890,081
Idaho	0	0	0
Illinois	0	0	0
Indiana	14,869,445	7,438,116	22,307,561
Iowa	0	0	0
Kansas	0	0	0
Kentucky	0	0	0
Louisiana	11,342,423	5,658,105	17,000,528
Maine	0	0	0
Maryland	0	0	0
Massachusetts	0	0	0
Michigan	0	0	0
Minnesota	10,159,753	5,082,844	15,242,597
Mississippi	0	0	0
Missouri	0	0	0
Montana	6,502,533	3,248,733	9,751,266
Nebraska	0	0	0
Nevada	5,395,614	2,709,945	8,105,559
New Hampshire	0	0	0
New Jersey	0	0	0
New Mexico	5,852,615	2,922,734	8,775,349
New York	0	0	0
North Carolina	0	0	0
North Dakota	3,899,028	1,949,407	5,848,435
Ohio	20,344,178	10,199,814	30,543,992
Oklahoma	0	0	0
Oregon	7,876,221	3,936,837	11,813,058
Pennsylvania	0	0	0
Rhode Island	3,408,514	1,705,209	5,113,723
South Carolina	10,800,151	5,388,430	16,188,581
South Dakota	4,425,890	2,212,947	6,638,837
Tennessee	13,265,162	6,632,458	19,897,620
Texas	0	0	0
Utah	0	0	0
Vermont	3,119,970	1,562,596	4,682,566
Virginia	0	0	0
Washington	10,460,751	5,237,522	15,698,273
West Virginia	6,955,733	3,473,978	10,429,711
Wisconsin	0	0	0
Wyoming	4,033,303	2,016,143	6,049,446
<b>Total</b>	213,078,861	106,805,816	319,884,677