



U.S. Department  
of Transportation

**Federal Highway  
Administration**

# Notice

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Subject:

**REVISED DISTRIBUTION OF FEDERAL-AID HIGHWAY PROGRAM  
OBLIGATION LIMITATION FOR FISCAL YEAR (FY) 2021**

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Classification Code

Date

Office of Primary Interest

**N4520.269**

March 4, 2021

**HCFB-10**

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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 Department of Transportation Appropriations Act, 2021, title I of division L, Public Law (Pub. L.) 116-260. This Notice reflects the full-year distribution of obligation limitation for FY 2021.
2. **Does this Notice cancel FHWA Notice 4520.268?** Yes, this Notice cancels the Federal Highway Administration (FHWA) Notice 4520.268, Distribution of Federal-aid Highway Program Obligation Limitation for FY 2020, dated January 15, 2021. The revision to the obligation limitation notice is required due to the final outcome of the documentation and “general practice” certification review processes for Alabama and Oklahoma, which were subject to penalties under section 164 of title 23, United States Code (U.S.C.). The National Highway Traffic Safety Administration (NHTSA) has determined that Alabama and Oklahoma were in compliance with section 164 on October 1, 2020. The obligation limitation previously reserved under section 164 for Alabama and Oklahoma is restored to such States as formula obligation limitation.

In addition, FHWA discovered a calculation error for the High Risk Rural Road (HRRR) Special Rule determination. As a result, Alabama and Idaho do not trigger the HRRR Special Rule for FY 2021. The obligation limitation previously set aside under the HRRR Special Rule for Alabama and Idaho is restored to such States as formula obligation limitation.

3. **What is the overall limitation on obligations, and what provision determines its distribution?**
  - a. The Department of Transportation Appropriations Act, 2021, provides an overall limitation on Federal-aid highway program obligations for FY 2021 of \$46,365,092,000.
  - b. Section 120 of the Department of Transportation Appropriations Act, 2021, provides the distribution methodology for the overall limitation on Federal-aid highway program obligations.

c. Unless otherwise specified, all obligation limitation is available for 1 fiscal year and will expire at the end of FY 2021.

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, 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 2021.

**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, as continued by the Continuing Appropriations Act, 2021 and Other Extensions Act (Pub. L. 116-159). Pursuant to the Department of Transportation Appropriations Act, 2021, the limitation on FHWA administrative expenses is \$475,649,049 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 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 (or 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 2021 contract authority subject to obligation limitation is determined. The ratio calculated for FY 2021 under the Department of Transportation Appropriations Act, 2021, is 88.9 percent.
- d. Obligation limitation is distributed 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 2021 by the above ratio. The authorized contract authority that is not provided associated obligation limitation is “lopped off” (deducted), 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 provided 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 FY 2021 apportionments subject to the obligation

limitation for each State bear to the total FY 2021 apportionments subject to the obligation limitation for all States.

- b. The attached Table 1 shows the amount of FY 2021 formula obligation limitation distributed to each State, net of any obligation limitation associated with transfer or withholding penalty funding, or set aside under the high risk rural roads special rule, or set aside for the minimum condition of National Highway System (NHS) bridges penalty, or set aside for 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 2021 as determined by 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.
- 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 2021 are shown in Table 2.

**8. How is the distribution of the obligation limitation affected by a penalty that requires that funds be withheld from apportionment to a State and lapsed immediately, such as required by 49 U.S.C. 31314?** The formula obligation limitation associated with any funds withheld from apportionment and lapsed immediately due to such a penalty is distributed to the States pursuant to the Department of Transportation Appropriations Act, 2021. See paragraph 6 for how obligation limitation is distributed to the States.

**9. 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 2021 are shown in Table 3.

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 its NHS structurally deficient 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 2021 are shown in Table 4.

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 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, such a 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, such a 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 the 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 2021 are shown in Table 5.
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 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. States that are subject to the provision in FY 2021 under 23 U.S.C. 148(i) include: Alaska, California, Connecticut, District of Columbia, Florida, Georgia, Idaho, Illinois, Kansas, Kentucky, Louisiana, Maryland, Michigan, Missouri, Nebraska, New Mexico, North Carolina, Ohio, Oregon, Pennsylvania, Rhode Island, Utah, Virginia, Washington, and Wisconsin. Such States were previously notified under separate cover from FHWA.
  - c. A State identified under subparagraph (b) is required to use FY 2021 formula obligation limitation on HSIP projects in an amount equal to such State's FY 2017 HSIP apportionment. The FY 2017 HSIP apportionment amounts are reflected in Table 1 of FHWA Notice N4510.810 ([https://www.fhwa.dot.gov/legregs/directives/notices/n4510810/n4510810\\_t1.cfm](https://www.fhwa.dot.gov/legregs/directives/notices/n4510810/n4510810_t1.cfm)).
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., or title VI of the Fixing America's Surface Transportation Act, as continued by the Continuing Appropriations Act, 2021 and Other Extensions Act, 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 2021.
  - 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, 2021, the Secretary will revise the distribution of obligation authority made available if a State does not plan to obligate the amount distributed during FY 2021 and redistribute such amount to those States able to obligate amounts in addition to those previously distributed during FY 2021. Procedures for this process (known as August Redistribution) will be provided via a separate notice to be issued in July 2021.

14. **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 black ink, appearing to read "Stephanie Pollack". The signature is written in a cursive, flowing style.

Stephanie Pollack  
Acting Administrator

Attachments

U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

OBLIGATION LIMITATION DISTRIBUTION  
FOR FISCAL YEAR 2021 UNDER THE DEPARTMENT  
OF TRANSPORTATION APPROPRIATIONS ACT, 2021

STATE	FORMULA OBLIGATION LIMITATION <sup>1</sup>
ALABAMA	727,464,537
ALASKA	460,449,129
ARIZONA	702,253,664
ARKANSAS	496,506,146
CALIFORNIA	3,457,244,286
COLORADO	505,573,956
CONNECTICUT	472,292,698
DELAWARE	158,950,611
DISTRICT OF COLUMBIA	150,054,137
FLORIDA	1,816,269,184
GEORGIA	1,238,888,539
HAWAII	155,437,389
IDAHO	274,395,695
ILLINOIS	1,291,861,301
INDIANA	894,465,709
IOWA	471,299,467
KANSAS	362,415,215
KENTUCKY	637,146,974
LOUISIANA	639,864,196
MAINE	173,358,068
MARYLAND	576,991,339
MASSACHUSETTS	488,464,797
MICHIGAN	1,010,574,290
MINNESOTA	612,161,019
MISSISSIPPI	453,492,810
MISSOURI	887,795,157
MONTANA	384,932,678
NEBRASKA	277,251,202
NEVADA	341,471,628
NEW HAMPSHIRE	158,564,897
NEW JERSEY	958,924,223
NEW MEXICO	342,567,149
NEW YORK	1,612,282,890
NORTH CAROLINA	995,901,162
NORTH DAKOTA	232,999,874
OHIO	1,259,562,034
OKLAHOMA	608,152,307
OREGON	469,032,889
PENNSYLVANIA	1,574,602,105
RHODE ISLAND	169,377,332
SOUTH CAROLINA	627,814,046
SOUTH DAKOTA	264,675,713
TENNESSEE	793,079,562
TEXAS	3,742,573,253
UTAH	331,772,774
VERMONT	190,623,745
VIRGINIA	951,051,780
WASHINGTON	636,637,378
WEST VIRGINIA	382,533,467
WISCONSIN	721,749,081
WYOMING	235,058,863
SUBTOTAL	37,378,862,345
Allocated Programs	8,316,023,530
Sections 154 and 164 Penalties	381,704,639
High Risk Rural Roads Special Rule	19,216,752
NHS Bridges Penalty	239,482,398
Interstate System Penalty	29,802,336
TOTAL	46,365,092,000

<sup>1</sup> The distribution of formula obligation limitation has been calculated based on the FY 2021 apportionments subject to obligation limitation net of any penalty funds withheld from apportionment and lapsed immediately for a State under section 31314 of title 49, U.S.C.

U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

PENALTY FUNDS AND ASSOCIATED OBLIGATION LIMITATION  
FOR FISCAL YEAR 2021 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	23,219,272	20,658,066
ARIZONA	0	0
ARKANSAS	0	0
CALIFORNIA	77,669,547	69,102,193
COLORADO	12,128,204	10,790,400
CONNECTICUT	11,159,694	9,928,722
DELAWARE	3,833,289	3,410,457
DISTRICT OF COLUMBIA	0	0
FLORIDA	0	0
GEORGIA	0	0
HAWAII	7,731,526	6,878,698
IDAHO	0	0
ILLINOIS	0	0
INDIANA	22,168,109	19,722,852
IOWA	0	0
KANSAS	0	0
KENTUCKY	0	0
LOUISIANA	33,788,506	30,061,458
MAINE	4,245,699	3,777,376
MARYLAND	0	0
MASSACHUSETTS	0	0
MICHIGAN	0	0
MINNESOTA	15,147,310	13,476,483
MISSISSIPPI	11,589,588	10,311,196
MISSOURI	22,600,559	20,107,600
MONTANA	9,690,307	8,621,416
NEBRASKA	0	0
NEVADA	8,054,889	7,166,393
NEW HAMPSHIRE	0	0
NEW JERSEY	0	0
NEW MEXICO	8,720,491	7,758,576
NEW YORK	0	0
NORTH CAROLINA	0	0
NORTH DAKOTA	5,811,875	5,170,795
OHIO	30,353,051	27,004,952
OKLAHOMA	0	0
OREGON	11,739,211	10,444,315
PENNSYLVANIA	0	0
RHODE ISLAND	5,081,755	4,521,211
SOUTH CAROLINA	16,087,381	14,312,859
SOUTH DAKOTA	6,597,335	5,869,615
TENNESSEE	19,773,233	17,592,143
TEXAS	0	0
UTAH	0	0
VERMONT	4,653,294	4,140,012
VIRGINIA	23,513,539	20,919,874
WASHINGTON	15,600,139	13,879,363
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	12,023,258	10,697,030
SUBTOTAL	422,981,061	376,324,055
PUERTO RICO	6,052,400	5,380,584
TOTAL	429,033,461	381,704,639

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 2021 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	0	0
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	0	0
INDIANA	0	0
IOWA	0	0
KANSAS	0	0
KENTUCKY	0	0
LOUISIANA	3,085,174	3,085,174
MAINE	0	0
MARYLAND	0	0
MASSACHUSETTS	0	0
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	1,887,424	1,887,424
NEW YORK	0	0
NORTH CAROLINA	4,726,978	4,726,978
NORTH DAKOTA	0	0
OHIO	0	0
OKLAHOMA	0	0
OREGON	0	0
PENNSYLVANIA	0	0
RHODE ISLAND	900,000	900,000
SOUTH CAROLINA	0	0
SOUTH DAKOTA	0	0
TENNESSEE	0	0
TEXAS	0	0
UTAH	1,331,318	1,331,318
VERMONT	0	0
VIRGINIA	4,459,774	4,459,774
WASHINGTON	0	0
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	0	0
TOTAL	19,216,752	19,216,752

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 2021 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	0	0
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	239,482,398	239,482,398

U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

MINIMUM CONDITION OF INTERSTATE SYSTEM PENALTY FUNDS  
AND ASSOCIATED OBLIGATION LIMITATION FOR FISCAL YEAR 2021 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	2,862,835	2,862,835	244,340	217,388	3,107,175	3,080,223
FLORIDA	0	0	0	0	0	0
GEORGIA	0	0	0	0	0	0
HAWAII	0	0	0	0	0	0
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	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	2,862,835	2,862,835	244,340	217,388	3,107,175	3,080,223
PUERTO RICO	27,694,888	24,620,755	2,363,732	2,101,358	30,058,620	26,722,113
TOTAL	30,557,723	27,483,590	2,608,072	2,318,746	33,165,795	29,802,336

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