

Obligation Rates for the Highway Safety Improvement Program

An obligation is a definite commitment that creates a legal liability of the government for the payment, or a legal duty on the part of the United States that could mature into a legal liability by virtue of actions on the part of the State or local public agency (LPA). A Federal agency incurs an obligation when it records an obligation under a grant agreement to pay the State (or LPA) for the Federal share of a project's eligible cost. This commitment is generally made as both the Federal and State governments agree to specific project expenditures based upon a defined scope of work. Under the Highway Safety Improvement Program (HSIP), obligations are recorded against HSIP funds that were distributed via a formula provided in the law; these funds are commonly referred to as an apportionment. From the Federal perspective, the obligation to apportionment ratio is a way to represent the degree to which a State is using HSIP funds, as shown in Table 1 below. Using apportionment figures for the calculations addresses two issues: 1) funding available is subject to transfer activities and 2) apportionments more accurately represent the extent to which States are using HSIP as a funding source.

HSIP funding obligation rates are not necessarily a reflection of a State's commitment to safety. There are many other ways to fund safety improvements. This summary does not show why obligations rates are high or low, or how safe highways may be in each State, as the information below does not include safety improvements that are planned, but not yet obligated, does not include transfer of funds to another agency, and does not reflect safety spending through other core programs such as the Surface Transportation Block Grant Program or the National Highway Performance Program, or funded by non-Federal funds.

HSIP Cumulative Obligations vs. Cumulative Apportionments Through Fiscal Year 2022

Table 1 illustrates the ratio of the HSIP cumulative obligations to the cumulative apportionments for each State through the end of Fiscal Year (FY) 2022, which goes from October 1, 2021 through September 30, 2022. FY 2015 through FY 2019 includes combined funds from the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. FY 2020 through FY 2021 includes funds only from the FAST Act. FY 2022 includes combined funds from the FAST Act and the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL). The obligation rates include the Railway-Highway Crossings Program (RHCP) and the High Risk Rural Roads (HRRR) Special Rule funding under MAP-21, the FAST Act and IIJA/BIL. MAP-21 (and the subsequent extension of MAP-21) was in effect from October 2013 through September 2015. The FAST Act was in effect from October 1, 2015 through October 1, 2021. The IIJA/BIL passed on November 15, 2021 but took effect on October 1, 2021.

Table 1: HSIP Cumulative Obligation Rates by State

STATE	FISCAL YEAR							
	MAP 21 & FAST ACT					FAST ACT ONLY		FAST ACT & IJJA/BIL
	2015	2016	2017	2018	2019	2020	2021	2022
Alabama	41.5%	51.3%	54.8%	60.4%	63.1%	67.4%	70.6%	71.4%
Alaska	98.0%	98.5%	98.8%	91.9%	82.9%	91.7%	86.6%	91.2%
Arizona	56.4%	65.3%	77.5%	74.1%	66.4%	46.3%	53.6%	59.9%
Arkansas	27.9%	51.1%	59.9%	74.5%	80.2%	117.7%	101.9%	97.4%
California	86.3%	108.3%	123.6%	135.2%	139.2%	200.6%	216.1%	212.3%
Colorado	65.3%	63.2%	75.4%	73.1%	71.3%	52.3%	59.2%	67.8%
Connecticut	51.4%	61.0%	67.0%	77.7%	77.6%	92.8%	89.7%	89.4%
Delaware	92.9%	91.7%	97.6%	99.5%	88.4%	81.9%	87.5%	95.3%
District of Columbia	54.0%	94.1%	98.9%	99.0%	99.9%	95.9%	93.6%	94.2%
Florida	79.9%	79.3%	86.7%	87.5%	74.9%	71.3%	82.8%	83.1%
Georgia	65.5%	78.8%	85.3%	90.7%	88.5%	100.7%	103.7%	114.7%
Hawaii	1.3%	17.5%	55.4%	59.9%	56.9%	42.0%	57.8%	79.1%
Idaho	29.8%	44.7%	56.4%	71.0%	69.2%	79.7%	82.3%	96.7%
Illinois	60.7%	74.6%	71.3%	78.4%	79.9%	70.0%	74.9%	75.7%
Indiana	17.1%	28.4%	31.5%	37.9%	37.8%	48.7%	53.1%	61.0%
Iowa	67.5%	69.2%	70.1%	75.8%	75.0%	61.2%	64.3%	74.2%
Kansas	56.3%	52.9%	65.8%	71.5%	76.0%	73.3%	83.2%	86.0%
Kentucky	43.1%	48.5%	59.1%	69.4%	64.7%	84.3%	86.3%	88.4%
Louisiana	73.0%	90.9%	85.5%	89.8%	96.0%	87.5%	81.8%	85.9%
Maine	91.1%	90.6%	91.7%	89.2%	91.6%	81.9%	76.9%	85.1%
Maryland	33.1%	42.5%	40.8%	41.6%	36.3%	22.5%	36.4%	45.3%
Massachusetts	97.0%	95.5%	100.1%	98.6%	95.8%	91.3%	85.4%	87.8%
Michigan	85.8%	81.8%	87.6%	88.2%	90.0%	83.6%	85.8%	84.6%
Minnesota	45.8%	52.7%	60.8%	65.4%	66.1%	61.7%	63.2%	71.6%
Mississippi	100.0%	100.0%	99.3%	98.5%	93.0%	96.6%	97.2%	97.7%
Missouri	59.2%	65.6%	86.8%	98.5%	98.0%	94.0%	94.0%	95.3%
Montana	59.6%	78.8%	81.0%	82.6%	74.2%	65.5%	74.0%	95.3%
Nebraska	79.8%	77.9%	81.0%	79.8%	83.4%	67.0%	76.6%	66.0%
Nevada	98.8%	97.7%	93.6%	88.6%	81.8%	66.8%	70.1%	68.5%
New Hampshire	89.9%	93.0%	89.0%	87.3%	86.8%	78.7%	77.5%	79.6%
New Jersey	44.8%	52.9%	51.7%	54.6%	54.6%	43.9%	50.9%	64.1%
New Mexico	44.9%	49.7%	59.3%	70.7%	71.6%	77.8%	80.6%	84.4%
New York	58.9%	56.7%	80.1%	82.2%	71.7%	69.8%	75.9%	79.9%

STATE	FISCAL YEAR							
	MAP 21 & FAST ACT					FAST ACT ONLY		FAST ACT & IJJA/BIL
	2015	2016	2017	2018	2019	2020	2021	2022
North Carolina	73.2%	80.3%	84.5%	87.0%	84.1%	91.5%	93.7%	94.5%
North Dakota	72.5%	75.1%	84.9%	93.6%	95.1%	107.9%	112.8%	114.7%
Ohio	99.3%	99.3%	87.7%	89.4%	87.5%	90.1%	97.1%	97.7%
Oklahoma	88.5%	91.1%	94.4%	96.1%	89.5%	89.7%	93.1%	90.1%
Oregon	57.3%	78.7%	80.5%	73.4%	69.0%	64.6%	69.5%	76.7%
Pennsylvania	64.9%	78.7%	77.8%	79.3%	78.1%	69.3%	73.9%	75.3%
Rhode Island	53.6%	50.7%	57.4%	67.4%	73.4%	68.7%	78.3%	86.9%
South Carolina	97.0%	87.6%	86.5%	89.4%	79.3%	73.8%	69.8%	80.7%
South Dakota	16.3%	59.7%	99.8%	128.0%	121.5%	177.9%	200.7%	208.5%
Tennessee	72.0%	83.3%	88.4%	89.0%	87.5%	87.1%	91.4%	88.8%
Texas	89.8%	91.2%	91.0%	89.8%	80.5%	77.5%	82.4%	85.7%
Utah	93.4%	88.9%	94.6%	89.6%	90.3%	95.8%	96.2%	96.3%
Vermont	53.6%	72.1%	81.2%	82.6%	78.0%	84.3%	81.9%	88.4%
Virginia	77.4%	85.7%	86.8%	86.1%	78.4%	67.0%	68.6%	65.3%
Washington	62.2%	79.1%	79.4%	78.9%	82.1%	72.6%	83.5%	81.6%
West Virginia	34.9%	44.1%	54.4%	85.9%	89.9%	93.7%	76.9%	78.3%
Wisconsin	4.8%	19.4%	32.8%	36.7%	36.5%	33.5%	44.1%	51.2%
Wyoming	79.9%	76.4%	85.7%	91.7%	97.7%	83.4%	83.0%	81.9%
Total	68.6%	76.6%	82.4%	86.2%	83.6%	86.7%	91.5%	94.3%

Funding Transferred to Other Core Apportioned Programs Through Fiscal Year 2022

A funding transfer involves the shifting of the budget (contract) authority in one fund account to another. The HSIP is subject to the transfer provision under section 126 of Title 23, United States Code (U.S.C.). Under this provision, States are permitted to transfer up to 50 percent of their HSIP funds apportioned for the fiscal year to any other eligible core apportioned program. As of September 30, 2022, 30 States transferred FAST Act funds out of the HSIP into to other core apportioned programs and 7 States transferred funds from other core apportioned programs into the HSIP. Table 2 below shows the transfer amounts and rates from FY 2016 through FY 2022. Table 2 does not include transfer of funds to another agency.

Table 2: HSIP FAST Act Funding Transferred To/From Other Core Apportioned Programs

STATE	TOTAL HSIP FUNDS TRANSFERRED (2016-2022)	TOTAL HSIP APPORTIONMENTS (2016-2022)	TRANSFER RATE
ALABAMA	(\$47,251,135.00)	\$325,599,610.00	-14.51%
ALASKA	\$14,282,155.00	\$221,203,428.00	6.46%
ARKANSAS	\$32,483,938.80	\$220,997,984.00	14.70%
CALIFORNIA	\$1,609,798,738.50	\$1,448,259,394.00	111.15%
COLORADO	(\$35,192,970.00)	\$205,860,234.00	-17.10%
CONNECTICUT	(\$17,501,867.00)	\$212,332,022.00	-8.24%
FLORIDA	(\$95,549,529.00)	\$856,329,188.00	-11.16%
GEORGIA	\$131,317,367.00	\$509,912,553.00	25.75%
INDIANA	(\$171,750,631.00)	\$383,225,708.00	-44.82%
IOWA	(\$31,500,000.00)	\$196,589,623.00	-16.02%
KANSAS	(\$7,420,302.00)	\$131,886,364.00	-5.63%
KENTUCKY	(\$26,614,768.02)	\$285,094,485.00	-9.34%
MAINE	(\$6,500,000.00)	\$76,185,191.00	-8.53%
MARYLAND	(\$85,329,939.50)	\$250,510,458.00	-34.06%
MASSACHUSETTS	(\$22,000,000.00)	\$239,878,149.00	-9.17%
MICHIGAN	(\$36,444,637.74)	\$416,421,864.00	-8.75%
MINNESOTA	(\$63,777,594.60)	\$258,861,935.00	-24.64%
MONTANA	(\$2,440,730.00)	\$175,278,137.00	-1.39%
NEVADA	(\$48,381,254.31)	\$149,299,221.00	-32.41%
NEW HAMPSHIRE	(\$4,792,769.00)	\$67,435,204.00	-7.11%
NEW JERSEY	(\$146,936,258.50)	\$402,819,414.00	-36.48%
NEW MEXICO	(\$17,179,476.00)	\$153,667,597.00	-11.18%
NEW YORK	(\$154,969,065.00)	\$682,704,422.00	-22.70%
NORTH DAKOTA	\$24,038,597.03	\$88,603,542.00	27.13%
OKLAHOMA	(\$23,538,511.50)	\$267,071,993.00	-8.81%
OREGON	(\$44,520,108.99)	\$208,456,832.00	-21.36%
RHODE ISLAND	(\$14,526,780.00)	\$92,046,561.00	-15.78%
SOUTH CAROLINA	(\$46,087,388.00)	\$291,008,586.00	-15.84%
SOUTH DAKOTA	\$152,526,902.00	\$109,537,877.00	139.25%
TEXAS	(\$137,806,459.50)	\$1,588,978,633.00	-8.67%
UTAH	(\$46,615.00)	\$144,825,928.00	-0.03%
VERMONT	(\$5,610,244.00)	\$85,192,543.00	-6.59%
VIRGINIA	(\$14,331,240.00)	\$421,747,978.00	-3.40%
WASHINGTON	\$2,718,684.00	\$270,257,865.00	1.01%
WEST VIRGINIA	(\$30,376,685.00)	\$194,049,765.00	-15.65%

STATE	TOTAL HSIP FUNDS TRANSFERRED (2016-2022)	TOTAL HSIP APPORTIONMENTS (2016-2022)	TRANSFER RATE
WISCONSIN	(\$128,736,732.00)	\$313,232,208.00	-41.10%
WYOMING	(\$16,600,000.00)	\$112,629,846.00	-14.74%

RHCP Cumulative Obligations vs. Cumulative Apportionments Through Fiscal Year 2022

Rail-Highway Crossings Program (RHCP) Section 130 funds are set-aside from the HSIP apportionment. The RHCP set-aside funds are apportioned to States by formula. Table 3 illustrates the ratio of the RHCP (Section 130) set-aside obligations to the apportionments for each State through the end of Fiscal Year (FY) 2022. FY 2014 through FY 2019 includes combined funds from MAP-21 and the FAST Act. FY 2020 through FY 2021 includes funds only from the FAST Act. FY 2022 includes combined funds from the FAST Act and IIJA/BIL.

As noted above, RHCP funding obligation rates are not a reflection of a State's commitment to safety. This summary does not show why obligations rates are high or low, or how safe rail-highway crossings may be in each State, as the information in Table 3 does not include safety improvements that are planned, but not yet obligated, and does not reflect safety spending through other core programs.

Table 3: RHCP Cumulative Obligation Rates by State

STATE	FISCAL YEAR							
	MAP-21 & FAST ACT					FAST ACT ONLY		FAST ACT & IIJA/BIL
	2015	2016	2017	2018	2019	2020	2021	2022
Alabama	4.7%	34.7%	53.1%	47.1%	34.6%	14.9%	28.9%	27.6%
Alaska	100.0%	100.0%	100.0%	98.3%	100.0%	87.6%	66.9%	85.6%
Arizona	43.3%	55.3%	59.4%	51.8%	45.8%	33.8%	39.5%	47.7%
Arkansas	31.3%	36.6%	44.1%	48.9%	59.3%	59.9%	53.1%	64.8%
California	9.7%	22.0%	53.5%	60.3%	59.7%	52.4%	58.4%	67.9%
Colorado	21.6%	24.2%	37.8%	47.1%	70.8%	53.9%	89.4%	95.2%
Connecticut	9.6%	31.9%	47.6%	54.1%	61.2%	91.4%	97.4%	97.6%
Delaware	35.0%	42.5%	100.0%	100.0%	98.8%	89.1%	79.5%	77.1%
District of Columbia	62.4%	60.5%	100.0%	92.1%	99.0%	94.8%	79.8%	97.8%
Florida	92.2%	83.4%	95.5%	94.1%	89.8%	85.7%	94.7%	94.3%
Georgia	10.8%	25.8%	53.3%	57.1%	60.9%	58.3%	63.1%	63.9%
Hawaii	10.5%	32.4%	45.2%	47.6%	76.0%	97.0%	81.6%	84.1%
Idaho	2.7%	21.5%	41.1%	46.6%	52.7%	35.9%	39.4%	88.1%
Illinois	1.3%	47.1%	39.8%	47.0%	59.2%	43.4%	52.8%	57.4%
Indiana	10.1%	36.6%	37.8%	61.3%	68.6%	67.4%	60.2%	95.8%
Iowa	33.4%	35.4%	41.9%	49.4%	61.9%	57.2%	55.5%	63.5%

STATE	FISCAL YEAR							
	MAP-21 & FAST ACT					FAST ACT ONLY		FAST ACT & IJJA/BIL
	2015	2016	2017	2018	2019	2020	2021	2022
Kansas	75.1%	57.5%	79.0%	93.5%	82.0%	73.8%	76.2%	74.9%
Kentucky	8.1%	35.4%	36.0%	46.1%	82.2%	57.9%	59.7%	58.1%
Louisiana	62.8%	64.7%	58.7%	58.3%	59.2%	42.2%	51.8%	57.5%
Maine	27.2%	25.0%	32.9%	22.7%	39.4%	32.0%	43.9%	60.4%
Maryland	45.6%	54.5%	61.6%	50.6%	51.3%	37.1%	47.4%	46.3%
Massachusetts	94.4%	83.0%	94.9%	91.1%	93.1%	68.8%	54.2%	65.4%
Michigan	21.0%	32.4%	45.3%	52.7%	65.3%	60.0%	57.1%	57.2%
Minnesota	29.2%	34.5%	38.4%	48.3%	51.3%	35.5%	43.8%	63.6%
Mississippi	100.0%	100.0%	94.2%	87.6%	75.3%	97.0%	97.5%	97.8%
Missouri	93.8%	92.3%	86.8%	85.8%	81.1%	71.6%	66.0%	73.6%
Montana	77.7%	78.0%	91.4%	96.9%	89.3%	85.8%	82.3%	87.9%
Nebraska	1.0%	34.5%	61.2%	59.8%	79.3%	55.9%	60.9%	64.3%
Nevada	77.8%	61.2%	61.4%	54.7%	52.6%	29.0%	64.8%	88.9%
New Hampshire	43.3%	46.3%	42.1%	47.5%	50.2%	31.9%	41.6%	57.2%
New Jersey	96.7%	92.1%	98.2%	95.1%	95.9%	79.3%	94.0%	97.8%
New Mexico	41.0%	64.7%	68.0%	62.9%	62.5%	37.4%	45.9%	50.6%
New York	29.8%	47.1%	42.9%	46.3%	59.9%	53.0%	53.3%	58.0%
North Carolina	85.6%	90.0%	91.7%	91.2%	78.7%	57.9%	66.1%	68.4%
North Dakota	12.6%	59.2%	71.9%	78.5%	82.6%	77.0%	81.7%	87.8%
Ohio	97.9%	99.2%	100.0%	96.2%	100.0%	97.0%	97.4%	97.8%
Oklahoma	44.8%	47.5%	64.3%	72.6%	75.6%	62.1%	92.5%	97.8%
Oregon	36.9%	45.8%	51.3%	53.7%	60.0%	53.5%	50.1%	76.2%
Pennsylvania	1.3%	24.0%	37.0%	47.7%	60.5%	45.8%	52.7%	57.3%
Rhode Island	36.9%	22.3%	35.6%	48.8%	61.1%	45.0%	53.4%	67.9%
South Carolina	70.2%	53.3%	68.2%	79.4%	69.4%	51.9%	59.0%	86.8%
South Dakota	15.8%	24.3%	36.6%	56.4%	60.2%	48.7%	56.5%	81.7%
Tennessee	14.7%	66.5%	82.1%	68.4%	63.4%	53.7%	73.6%	85.0%
Texas	57.7%	55.9%	53.3%	47.7%	45.2%	17.2%	41.5%	49.2%
Utah	46.8%	40.4%	46.4%	56.1%	81.2%	91.3%	89.2%	84.4%
Vermont	0.0%	92.5%	98.0%	85.3%	72.5%	86.4%	92.2%	83.7%
Virginia	50.0%	50.3%	47.3%	51.6%	43.9%	25.7%	23.1%	24.7%
Washington	16.4%	55.9%	47.1%	58.7%	74.2%	61.8%	63.6%	65.4%
West Virginia	53.6%	58.4%	52.4%	48.6%	67.9%	59.5%	64.0%	69.1%
Wisconsin	21.2%	21.0%	25.3%	32.4%	39.5%	28.4%	36.9%	41.2%

STATE	FISCAL YEAR							
	MAP-21 & FAST ACT					FAST ACT ONLY		FAST ACT & IJJA/BIL
	2015	2016	2017	2018	2019	2020	2021	2022
Wyoming	60.9%	54.5%	57.3%	65.5%	73.1%	50.9%	58.3%	68.4%
Total	40.4%	51.0%	59.3%	62.7%	66.1%	54.9%	61.5%	69.0%

Updated November 2022