



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# Notice

Subject:

## **DISTRIBUTION OF FEDERAL-AID HIGHWAY PROGRAM OBLIGATION LIMITATION FOR FISCAL YEAR (FY) 2025**

Classification Code

Date

Office of Primary Interest

**N4520.289**

**April 30, 2025**

**HCFB-10**

1. **What is the purpose of this Notice?** This Notice is to advise the States of the distribution of the limitation on Federal-aid highway program obligations pursuant to the Full-Year Continuing Appropriations Act, 2025, Division A, Public Law (Pub. L.) 119-4. This Notice reflects the full-year distribution of obligation limitation for Fiscal Year (FY) 2025 and includes the period from October 1, 2024, through September 30, 2025.
2. **Does this Notice cancel FHWA Notice 4520.288?** Yes, this Notice cancels Federal Highway Administration (FHWA) Notice 4520.288, Distribution of Federal-aid Highway Program Obligation Limitation for the period beginning on October 1, 2024, and ending on March 14, 2025, dated January 31, 2025.
3. **What is the overall limitation on obligations, and what provision determines its distribution?**
  - a. Pursuant to Section 11302 of the Full-Year Continuing Appropriations Act, 2025, the overall limitation on obligations for the Federal-aid highway program is equal to the contract authority subject to obligation limitation appropriated out of the Highway Trust Fund and made available under the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117-58, for the Federal-aid highway program for FY 2025. The FY 2025 contract authority subject to obligation limitation under the IIJA is \$61,314,170,545. Therefore, the overall limitation on Federal-aid highway program obligations for FY 2025 is \$61,314,170,545.
  - b. Section 1102 of the Full-Year Continuing Appropriations Act, 2025, continues Section 120 of the Department of Transportation Appropriations Act, 2024, Title I of Division F, Pub. L. 118-42, providing the distribution methodology for the overall limitation on the Federal-aid highway program obligations.
  - c. Unless otherwise specified, all obligation limitation is available for one fiscal year and will expire at the end of FY 2025.
4. **What funds are exempt from the limitation on obligations?** The obligation limitation does not apply to obligations for projects covered under:

- (1) Section 125 of Title 23, United States Code (U.S.C.);
- (2) Section 147 of the Surface Transportation Assistance Act of 1978 (23 U.S.C. 144 note; 92 Stat. 2714);
- (3) Section 9 of the Federal-Aid Highway Act of 1981 (95 Stat. 1701);
- (4) Sections 131(b) and 131(j) of the Surface Transportation Assistance Act of 1982 (96 Stat. 2119);
- (5) Sections 149(b) and 149(c) of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (101 Stat. 198);
- (6) Sections 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2027);
- (7) Section 157 of Title 23, U.S.C., as in effect on the day before the date of enactment of the Transportation Equity Act for the 21st Century;
- (8) Section 105 of Title 23, U.S.C., as in effect for FYs 1998 through 2004, but only in an amount equal to \$639,000,000 for each of those fiscal years;
- (9) The Federal-aid highway programs for which obligation authority was made available under the Transportation Equity Act for the 21st Century (112 Stat. 107) or subsequent public laws for multiple years or to remain available until used, but only to the extent that the obligation authority has not lapsed or been used;
- (10) Section 105 of Title 23, U.S.C., but only in an amount equal to \$639,000,000 for each of FYs 2005 through 2012;
- (11) Section 1603 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (23 U.S.C. 118 note; 119 Stat. 1248), to the extent that funds obligated in accordance with that section were not subject to a limitation on obligations at the time at which the funds were initially made available for obligation; and
- (12) Section 119 of Title 23, U.S.C., but only in an amount equal to \$639,000,000 prior to sequestration for each of FYs 2013 through 2025.

5. **How are the obligation limitation amounts associated with allocated programs determined?**

- a. Obligation limitation is provided for administrative expenses and programs authorized under Section 104(a) of Title 23, U.S.C., and amounts authorized for the Bureau of Transportation Statistics (BTS). Pursuant to Section 11302 of the Full-Year Continuing Appropriations Act, 2025, the limitation on

FHWA administrative expenses and for transfer to the Appalachian Regional Commission for administrative activities is equal to the level of FY 2025 contract authority subject to limitation for administrative expenses (excluding amounts deducted for other programs from the amount authorized for administrative expenses). Therefore, the limitation on FHWA administrative expenses is \$493,767,664 and the limitation for transfer to the Appalachian Regional Commission for administrative activities is \$3,248,000. For the other programs for which funding is authorized under Section 104(a) of Title 23, U.S.C., and the BTS, obligation limitation is provided equal to the contract authority for each such program.

- b. Obligation limitation is provided for the unobligated balances of contract authority for allocated programs (and for the apportioned Tribal Transportation Program (TTP) and the Federal Lands Access Program (Access Program)) that are carried over from previous fiscal years and for which obligation limitation had been provided in a previous fiscal year. The obligation limitation provided is equal to such unobligated balances of contract authority.
- c. The ratio between the remaining amount of obligation limitation and the remaining FY 2025 contract authority subject to obligation limitation is determined. The ratio calculated for FY 2025 under the Full-Year Continuing Appropriations Act, 2025, is 88.0 percent.
- d. Obligation limitation is determined for each of the allocated programs (other than those allocated programs for which obligation limitation has already been provided) and for the TTP and the Access Program. The amount of obligation limitation for each such program is determined by multiplying the amount of contract authority authorized for FY 2025 by the above ratio. The authorized amount of contract authority that is not provided associated obligation limitation is “lopped off,” resulting in equal amounts of contract authority and obligation limitation available for such programs (except for the TTP, which is not subject to the “lop off” of contract authority).

**6. How is the distribution of formula obligation limitation to the States determined?**

- a. After obligation limitation is determined for the allocated programs (and for the TTP and the Access Program) as described above, the remaining amount of obligation limitation is distributed among the States as formula obligation limitation. The formula obligation limitation is distributed among the States in the proportions that the FY 2025 apportionments subject to the obligation limitation for each State bear to the total FY 2025 apportionments subject to the obligation limitation for all States.

- b. The attached Table 1 shows the amount of formula obligation limitation distributed to each State, net of any obligation limitation associated with transfer penalty funding or associated with set asides under the high-risk rural roads special rule, the vulnerable road user safety special rule, the minimum condition of National Highway System (NHS) bridges penalty, or the minimum condition of Interstate System penalty (see paragraphs 7, 8, 9, 10, and 11 of this Notice below).

**7. Is there any obligation limitation associated with transfer penalty funds?**

- a. Yes, obligation limitation is associated with transfer penalty funds for those States that failed to meet the provisions of Section 154 of Title 23, U.S.C. (Open Container Requirements) or Section 164 of Title 23, U.S.C. (Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Driving Under the Influence) for FY 2025 as determined by the National Highway Traffic Safety Administration.
- b. Along with the transfer penalty funds under Section 154 and Section 164 of Title 23, U.S.C., the associated obligation limitation will be reserved and then released for use on eligible Highway Safety Improvement Program (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.
- c. The amount of obligation limitation associated with the transfer penalty funds is determined by multiplying the amount of the transfer penalty funds by the ratio of a State's formula obligation limitation to that State's apportionments subject to the obligation limitation.
- d. The amounts of transfer penalty funds and associated obligation limitation for FY 2025 are shown in Table 2.

**8. Is there any obligation limitation set aside under the special rule for high-risk rural roads?**

- a. Section 148(g)(1) of Title 23, U.S.C., contains a special rule for high-risk rural road safety. The special rule requires that, if the fatality rate on rural roads in a State increases over the most recent 2-year period for which data are available, the State must obligate during the next fiscal year for projects on high-risk rural roads, an amount at least equal to 200 percent of its FY 2009 high-risk rural roads set-aside.
- b. The requirement to obligate such amounts during the next fiscal year is implemented by a set-aside of both HSIP funds and an equal amount of associated obligation limitation.

- c. The amounts of high-risk rural roads special rule funds and associated obligation limitation for FY 2025 are shown in Table 3.
- 9. **Is there any obligation limitation set aside under the special rule for vulnerable road user safety?**
  - a. Section 148(g)(3) of Title 23, U.S.C., contains a special rule for vulnerable road user safety. The special rule requires that, if the total annual fatalities of vulnerable road users in a State represents not less than 15 percent of the total annual crash fatalities in the State, the State shall be required to obligate during the next fiscal year not less than 15 percent of the amounts apportioned to the State under Section 104(b)(3) of Title 23, U.S.C., for highway safety improvement projects to address the safety of vulnerable road users.
  - b. The requirement to obligate such amounts during the next fiscal year is implemented by a set-aside of both HSIP funds and an equal amount of associated obligation limitation.
  - c. The amounts of vulnerable road user safety special rule funds and associated obligation limitation for FY 2025 are shown in Table 4.
- 10. **Is there any obligation limitation set aside for the minimum condition of NHS bridges penalty?**
  - a. Section 119(f)(2)(A) of Title 23, U.S.C., provides for a penalty if a State for 3 consecutive years fails to maintain its NHS poor condition deck area at or below 10 percent. For the fiscal year after such a failure is determined, such a State must have an amount equal to 50 percent of its FY 2009 Highway Bridge Program apportionment set aside for use only on NHS bridge projects.
  - b. Section 490.413(a)(1) of Title 23, Code of Federal Regulations (CFR), requires such penalty funds to be obligated in the year in which they are set aside.
  - c. The requirement to obligate such amounts during the fiscal year is implemented by a set-aside of both National Highway Performance Program (NHPP) funds and an equal amount of formula obligation limitation.
  - d. The amounts of the minimum condition of NHS bridges penalty funds and associated obligation limitation for FY 2025 are shown in Table 5.
- 11. **Is there any obligation limitation set aside for the minimum condition of the Interstate System penalty?**
  - a. Section 119(f)(1)(A) of Title 23, U.S.C., provides for a penalty if a State reports that the condition of its Interstate System, excluding bridges on the

Interstate System, has fallen below the minimum condition level established by the Secretary in Section 150(c)(3) of Title 23, U.S.C.

- b. For the fiscal year after noncompliance is determined, a non-complying State must obligate from the amounts apportioned to the State under Section 104(b)(1) of Title 23, U.S.C., an amount equal to its FY 2009 Interstate Maintenance apportionment increased by 2 percent per year after FY 2013 for eligible purposes described under Section 119 of Title 23, U.S.C., as in effect on the day before the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21).
  - (1) Section 119(f)(1)(A)(i) of Title 23, U.S.C., and Section 490.317(e)(1) of Title 23, CFR, requires such penalty funds to be obligated in the year in which they are set aside.
  - (2) The requirement to obligate such amounts during the fiscal year is implemented by a set-aside of both NHPP funds and an equal amount of formula obligation limitation.
- c. In addition, for the fiscal year after noncompliance is determined, a non-complying State must transfer from the amounts apportioned to the State under Section 104(b)(2) of Title 23, U.S.C., (other than amounts suballocated to metropolitan areas and other areas of the State under Section 133(d)), to the apportionment of the State under Section 104(b)(1), an amount equal to 10 percent of the amount of funds apportioned to the State in FY 2009 under the Interstate Maintenance Program. Such penalty funds must be used for purposes described under Section 119 of Title 23, U.S.C., as in effect on the day before the enactment of MAP-21.
  - (1) The transfer of such funds is implemented by a transfer of Surface Transportation Block Grant Program funds to the NHPP set-aside and will be processed automatically by FHWA.
  - (2) The amount of obligation limitation associated with the transfer penalty funds is determined by multiplying the amount of the transfer penalty funds by the ratio of a State's formula obligation limitation to that State's apportionments subject to the obligation limitation.
- d. The total amount of obligation limitation associated with the minimum condition of Interstate System penalty funds is the aggregate of the obligation limitation amounts determined under subparagraphs (b)(2) and (c)(2).
- e. The amounts of the minimum condition of Interstate System penalty funds and associated obligation limitation for FY 2025 are shown in Table 6.

**12. What requirements related to safety performance management apply to the obligation limitation for States?**


- a. Section 148(i) of Title 23, U.S.C., requires that if the Secretary determines that a State has not met or made significant progress toward meeting the safety performance targets the State established under Section 150(d) of Title 23, U.S.C., such State shall use obligation limitation equal to the State's HSIP apportionment for the fiscal year prior to the year in which the performance targets were set, only for highway safety improvement projects in the fiscal year after the provision is assessed.
- b. The following States are subject to the provision in FY 2025 under 23 U.S.C. 148(i): Arizona, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Hawaii, Illinois, Indiana, Kansas, Louisiana, Maryland, Massachusetts, Minnesota, Missouri, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Puerto Rico, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, and Wisconsin. Such States were previously notified under separate cover from FHWA.
- c. A State, except for Puerto Rico, identified under subparagraph (b) is required to use FY 2025 formula obligation limitation on HSIP projects in an amount equal to such State's FY 2021 HSIP apportionment. The FY 2021 HSIP apportionment amounts are reflected in Table 1 of FHWA Notice N4510.853 ([https://www.fhwa.dot.gov/legregs/directives/notices/n4510853/n4510853\\_t1.cfm](https://www.fhwa.dot.gov/legregs/directives/notices/n4510853/n4510853_t1.cfm)). Puerto Rico is required to obligate in full their total annual allocation of Puerto Rico Highway Program funds received under 23 U.S.C. 165(b)(2)(C)(ii) for HSIP eligibilities.

**13. What other provisions apply that are related to the distribution of obligation limitation?**

- a. Contract authority for transportation research programs under Chapter 5 of Title 23, U.S.C., Title VI of the Fixing America's Surface Transportation Act, or Title III of Division A of the IIJA (Pub. L. 117-58), is subject to obligation limitation that remains available for a period of 4 fiscal years. Obligation limitation made available for transportation research in future fiscal years will be in addition to amounts made available for FY 2025.
- b. Obligation limitation associated with contract authority carried over from prior fiscal years that is repurposed from the Transportation Infrastructure Finance and Innovation Program under Subchapter II of Chapter 1 of Title 23, U.S.C., as in effect prior to August 10, 2005, or the Transportation Infrastructure Finance and Innovation Act Program under Chapter 6 of Title 23, U.S.C., for a competitive highway bridge program pursuant to Section 126 of Title I of Division F of the Department of Transportation Appropriations

Act, 2024, as continued by the Full-Year Continuing Appropriations Act, 2025, shall remain available until September 30, 2028.

- c. The amounts of contract authority “lopped off” from the allocated programs and the Access Program due to the imposition of the obligation limitation will be redistributed to the States. The redistribution will be provided via a separate Notice to be issued no later than 30 days after the distribution of the obligation limitation.
  - d. After August 1, 2025, the Secretary will revise the distribution of obligation authority made available if a State does not plan to obligate the amount distributed during FY 2025 and redistribute such amount to those States able to obligate amounts in addition to those previously distributed during FY 2025. Procedures for this process (known as August Redistribution) will be provided via a separate Notice to be issued in July 2025.
14. **What action is required?** Division Administrators should ensure that copies of this Notice are provided to the State departments of transportation.



Gloria M. Shepherd  
Executive Director

Attachments



U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

OBLIGATION LIMITATION DISTRIBUTION  
FOR FISCAL YEAR 2025 UNDER THE FULL-YEAR  
CONTINUING APPROPRIATIONS ACT, 2025

STATE	FORMULA OBLIGATION LIMITATION
ALABAMA	927,242,310
ALASKA	581,544,416
ARIZONA	885,912,034
ARKANSAS	632,825,289
CALIFORNIA	4,346,613,774
COLORADO	641,965,333
CONNECTICUT	594,562,137
DELAWARE	200,727,632
DISTRICT OF COLUMBIA	193,256,698
FLORIDA	2,282,063,118
GEORGIA	1,563,182,596
HAWAII	196,440,962
IDAHO	277,290,684
ILLINOIS	1,643,562,230
INDIANA	1,140,985,894
IOWA	600,699,416
KANSAS	458,761,795
KENTUCKY	803,740,235
LOUISIANA	812,668,149
MAINE	220,217,362
MARYLAND	727,903,512
MASSACHUSETTS	641,109,976
MICHIGAN	1,026,181,665
MINNESOTA	777,252,029
MISSISSIPPI	575,372,167
MISSOURI	1,108,414,965
MONTANA	491,096,328
NEBRASKA	353,343,878
NEVADA	431,004,459
NEW HAMPSHIRE	202,047,497
NEW JERSEY	1,209,761,913
NEW MEXICO	432,979,502
NEW YORK	1,795,132,600
NORTH CAROLINA	1,257,823,356
NORTH DAKOTA	297,238,006
OHIO	1,567,778,942
OKLAHOMA	763,659,862
OREGON	589,817,968
PENNSYLVANIA	1,986,294,843
RHODE ISLAND	226,863,346
SOUTH CAROLINA	788,804,927
SOUTH DAKOTA	337,643,295
TENNESSEE	997,167,923
TEXAS	4,706,530,251
UTAH	420,231,557
VERMONT	242,232,355
VIRGINIA	1,206,251,867
WASHINGTON	800,743,518
WEST VIRGINIA	495,973,910
WISCONSIN	919,830,242
WYOMING	299,286,311
<b>SUBTOTAL</b>	<b>46,680,035,034</b>
Allocated Programs	12,831,347,162
Sections 154 and 164 Penalties	548,648,775
High Risk Rural Roads Special Rule	93,267,694
Vulnerable Road User Safety Special Rule	358,236,746
NHS Bridges Penalty	478,505,815
Interstate System Penalty	324,129,319
<b>TOTAL</b>	<b>61,314,170,545</b>

U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

PENALTY FUNDS AND ASSOCIATED OBLIGATION LIMITATION  
FOR FISCAL YEAR 2025 FOR PENALTY PROVISIONS  
UNDER SECTIONS 154 AND 164 OF TITLE 23, UNITED STATES CODE

STATE	TOTAL SECTIONS 154 & 164 PENALTY FUNDS	OBLIGATION LIMITATION FOR PENALTIES
ALABAMA	0	0
ALASKA	28,608,024	25,171,172
ARIZONA	0	0
ARKANSAS	0	0
CALIFORNIA	97,008,890	85,354,638
COLORADO	15,021,175	13,216,592
CONNECTICUT	13,832,811	12,170,994
DELAWARE	4,734,019	4,165,293
DISTRICT OF COLUMBIA	0	0
FLORIDA	0	0
GEORGIA	0	0
HAWAII	9,534,738	8,389,274
IDAHO	0	0
ILLINOIS	0	0
INDIANA	27,285,225	24,007,289
IOWA	0	0
KANSAS	0	0
KENTUCKY	0	0
LOUISIANA	41,349,116	36,381,602
MAINE	5,230,774	4,602,370
MARYLAND	0	0
MASSACHUSETTS	0	0
MICHIGAN	29,451,873	25,913,645
MINNESOTA	18,642,573	16,402,930
MISSISSIPPI	14,201,019	12,494,967
MISSOURI	55,397,342	48,742,132
MONTANA	11,900,053	10,470,429
NEBRASKA	0	0
NEVADA	9,987,468	8,787,614
NEW HAMPSHIRE	0	0
NEW JERSEY	0	0
NEW MEXICO	10,699,440	9,414,053
NEW YORK	0	0
NORTH CAROLINA	0	0
NORTH DAKOTA	7,144,105	6,285,841
OHIO	75,010,798	65,999,306
OKLAHOMA	0	0
OREGON	14,420,823	12,688,364
PENNSYLVANIA	0	0
RHODE ISLAND	6,252,075	5,500,976
SOUTH CAROLINA	19,699,151	17,332,575
SOUTH DAKOTA	8,111,384	7,136,915
TENNESSEE	24,313,096	21,392,220
TEXAS	0	0
UTAH	0	0
VERMONT	5,735,556	5,046,510
VIRGINIA	28,962,491	25,483,056
WASHINGTON	19,214,574	16,906,214
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	14,775,236	13,000,200
SUBTOTAL	616,523,829	542,457,171
PUERTO RICO	7,035,914	6,191,604
TOTAL	623,559,743	548,648,775

NOTE: Puerto Rico Highway Program is an allocated program and is not treated as an apportionment to the States.

U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

HIGH RISK RURAL ROADS (HRRR) SPECIAL RULE FUNDS AND ASSOCIATED  
OBLIGATION LIMITATION FOR FISCAL YEAR 2025 PURSUANT TO  
SECTION 148(g)(1) OF TITLE 23, UNITED STATES CODE

STATE	TOTAL HRRR SPECIAL RULE FUNDS	OBLIGATION LIMITATION FOR HRRR SPECIAL RULE
ALABAMA	0	0
ALASKA	0	0
ARIZONA	0	0
ARKANSAS	0	0
CALIFORNIA	17,563,128	17,563,128
COLORADO	0	0
CONNECTICUT	1,502,890	1,502,890
DELAWARE	0	0
DISTRICT OF COLUMBIA	0	0
FLORIDA	9,445,004	9,445,004
GEORGIA	0	0
HAWAII	0	0
IDAHO	0	0
ILLINOIS	6,048,546	6,048,546
INDIANA	0	0
IOWA	0	0
KANSAS	3,150,110	3,150,110
KENTUCKY	0	0
LOUISIANA	0	0
MAINE	900,000	900,000
MARYLAND	0	0
MASSACHUSETTS	0	0
MICHIGAN	0	0
MINNESOTA	3,620,110	3,620,110
MISSISSIPPI	3,279,148	3,279,148
MISSOURI	0	0
MONTANA	0	0
NEBRASKA	0	0
NEVADA	0	0
NEW HAMPSHIRE	0	0
NEW JERSEY	0	0
NEW MEXICO	1,887,424	1,887,424
NEW YORK	0	0
NORTH CAROLINA	4,726,978	4,726,978
NORTH DAKOTA	0	0
OHIO	5,515,502	5,515,502
OKLAHOMA	3,798,818	3,798,818
OREGON	2,440,120	2,440,120
PENNSYLVANIA	0	0
RHODE ISLAND	0	0
SOUTH CAROLINA	4,017,538	4,017,538
SOUTH DAKOTA	0	0
TENNESSEE	4,236,520	4,236,520
TEXAS	14,572,152	14,572,152
UTAH	0	0
VERMONT	900,000	900,000
VIRGINIA	0	0
WASHINGTON	3,144,572	3,144,572
WEST VIRGINIA	1,611,316	1,611,316
WISCONSIN	0	0
WYOMING	907,818	907,818
TOTAL	93,267,694	93,267,694

U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

VULNERABLE ROAD USER (VRU) SAFETY SPECIAL RULE FUNDS AND ASSOCIATED  
OBLIGATION LIMITATION FOR FISCAL YEAR 2025 PURSUANT TO  
SECTION 148(g)(3) OF TITLE 23, UNITED STATES CODE

STATE	TOTAL VRU SAFETY SPECIAL RULE FUNDS	OBLIGATION LIMITATION FOR VRU SAFETY SPECIAL RULE
ALABAMA	0	0
ALASKA	6,363,392	6,363,392
ARIZONA	8,877,251	8,877,251
ARKANSAS	0	0
CALIFORNIA	42,013,000	42,013,000
COLORADO	6,309,409	6,309,409
CONNECTICUT	6,128,012	6,128,012
DELAWARE	1,983,075	1,983,075
DISTRICT OF COLUMBIA	1,869,222	1,869,222
FLORIDA	24,115,872	24,115,872
GEORGIA	15,557,350	15,557,350
HAWAII	1,998,340	1,998,340
IDAHO	0	0
ILLINOIS	16,351,411	16,351,411
INDIANA	0	0
IOWA	0	0
KANSAS	0	0
KENTUCKY	8,354,174	8,354,174
LOUISIANA	8,771,858	8,771,858
MAINE	0	0
MARYLAND	7,188,509	7,188,509
MASSACHUSETTS	7,113,016	7,113,016
MICHIGAN	12,268,641	12,268,641
MINNESOTA	0	0
MISSISSIPPI	0	0
MISSOURI	0	0
MONTANA	0	0
NEBRASKA	0	0
NEVADA	4,378,696	4,378,696
NEW HAMPSHIRE	0	0
NEW JERSEY	11,800,624	11,800,624
NEW MEXICO	4,612,958	4,612,958
NEW YORK	19,634,290	19,634,290
NORTH CAROLINA	12,598,862	12,598,862
NORTH DAKOTA	0	0
OHIO	0	0
OKLAHOMA	7,688,928	7,688,928
OREGON	6,109,915	6,109,915
PENNSYLVANIA	20,102,384	20,102,384
RHODE ISLAND	0	0
SOUTH CAROLINA	8,289,483	8,289,483
SOUTH DAKOTA	0	0
TENNESSEE	10,315,009	10,315,009
TEXAS	48,084,674	48,084,674
UTAH	4,284,815	4,284,815
VERMONT	0	0
VIRGINIA	12,534,502	12,534,502
WASHINGTON	8,148,752	8,148,752
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	0	0
SUBTOTAL	353,846,424	353,846,424
PUERTO RICO	4,989,002	4,390,322
TOTAL	358,835,426	358,236,746

NOTE: Puerto Rico Highway Program is an allocated program and is not treated as an apportionment to the States. As such, the VRU Safety Special Rule is applied against the calculated amount under 23 U.S.C. 165(b)(2)(C)(ii).

U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

MINIMUM CONDITION OF NATIONAL HIGHWAY SYSTEM (NHS) BRIDGES PENALTY FUNDS  
AND ASSOCIATED OBLIGATION LIMITATION FOR FISCAL YEAR 2025 PURSUANT TO  
SECTION 119(f)(2)(A) OF TITLE 23, UNITED STATES CODE

STATE	TOTAL NHS BRIDGES PENALTY FUNDS	OBLIGATION LIMITATION FOR NHS BRIDGES PENALTY
ALABAMA	0	0
ALASKA	0	0
ARIZONA	0	0
ARKANSAS	0	0
CALIFORNIA	0	0
COLORADO	0	0
CONNECTICUT	0	0
DELAWARE	0	0
DISTRICT OF COLUMBIA	0	0
FLORIDA	0	0
GEORGIA	0	0
HAWAII	0	0
IDAHO	0	0
ILLINOIS	72,973,630	72,973,630
INDIANA	0	0
IOWA	0	0
KANSAS	0	0
KENTUCKY	0	0
LOUISIANA	0	0
MAINE	0	0
MARYLAND	0	0
MASSACHUSETTS	94,856,125	94,856,125
MICHIGAN	0	0
MINNESOTA	0	0
MISSISSIPPI	0	0
MISSOURI	0	0
MONTANA	0	0
NEBRASKA	0	0
NEVADA	0	0
NEW HAMPSHIRE	0	0
NEW JERSEY	0	0
NEW MEXICO	0	0
NEW YORK	239,023,417	239,023,417
NORTH CAROLINA	0	0
NORTH DAKOTA	0	0
OHIO	0	0
OKLAHOMA	0	0
OREGON	0	0
PENNSYLVANIA	0	0
RHODE ISLAND	35,029,577	35,029,577
SOUTH CAROLINA	0	0
SOUTH DAKOTA	0	0
TENNESSEE	0	0
TEXAS	0	0
UTAH	0	0
VERMONT	0	0
VIRGINIA	0	0
WASHINGTON	0	0
WEST VIRGINIA	36,623,066	36,623,066
WISCONSIN	0	0
WYOMING	0	0
TOTAL	478,505,815	478,505,815

U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

MINIMUM CONDITION OF INTERSTATE SYSTEM PENALTY FUNDS  
AND ASSOCIATED OBLIGATION LIMITATION FOR FISCAL YEAR 2025 PURSUANT TO  
SECTION 119(f)(1)(A) OF TITLE 23, UNITED STATES CODE

STATE	INTERSTATE SYSTEM PENALTY FUNDS 23 USC 119(f)(1)(A)(i)	OBLIGATION LIMITATION FOR INTERSTATE SYSTEM PENALTY 23 USC 119(f)(1)(A)(i)	INTERSTATE SYSTEM PENALTY FUNDS 23 USC 119(f)(1)(A)(ii)	OBLIGATION LIMITATION FOR INTERSTATE SYSTEM PENALTY 23 USC 119(f)(1)(A)(ii)	TOTAL INTERSTATE SYSTEM PENALTY FUNDS	TOTAL OBLIGATION LIMITATION FOR INTERSTATE SYSTEM PENALTY
ALABAMA	0	0	0	0	0	0
ALASKA	0	0	0	0	0	0
ARIZONA	0	0	0	0	0	0
ARKANSAS	0	0	0	0	0	0
CALIFORNIA	0	0	0	0	0	0
COLORADO	0	0	0	0	0	0
CONNECTICUT	0	0	0	0	0	0
DELAWARE	0	0	0	0	0	0
DISTRICT OF COLUM	0	0	0	0	0	0
FLORIDA	0	0	0	0	0	0
GEORGIA	0	0	0	0	0	0
HAWAII	0	0	0	0	0	0
IDAHO	67,697,688	67,697,688	5,337,917	4,696,641	73,035,605	72,394,329
ILLINOIS	0	0	0	0	0	0
INDIANA	0	0	0	0	0	0
IOWA	0	0	0	0	0	0
KANSAS	0	0	0	0	0	0
KENTUCKY	0	0	0	0	0	0
LOUISIANA	0	0	0	0	0	0
MAINE	0	0	0	0	0	0
MARYLAND	0	0	0	0	0	0
MASSACHUSETTS	0	0	0	0	0	0
MICHIGAN	208,789,300	208,789,300	16,462,894	14,485,109	225,252,194	223,274,409
MINNESOTA	0	0	0	0	0	0
MISSISSIPPI	0	0	0	0	0	0
MISSOURI	0	0	0	0	0	0
MONTANA	0	0	0	0	0	0
NEBRASKA	0	0	0	0	0	0
NEVADA	0	0	0	0	0	0
NEW HAMPSHIRE	0	0	0	0	0	0
NEW JERSEY	0	0	0	0	0	0
NEW MEXICO	0	0	0	0	0	0
NEW YORK	0	0	0	0	0	0
NORTH CAROLINA	0	0	0	0	0	0
NORTH DAKOTA	0	0	0	0	0	0
OHIO	0	0	0	0	0	0
OKLAHOMA	0	0	0	0	0	0
OREGON	0	0	0	0	0	0
PENNSYLVANIA	0	0	0	0	0	0
RHODE ISLAND	0	0	0	0	0	0
SOUTH CAROLINA	0	0	0	0	0	0
SOUTH DAKOTA	0	0	0	0	0	0
TENNESSEE	0	0	0	0	0	0
TEXAS	0	0	0	0	0	0
UTAH	0	0	0	0	0	0
VERMONT	0	0	0	0	0	0
VIRGINIA	0	0	0	0	0	0
WASHINGTON	0	0	0	0	0	0
WEST VIRGINIA	0	0	0	0	0	0
WISCONSIN	0	0	0	0	0	0
WYOMING	0	0	0	0	0	0
SUBTOTAL	276,486,988	276,486,988	21,800,811	19,181,750	298,287,799	295,668,738
PUERTO RICO	29,977,837	26,380,497	2,363,732	2,080,084	32,341,569	28,460,581
TOTAL	306,464,825	302,867,485	24,164,543	21,261,834	330,629,368	324,129,319

NOTE: Puerto Rico Highway Program is an allocated program and is not treated as an apportionment to the States.