



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

Notice

Subject:

**DISTRIBUTION OF FEDERAL-AID HIGHWAY PROGRAM
OBLIGATION LIMITATION FOR THE PERIOD BEGINNING ON
OCTOBER 1, 2025, AND ENDING ON JANUARY 30, 2026**

Classification Code

N4520.293

Date

November 17, 2025

Office of Primary Interest

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 Continuing Appropriations Act, 2026, Division A, Public Law (Pub. L.) 119-37. This Notice reflects the distribution of obligation limitation for Fiscal Year (FY) 2026 for the period beginning on October 1, 2025, and ending on January 30, 2026.
2. **Does this Notice cancel FHWA Notice 4520.292?** Yes, this Notice cancels Federal Highway Administration (FHWA) Notice 4520.292, Distribution of Federal-aid Highway Program Obligation Limitation for FY 2026, dated October 16, 2025.
3. **What is the overall limitation on obligations, and what provision determines its distribution?**
 - a. Section 101 of the Continuing Appropriations Act, 2026, sets an overall limitation on obligations at an annual rate for operations of \$61,314,170,545 for FY 2026. This annual rate for operations is equal to the obligation limitation made available in FY 2025 under the Full-Year Continuing Appropriations Act, 2025, Division A, Pub. L. 119-4.
 - b. The Continuing Appropriations Act, 2026, covers the period beginning on October 1, 2025, and ending on January 30, 2026 (122 days). The pro-rata for that period is 33.42 percent (122 days divided by 365 days). The pro-rata is applied to the distribution of obligation limitation calculated based on the annual rate for operations. Therefore, the total obligation limitation provided by this Notice is \$20,491,195,796 (\$61,314,170,545 multiplied by 33.42 percent).
 - c. Section 103 of the Continuing Appropriations Act, 2026, continues Section 120 of the Department of Transportation Appropriations Act, 2024, Title I of Division F, Pub. L. 118-42, as continued by the Full-Year Continuing Appropriations Act, 2025, Division A, Pub. L. 119-4, providing the distribution methodology for the overall limitation on Federal-aid highway program obligations.

- d. Upon the enactment of a full-year appropriations act or further continuing appropriations act, the distribution of obligation limitation will be revised, and additional obligation limitation will be provided as determined under the provisions of such law.
- e. Unless otherwise specified, all obligation limitation is available for one fiscal year and will expire at the end of FY 2026.

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 2026.

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 101 of the Continuing Appropriations Act, 2026, the annual rate for operations for limitation on the Federal Highway Administration (FHWA) administrative expenses is \$493,767,664 (\$165,017,153 at the pro-rata of 33.42 percent). The annual rate for operations for limitation to be transferred to the Appalachian Regional Commission for administrative activities is \$3,248,000 (\$1,085,482 at the pro-rata of 33.42 percent). For the other programs for which funding is authorized under Section 104(a) of Title 23, U.S.C., and the BTS, the annualized amount of 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 annualized amount of obligation limitation is equal to such unobligated balances of contract authority.
- c. The ratio between the remaining annualized amount of obligation limitation and the remaining FY 2026 contract authority subject to obligation limitation is determined. The ratio calculated for FY 2026 under the Continuing Appropriations Act, 2026, is 85.3 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 annualized amount of obligation limitation for each such program is determined by multiplying the amount of contract authority authorized for FY 2026 by the above ratio. The authorized amount of contract authority that is not provided associated obligation limitation is "lopped off," resulting in amounts of contract authority equal to the annualized amounts of obligation limitation available for such programs (except for the TTP, which is not subject to the "lop off" of contract authority).

- e. The obligation limitation for each of the allocated programs for the period beginning on October 1, 2025, and ending on January 30, 2026, is then determined by multiplying the annualized amount of obligation limitation for each allocated program by the pro-rata of 33.42 percent.

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 annualized 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 2026 apportionments subject to the obligation limitation for each State bear to the total FY 2026 apportionments subject to the obligation limitation for all States.
- b. The formula obligation limitation available for the period beginning on October 1, 2025, and ending on January 30, 2026, is then determined by multiplying the annualized amount of formula obligation limitation for each State by the pro-rata of 33.42 percent.
- c. The attached Table 1 shows the amount of formula obligation limitation distributed to each State for the period beginning on October 1, 2025, and ending on January 30, 2026 (122 days) 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 2026 as determined by the National Highway Traffic Safety Administration (NHTSA).
- 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. If the documentation review process or a Section 164 "general practice" certification review by NHTSA determines that a State was in compliance with Section 154 or Section 164 as of

October 1, 2025, the reserved obligation limitation will be restored to the State's formula obligation limitation.

- c. The annualized 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 annualized formula obligation limitation to that State's apportionments subject to the obligation limitation.
- d. The obligation limitation associated with transfer penalty funds for the period beginning on October 1, 2025, and ending on January 30, 2026, is then determined by multiplying the annualized amount of obligation limitation associated with transfer penalty funds for each State by the pro-rata of 33.42 percent.
- e. The amounts of transfer penalty funds for FY 2026 and associated obligation limitation for the period beginning on October 1, 2025, and ending on January 30, 2026 (122 days) 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, on an annualized basis, an equal amount of associated obligation limitation.
- c. The obligation limitation associated with the high-risk rural road safety special rule for the period beginning on October 1, 2025, and ending on January 30, 2026, is then determined by multiplying the annualized amount of obligation limitation associated with the high-risk rural road safety special rule for each State by the pro-rata of 33.42 percent.
- d. The amounts of high-risk rural roads special rule funds for FY 2026 and associated obligation limitation for the period beginning on October 1, 2025, and ending on January 30, 2026 (122 days) 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, on an annualized basis, an equal amount of associated obligation limitation.
- c. The obligation limitation associated with the vulnerable road user safety special rule for the period beginning on October 1, 2025, and ending on January 30, 2026, is then determined by multiplying the annualized amount of obligation limitation associated with the vulnerable road user safety special rule for each State by the pro-rata of 33.42 percent.
- d. The amounts of vulnerable road user safety special rule funds for FY 2026 and associated obligation limitation for the period beginning on October 1, 2025, and ending on January 30, 2026 (122 days) are shown in Table 4.

10. **Is there any obligation limitation set aside for the minimum condition of National Highway System 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 their 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, on an annualized basis, an equal amount of formula obligation limitation.
- d. The obligation limitation associated with the minimum condition of NHS bridges penalty for the period beginning on October 1, 2025, and ending on

January 30, 2026, is then determined by multiplying the annualized amount of obligation limitation associated with the minimum condition of NHS bridges penalty for each State by the pro-rata of 33.42 percent.

- e. The amounts of the minimum condition of NHS bridges penalty funds for FY 2026 and associated obligation limitation for the period beginning on October 1, 2025, and ending on January 30, 2026 (122 days) are shown in Table 5.

11. Is there any obligation limitation set aside for the minimum condition of 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 their 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, on an annualized basis, 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 annualized 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 annualized formula obligation limitation to that State's apportionments subject to the obligation limitation.
 - d. The total amount of annualized 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 total obligation limitation associated with the minimum condition of Interstate System penalty for the period beginning on October 1, 2025, and ending on January 30, 2026, is then determined by multiplying the total annualized amount of obligation limitation associated with the minimum condition of Interstate System penalty for each State by the pro-rata of 33.42 percent.
 - f. The amounts of the minimum condition of Interstate System penalty funds for FY 2026 and associated obligation limitation for the period beginning on October 1, 2025, and ending on January 30, 2026 (122 days) 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 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 2026 under 23 U.S.C. 148(i): Alaska, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Hawaii, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Minnesota, Missouri, Nevada, New Hampshire, New Mexico, New York, North Carolina, North Dakota, Ohio, Oregon, Pennsylvania, Puerto Rico, South Dakota, Texas, Vermont, Washington, Wisconsin, and Wyoming. 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 2026 formula obligation limitation on HSIP projects in an amount equal to such State's FY 2022 HSIP apportionment. The FY 2022 HSIP


apportionment amounts are reflected in Table 1 of FHWA Notice N4510.858 (<https://highways.dot.gov/laws-regulations/directives/notices/n-4510858>). 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.

- d. The requirement to use FY 2026 formula obligation limitation on HSIP projects in an amount equal to such State's FY 2022 HSIP apportionment applies to the total formula obligation limitation received for FY 2026, and, therefore, a pro-rated amount is not being provided under this Notice. Section 148(i)(1) of Title 23, U.S.C., requires such a State to use obligation authority equal to the State's FY 2022 HSIP apportionment "until the Secretary determines that the State has met or made significant progress toward meeting the safety performance targets of the State."

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 Infrastructure Investment and Jobs Act (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 2026.
- b. 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.
- c. After August 1, 2026, the Secretary will revise the distribution of obligation authority made available if a State does not plan to obligate the amount distributed during FY 2026 and redistribute such amount to those States able to obligate amounts in addition to those previously distributed during FY 2026. Procedures for this process (known as August Redistribution) will be provided via a separate Notice to be issued in July 2026.

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



Sean McMaster
Administrator

Attachments

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OBLIGATION LIMITATION DISTRIBUTION FOR THE PERIOD BEGINNING
ON OCTOBER 1, 2025, AND ENDING ON JANUARY 30, 2026, UNDER
THE CONTINUING APPROPRIATIONS ACT, 2026

STATE	FORMULA OBLIGATION LIMITATION
ALABAMA	305,007,143
ALASKA	192,090,332
ARIZONA	292,624,502
ARKANSAS	206,935,242
CALIFORNIA	1,435,678,900
COLORADO	211,101,741
CONNECTICUT	196,888,046
DELAWARE	66,303,261
DISTRICT OF COLUMBIA	63,835,643
FLORIDA	756,918,916
GEORGIA	516,352,548
HAWAII	60,384,115
IDAHO	115,544,539
ILLINOIS	542,585,648
INDIANA	373,151,779
IOWA	198,486,860
KANSAS	151,574,943
KENTUCKY	264,522,498
LOUISIANA	268,431,453
MAINE	72,010,378
MARYLAND	240,438,988
MASSACHUSETTS	211,402,899
MICHIGAN	412,712,495
MINNESOTA	256,810,460
MISSISSIPPI	190,106,694
MISSOURI	366,252,938
MONTANA	162,271,471
NEBRASKA	116,753,740
NEVADA	141,868,665
NEW HAMPSHIRE	66,761,156
NEW JERSEY	399,604,681
NEW MEXICO	143,010,698
NEW YORK	592,031,301
NORTH CAROLINA	415,460,180
NORTH DAKOTA	98,215,262
OHIO	518,013,613
OKLAHOMA	256,129,357
OREGON	194,819,207
PENNSYLVANIA	654,171,777
RHODE ISLAND	73,915,188
SOUTH CAROLINA	260,537,651
SOUTH DAKOTA	111,059,206
TENNESSEE	329,357,571
TEXAS	1,554,584,922
UTAH	138,362,291
VERMONT	80,036,198
VIRGINIA	396,955,809
WASHINGTON	218,819,077
WEST VIRGINIA	163,738,163
WISCONSIN	303,935,061
WYOMING	98,889,214
SUBTOTAL	15,457,454,420
Allocated Programs	4,471,349,754
Sections 154 and 164 Penalties	181,244,129
High Risk Rural Roads Special Rule	34,394,170
Vulnerable Road User Safety Special Rule	127,278,657
NHS Bridges Penalty	159,916,643
Interstate System Penalty	59,558,023
TOTAL	20,491,195,796

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

PENALTY FUNDS AND ASSOCIATED OBLIGATION LIMITATION FOR THE PERIOD
BEGINNING ON OCTOBER 1, 2025, AND ENDING ON JANUARY 30, 2026, 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	29,180,184	8,315,243
ARIZONA	0	0
ARKANSAS	0	0
CALIFORNIA	98,949,067	28,196,721
COLORADO	15,321,598	4,366,073
CONNECTICUT	14,109,468	4,020,662
DELAWARE	4,828,700	1,375,996
DISTRICT OF COLUMBIA	0	0
FLORIDA	0	0
GEORGIA	0	0
HAWAII	9,725,432	2,771,378
IDAHO	0	0
ILLINOIS	0	0
INDIANA	27,830,929	7,930,757
IOWA	0	0
KANSAS	0	0
KENTUCKY	0	0
LOUISIANA	42,176,096	12,018,583
MAINE	5,335,390	1,520,383
MARYLAND	0	0
MASSACHUSETTS	0	0
MICHIGAN	30,040,911	8,560,517
MINNESOTA	19,015,425	5,418,673
MISSISSIPPI	14,485,040	4,127,686
MISSOURI	56,505,288	16,101,858
MONTANA	12,138,053	3,458,883
NEBRASKA	0	0
NEVADA	10,187,217	2,902,970
NEW HAMPSHIRE	0	0
NEW JERSEY	0	0
NEW MEXICO	10,913,428	3,109,912
NEW YORK	0	0
NORTH CAROLINA	0	0
NORTH DAKOTA	7,286,987	2,076,514
OHIO	76,511,014	21,802,729
OKLAHOMA	0	0
OREGON	14,709,239	4,191,574
PENNSYLVANIA	0	0
RHODE ISLAND	6,377,116	1,817,236
SOUTH CAROLINA	20,093,135	5,725,779
SOUTH DAKOTA	8,273,612	2,357,665
TENNESSEE	24,799,359	7,066,874
TEXAS	0	0
UTAH	0	0
VERMONT	5,850,267	1,667,104
VIRGINIA	29,541,741	8,418,273
WASHINGTON	19,598,865	5,584,931
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	15,070,740	4,294,588
SUBTOTAL	628,854,301	179,199,562
PUERTO RICO	7,172,094	2,044,567
TOTAL	636,026,395	181,244,129

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 THE PERIOD BEGINNING ON OCTOBER 1, 2025, AND ENDING
ON JANUARY 30, 2026, 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	4,124,978	1,378,568
ALASKA	0	0
ARIZONA	0	0
ARKANSAS	0	0
CALIFORNIA	17,563,128	5,869,597
COLORADO	2,826,084	944,477
CONNECTICUT	0	0
DELAWARE	0	0
DISTRICT OF COLUMBIA	0	0
FLORIDA	0	0
GEORGIA	0	0
HAWAII	0	0
IDAHO	0	0
ILLINOIS	6,048,546	2,021,424
INDIANA	0	0
IOWA	0	0
KANSAS	3,150,110	1,052,767
KENTUCKY	2,879,986	962,491
LOUISIANA	0	0
MAINE	900,000	300,780
MARYLAND	0	0
MASSACHUSETTS	0	0
MICHIGAN	0	0
MINNESOTA	3,620,110	1,209,841
MISSISSIPPI	3,279,148	1,095,891
MISSOURI	0	0
MONTANA	0	0
NEBRASKA	0	0
NEVADA	1,487,814	497,227
NEW HAMPSHIRE	0	0
NEW JERSEY	0	0
NEW MEXICO	1,887,424	630,777
NEW YORK	0	0
NORTH CAROLINA	4,726,978	1,579,756
NORTH DAKOTA	0	0
OHIO	5,515,502	1,843,281
OKLAHOMA	0	0
OREGON	2,440,120	815,488
PENNSYLVANIA	5,766,894	1,927,296
RHODE ISLAND	0	0
SOUTH CAROLINA	4,017,538	1,342,661
SOUTH DAKOTA	1,517,100	507,015
TENNESSEE	4,236,520	1,415,845
TEXAS	14,572,152	4,870,013
UTAH	1,331,318	444,927
VERMONT	900,000	300,780
VIRGINIA	4,459,774	1,490,457
WASHINGTON	3,144,572	1,050,916
WEST VIRGINIA	1,611,316	538,502
WISCONSIN	0	0
WYOMING	907,818	303,393
TOTAL	102,914,930	34,394,170

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VULNERABLE ROAD USER (VRU) SAFETY SPECIAL RULE FUNDS AND ASSOCIATED
OBLIGATION LIMITATION FOR THE PERIOD BEGINNING ON OCTOBER 1, 2025, AND ENDING
ON JANUARY 30, 2026, 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	6,494,469	2,170,452
ARIZONA	9,078,806	3,034,137
ARKANSAS	6,483,700	2,166,853
CALIFORNIA	42,919,226	14,343,605
COLORADO	6,460,187	2,158,994
CONNECTICUT	6,254,621	2,090,294
DELAWARE	2,026,456	677,242
DISTRICT OF COLUMBIA	1,910,323	638,430
FLORIDA	24,611,729	8,225,240
GEORGIA	15,862,098	5,301,113
HAWAII	2,042,027	682,445
IDAHO	0	0
ILLINOIS	16,719,183	5,587,551
INDIANA	11,548,612	3,859,546
IOWA	0	0
KANSAS	0	0
KENTUCKY	8,535,231	2,852,474
LOUISIANA	8,967,659	2,996,992
MAINE	2,248,848	751,565
MARYLAND	7,333,673	2,450,913
MASSACHUSETTS	7,253,809	2,424,223
MICHIGAN	12,542,532	4,191,714
MINNESOTA	0	0
MISSISSIPPI	0	0
MISSOURI	0	0
MONTANA	0	0
NEBRASKA	0	0
NEVADA	4,472,192	1,494,607
NEW HAMPSHIRE	0	0
NEW JERSEY	12,040,678	4,023,995
NEW MEXICO	4,711,833	1,574,695
NEW YORK	20,045,897	6,699,339
NORTH CAROLINA	12,867,711	4,300,389
NORTH DAKOTA	0	0
OHIO	0	0
OKLAHOMA	0	0
OREGON	6,229,723	2,081,973
PENNSYLVANIA	20,529,641	6,861,006
RHODE ISLAND	2,735,202	914,104
SOUTH CAROLINA	8,466,833	2,829,616
SOUTH DAKOTA	0	0
TENNESSEE	10,548,512	3,525,313
TEXAS	49,077,038	16,401,546
UTAH	4,379,227	1,463,538
VERMONT	0	0
VIRGINIA	12,782,033	4,271,755
WASHINGTON	8,327,231	2,782,961
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	0	0
SUBTOTAL	376,506,940	125,828,620
PUERTO RICO	5,086,554	1,450,037
TOTAL	381,593,494	127,278,657

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 THE PERIOD BEGINNING ON OCTOBER 1, 2025, AND
ENDING ON JANUARY 30, 2026, 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	24,387,787
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	31,700,917
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	79,881,626
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	11,706,884
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	12,239,429
WISCONSIN	0	0
WYOMING	0	0
TOTAL	478,505,815	159,916,643

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MINIMUM CONDITION OF INTERSTATE SYSTEM PENALTY FUNDS
AND ASSOCIATED OBLIGATION LIMITATION FOR THE PERIOD BEGINNING ON OCTOBER 1, 2025, AND
ENDING ON JANUARY 30, 2026, 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 COLUMBIA	0	0	0	0	0	0
FLORIDA	0	0	0	0	0	0
GEORGIA	0	0	0	0	0	0
HAWAII	12,640,770	4,224,545	977,173	278,457	13,617,943	4,503,002
IDAHO	0	0	0	0	0	0
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	0	0	0	0	0	0
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	128,188,535	42,840,609	9,909,391	2,823,800	138,097,926	45,664,409
WEST VIRGINIA	0	0	0	0	0	0
WISCONSIN	0	0	0	0	0	0
WYOMING	0	0	0	0	0	0
SUBTOTAL	140,829,305	47,065,154	10,886,564	3,102,257	151,715,869	50,167,411
PUERTO RICO	30,577,394	8,716,777	2,363,732	673,835	32,941,126	9,390,612
TOTAL	171,406,699	55,781,931	13,250,296	3,776,092	184,656,995	59,558,023

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