



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

Notice

Subject:

**DISTRIBUTION OF FEDERAL-AID HIGHWAY PROGRAM
OBLIGATION LIMITATION FOR FISCAL YEAR (FY) 2026**

Classification Code

N4520.292

Date

October 16, 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 Infrastructure Investment and Jobs Act (IIJA), Public Law (Pub. L.) 117-58. This Notice reflects the full-year distribution of obligation limitation for Fiscal Year (FY) 2026, and includes the period from October 1, 2025, through September 30, 2026.
2. **What is the overall limitation on obligations, and what provision determines its distribution?**
 - a. In the absence of a FY 2026 appropriations act or a continuing resolution (CR), the overall limitation on obligations and its distribution is determined according to Section 11102 of the IIJA. Once an appropriations act or CR is enacted, the Federal Highway Administration will be subject to the terms and conditions of that legislation. Another Notice will be issued adjusting the obligation limitation distribution and obligation limitation levels, so they are consistent with the appropriations act or CR. If a partial-year CR is enacted, FHWA anticipates it will significantly reduce the amount of obligation limitation available to each State. States should plan accordingly.
 - b. Pursuant to Section 11102(a)(5) of the IIJA, the overall limitation on Federal-aid highway program obligations for FY 2026 is \$62,657,105,821.
 - c. The overall limitation on obligations shall be distributed pursuant to Section 11102(c) of the IIJA.
 - d. Unless otherwise specified, all obligation limitations are available for one fiscal year and will expire at the end of FY 2026.
3. **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.

4. **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. 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 2026 contract authority subject to obligation limitation is determined. The ratio calculated for FY 2026 under IIJA is 87.4 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 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 2026 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 TTP, which is not subject to the “lop off” of contract authority).

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

- a. After obligation limitation is determined for the allocated programs (and for 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 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 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 6, 7, 8, 9, and 10 of this Notice below).

6. 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 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 2026 are shown in Table 2.

7. 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 2026 are shown in Table 3.

8. 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 2026 are shown in Table 4.

9. **Is there any obligation limitation set aside for the minimum condition of the National Highway Safety 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 2026 are shown in Table 5.

10. **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 2026 are shown in Table 6.

11. 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.

12. **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, 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.

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

A handwritten signature in blue ink, appearing to read 'S. McMaster', is positioned above the printed name.

Sean McMaster
Administrator

Attachments

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OBLIGATION LIMITATION DISTRIBUTION
FOR FISCAL YEAR 2026 UNDER THE
INFRASTRUCTURE INVESTMENT AND JOBS ACT

STATE	FORMULA OBLIGATION LIMITATION
ALABAMA	935,776,376
ALASKA	589,440,549
ARIZONA	897,915,044
ARKANSAS	634,980,100
CALIFORNIA	4,405,766,924
COLORADO	647,832,394
CONNECTICUT	604,152,476
DELAWARE	203,450,051
DISTRICT OF COLUMBIA	195,877,192
FLORIDA	2,322,625,768
GEORGIA	1,584,418,091
HAWAII	185,611,136
IDAHO	354,456,703
ILLINOIS	1,666,908,681
INDIANA	1,145,011,380
IOWA	608,899,378
KANSAS	465,066,867
KENTUCKY	811,765,292
LOUISIANA	823,695,071
MAINE	220,986,125
MARYLAND	737,781,193
MASSACHUSETTS	651,097,961
MICHIGAN	1,266,397,109
MINNESOTA	787,910,376
MISSISSIPPI	583,274,213
MISSOURI	1,123,556,422
MONTANA	497,801,202
NEBRASKA	358,166,175
NEVADA	435,361,743
NEW HAMPSHIRE	204,803,614
NEW JERSEY	1,226,173,526
NEW MEXICO	438,881,291
NEW YORK	1,822,713,765
NORTH CAROLINA	1,274,953,652
NORTH DAKOTA	301,295,572
OHIO	1,589,252,731
OKLAHOMA	785,729,625
OREGON	597,866,813
PENNSYLVANIA	2,007,470,233
RHODE ISLAND	227,702,792
SOUTH CAROLINA	799,567,926
SOUTH DAKOTA	340,735,290
TENNESSEE	1,010,745,263
TEXAS	4,770,615,561
UTAH	424,598,924
VERMONT	245,550,248
VIRGINIA	1,218,178,776
WASHINGTON	674,795,918
WEST VIRGINIA	503,265,140
WISCONSIN	932,383,481
WYOMING	303,385,959
SUBTOTAL	47,446,648,092
Allocated Programs	13,512,947,709
Sections 154 and 164 Penalties	556,000,025
High Risk Rural Roads Special Rule	102,914,930
Vulnerable Road User Safety Special Rule	380,952,588
NHS Bridges Penalty	478,505,815
Interstate System Penalty	179,136,662
TOTAL	62,657,105,821

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

PENALTY FUNDS AND ASSOCIATED OBLIGATION LIMITATION
FOR FISCAL YEAR 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	25,508,722
ARIZONA	0	0
ARKANSAS	0	0
CALIFORNIA	98,949,067	86,499,258
COLORADO	15,321,598	13,393,829
CONNECTICUT	14,109,468	12,334,209
DELAWARE	4,828,700	4,221,151
DISTRICT OF COLUMBIA	0	0
FLORIDA	0	0
GEORGIA	0	0
HAWAII	9,725,432	8,501,774
IDAHO	0	0
ILLINOIS	0	0
INDIANA	27,830,929	24,329,231
IOWA	0	0
KANSAS	0	0
KENTUCKY	0	0
LOUISIANA	42,176,096	36,869,484
MAINE	5,335,390	4,664,089
MARYLAND	0	0
MASSACHUSETTS	0	0
MICHIGAN	30,040,911	26,261,152
MINNESOTA	19,015,425	16,622,897
MISSISSIPPI	14,485,040	12,662,527
MISSOURI	56,505,288	49,395,772
MONTANA	12,138,053	10,610,839
NEBRASKA	0	0
NEVADA	10,187,217	8,905,457
NEW HAMPSHIRE	0	0
NEW JERSEY	0	0
NEW MEXICO	10,913,428	9,540,296
NEW YORK	0	0
NORTH CAROLINA	0	0
NORTH DAKOTA	7,286,987	6,370,136
OHIO	76,511,014	66,884,370
OKLAHOMA	0	0
OREGON	14,709,239	12,858,517
PENNSYLVANIA	0	0
RHODE ISLAND	6,377,116	5,574,745
SOUTH CAROLINA	20,093,135	17,565,009
SOUTH DAKOTA	8,273,612	7,232,623
TENNESSEE	24,799,359	21,679,094
TEXAS	0	0
UTAH	0	0
VERMONT	5,850,267	5,114,184
VIRGINIA	29,541,741	25,824,788
WASHINGTON	19,598,865	17,132,928
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	15,070,740	13,174,534
SUBTOTAL	628,854,301	549,731,615
PUERTO RICO	7,172,094	6,268,410
TOTAL	636,026,395	556,000,025

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 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	4,124,978
ALASKA	0	0
ARIZONA	0	0
ARKANSAS	0	0
CALIFORNIA	17,563,128	17,563,128
COLORADO	2,826,084	2,826,084
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	6,048,546
INDIANA	0	0
IOWA	0	0
KANSAS	3,150,110	3,150,110
KENTUCKY	2,879,986	2,879,986
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	1,487,814	1,487,814
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	0	0
OREGON	2,440,120	2,440,120
PENNSYLVANIA	5,766,894	5,766,894
RHODE ISLAND	0	0
SOUTH CAROLINA	4,017,538	4,017,538
SOUTH DAKOTA	1,517,100	1,517,100
TENNESSEE	4,236,520	4,236,520
TEXAS	14,572,152	14,572,152
UTAH	1,331,318	1,331,318
VERMONT	900,000	900,000
VIRGINIA	4,459,774	4,459,774
WASHINGTON	3,144,572	3,144,572
WEST VIRGINIA	1,611,316	1,611,316
WISCONSIN	0	0
WYOMING	907,818	907,818
TOTAL	102,914,930	102,914,930

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VULNERABLE ROAD USER (VRU) SAFETY SPECIAL RULE FUNDS AND ASSOCIATED
OBLIGATION LIMITATION FOR FISCAL YEAR 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	6,494,469
ARIZONA	9,078,806	9,078,806
ARKANSAS	6,483,700	6,483,700
CALIFORNIA	42,919,226	42,919,226
COLORADO	6,460,187	6,460,187
CONNECTICUT	6,254,621	6,254,621
DELAWARE	2,026,456	2,026,456
DISTRICT OF COLUMBIA	1,910,323	1,910,323
FLORIDA	24,611,729	24,611,729
GEORGIA	15,862,098	15,862,098
HAWAII	2,042,027	2,042,027
IDAHO	0	0
ILLINOIS	16,719,183	16,719,183
INDIANA	11,548,612	11,548,612
IOWA	0	0
KANSAS	0	0
KENTUCKY	8,535,231	8,535,231
LOUISIANA	8,967,659	8,967,659
MAINE	2,248,848	2,248,848
MARYLAND	7,333,673	7,333,673
MASSACHUSETTS	7,253,809	7,253,809
MICHIGAN	12,542,532	12,542,532
MINNESOTA	0	0
MISSISSIPPI	0	0
MISSOURI	0	0
MONTANA	0	0
NEBRASKA	0	0
NEVADA	4,472,192	4,472,192
NEW HAMPSHIRE	0	0
NEW JERSEY	12,040,678	12,040,678
NEW MEXICO	4,711,833	4,711,833
NEW YORK	20,045,897	20,045,897
NORTH CAROLINA	12,867,711	12,867,711
NORTH DAKOTA	0	0
OHIO	0	0
OKLAHOMA	0	0
OREGON	6,229,723	6,229,723
PENNSYLVANIA	20,529,641	20,529,641
RHODE ISLAND	2,735,202	2,735,202
SOUTH CAROLINA	8,466,833	8,466,833
SOUTH DAKOTA	0	0
TENNESSEE	10,548,512	10,548,512
TEXAS	49,077,038	49,077,038
UTAH	4,379,227	4,379,227
VERMONT	0	0
VIRGINIA	12,782,033	12,782,033
WASHINGTON	8,327,231	8,327,231
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	0	0
SUBTOTAL	376,506,940	376,506,940
PUERTO RICO	5,086,554	4,445,648
TOTAL	381,593,494	380,952,588

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 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	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 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 COLUM	0	0	0	0	0	0
FLORIDA	0	0	0	0	0	0
GEORGIA	0	0	0	0	0	0
HAWAII	12,640,770	12,640,770	977,173	854,225	13,617,943	13,494,995
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	128,188,535	9,909,391	8,662,588	138,097,926	136,851,123
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	140,829,305	10,886,564	9,516,813	151,715,869	150,346,118
PUERTO RICO	30,577,394	26,724,642	2,363,732	2,065,902	32,941,126	28,790,544
TOTAL	171,406,699	167,553,947	13,250,296	11,582,715	184,656,995	179,136,662

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