



U.S. Department
of Transportation

**Federal Highway
Administration**

Notice

Subject:

**DISTRIBUTION OF FEDERAL-AID HIGHWAY PROGRAM
OBLIGATION LIMITATION FOR FISCAL YEAR (FY) 2023**

Classification Code

Date

Office of Primary Interest

N4520.278

February 1, 2023

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 Department of Transportation Appropriations Act, 2023, Title I of division L, Public Law (Pub. L.) 117-328. This Notice reflects the full-year distribution of obligation limitation for FY 2023, and includes the period from October 1, 2022, through September 30, 2023.
2. **Does this Notice cancel FHWA Notice 4520.277?** Yes, this Notice cancels Federal Highway Administration (FHWA) Notice 4520.277, Distribution of Federal-aid Highway Program Obligation Limitation for the period beginning on October 1, 2022, and ending on December 16, 2022, dated October 20, 2022. A revised Notice was not issued for the two Continuing Resolutions (CR) covering the periods from December 17, 2022, to December 23, 2022, and from December 24, 2022, to December 30, 2022, due to the short duration of the CRs making distribution unfeasible from a programmatic standpoint.
3. **What is the overall limitation on obligations, and what provision determines its distribution?**
 - a. The Department of Transportation Appropriations Act, 2023, provides an overall limitation on Federal-aid highway program obligations for FY 2023 of \$58,764,510,674.
 - b. Section 120 of the Department of Transportation Appropriations Act, 2023, 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 2023.
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 2023.

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. Pursuant to the Department of Transportation Appropriations Act, 2023, the limitation on FHWA administrative expenses is \$473,535,991 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 2023 contract authority subject to obligation limitation is determined. The ratio calculated for FY 2023 under the Department of Transportation Appropriations Act, 2023, is 87.8 percent.
- d. Obligation limitation is determined for each of the allocated programs (other than those allocated programs for which obligation limitation has already been provided) and for the TTP and the Access Program. The amount of obligation limitation for each such program is determined by multiplying the amount of contract authority authorized for FY 2023 by the above ratio. The authorized amount of contract authority that is not provided associated obligation limitation is “lopped off,” resulting in equal amounts of contract authority and obligation limitation available for such programs (except for the TTP, which is not subject to the “lop off” of contract authority).

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

- a. After obligation limitation is determined for the allocated programs (and for the TTP and the Access Program) as described above, the remaining amount of obligation limitation is distributed among the States as formula obligation limitation. The formula obligation limitation is distributed among the States in the proportions that the FY 2023 apportionments subject to the obligation limitation for each State bear to the total FY 2023 apportionments subject to the obligation limitation for all States.
- b. The attached Table 1 shows the amount of formula obligation limitation distributed to each State, net of any obligation limitation associated with transfer penalty funding or associated with set asides under the high-risk rural roads special rule, the vulnerable road user safety special rule, the minimum condition of National Highway System (NHS) bridges penalty, or the minimum condition of Interstate System penalty (see paragraphs 7, 8, 9, 10, and 11 of this Notice below).

7. **Is there any obligation limitation associated with transfer penalty funds?**
- a. Yes, obligation limitation is associated with transfer penalty funds for those States that failed to meet the provisions of section 154 of Title 23, U.S.C. (Open Container Requirements) or section 164 of Title 23, U.S.C. (Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Driving Under the Influence) for FY 2023 as determined by the National Highway Traffic Safety Administration.
 - b. Along with the transfer penalty funds under section 154 and section 164 of Title 23, U.S.C., the associated obligation limitation will be reserved and then released for use on eligible Highway Safety Improvement Program (HSIP) activities under section 148 of Title 23, U.S.C., or transferred to the State's highway safety program under section 402 of Title 23, U.S.C.
 - c. The amount of obligation limitation associated with the transfer penalty funds is determined by multiplying the amount of the transfer penalty funds by the ratio of a State's formula obligation limitation to that State's apportionments subject to the obligation limitation.
 - d. The amounts of transfer penalty funds and associated obligation limitation for FY 2023 are shown in Table 2.
8. **Is there any obligation limitation set aside under the special rule for high-risk rural roads?**
- a. Section 148(g)(1) of Title 23, U.S.C., contains a special rule for high-risk rural road safety. The special rule requires that, if the fatality rate on rural roads in a State increases over the most recent 2-year period for which data are available, the State must obligate during the next fiscal year for projects on high-risk rural roads, an amount at least equal to 200 percent of its FY 2009 high-risk rural roads set-aside.
 - b. The requirement to obligate such amounts during the next fiscal year is implemented by a set-aside of both HSIP funds and an equal amount of associated obligation limitation.
 - c. The amounts of high-risk rural roads special rule funds and associated obligation limitation for FY 2023 are shown in Table 3.
9. **Is there any obligation limitation set aside under the special rule for vulnerable road user safety?**
- a. Section 148(g)(3) of Title 23, U.S.C., contains a special rule for vulnerable road user safety. The special rule requires that, if the total annual fatalities of vulnerable road users in a State represents not less than 15 percent of the total

annual crash fatalities in the State, the State shall be required to obligate during the next fiscal year not less than 15 percent of the amounts apportioned to the State under section 104(b)(3) of Title 23, U.S.C., for highway safety improvement projects to address the safety of vulnerable road users.

- b. The requirement to obligate such amounts during the next fiscal year is implemented by a set-aside of both HSIP funds and an equal amount of associated obligation limitation.
- c. The amounts of vulnerable road user safety special rule funds and associated obligation limitation for FY 2023 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 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 2023 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 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, in 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 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 2023 are shown in Table 6.

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

- a. Section 148(i) of Title 23, U.S.C., requires that if the Secretary determines that a State has not met or made significant progress toward meeting the safety performance targets the State established under section 150(d) of Title 23, U.S.C., such State shall use obligation limitation equal to the State's HSIP apportionment for the fiscal year prior to the year in which the performance targets were set, only for highway safety improvement projects in the fiscal year after the provision is assessed.

- b. The following States are subject to the provision in FY 2023 under 23 U.S.C. 148(i): Alabama, Alaska, California, Colorado, Connecticut, Florida, Hawaii, Illinois, Kansas, Kentucky, Louisiana, Maryland, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, Puerto Rico, Rhode Island, South Carolina, Tennessee, Vermont, Washington, and Wisconsin. Such States were previously notified under separate cover from FHWA.
- c. A State, except for Puerto Rico, identified under subparagraph (b) is required to use FY 2023 formula obligation limitation on HSIP projects in an amount equal to such State's FY 2019 HSIP apportionment. The FY 2019 HSIP apportionment amounts are reflected in Table 1 of FHWA Notice N4510.831 (https://www.fhwa.dot.gov/legregs/directives/notices/n4510831/n4510831_t1.cfm). Puerto Rico is required to obligate in full their total annual allocation of Puerto Rico Highway Program funds received under 23 U.S.C. 165(b)(2)(C)(ii) for HSIP eligibilities.

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

- a. Contract authority for transportation research programs under chapter 5 of Title 23, U.S.C., Title VI of the Fixing America's Surface Transportation Act, or Title III of division A of the 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 2023.
- 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, 2023, the Secretary will revise the distribution of obligation authority made available if a State does not plan to obligate the amount distributed during FY 2023 and redistribute such amount to those States able to obligate amounts in addition to those previously distributed during FY 2023. Procedures for this process (known as August Redistribution) will be provided via a separate Notice to be issued in July 2023.

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 blue ink, consisting of a series of loops and a long horizontal stroke extending to the right.

Shailen P. Bhatt
Administrator

Attachments

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OBLIGATION LIMITATION DISTRIBUTION
FOR FISCAL YEAR 2023 UNDER THE DEPARTMENT
OF TRANSPORTATION APPROPRIATIONS ACT, 2023

STATE	FORMULA OBLIGATION LIMITATION
ALABAMA	889,623,858
ALASKA	557,945,622
ARIZONA	845,892,177
ARKANSAS	607,153,453
CALIFORNIA	4,169,831,540
COLORADO	615,931,414
CONNECTICUT	570,399,490
DELAWARE	192,591,112
DISTRICT OF COLUMBIA	185,424,746
FLORIDA	2,198,556,787
GEORGIA	1,499,857,816
HAWAII	188,475,657
IDAHO	334,207,962
ILLINOIS	1,579,827,671
INDIANA	1,094,701,767
IOWA	576,330,847
KANSAS	440,024,093
KENTUCKY	779,149,302
LOUISIANA	779,687,053
MAINE	211,248,842
MARYLAND	698,389,089
MASSACHUSETTS	611,281,840
MICHIGAN	1,217,808,486
MINNESOTA	749,196,643
MISSISSIPPI	546,226,612
MISSOURI	1,063,428,772
MONTANA	471,171,940
NEBRASKA	339,011,909
NEVADA	413,532,435
NEW HAMPSHIRE	191,990,698
NEW JERSEY	1,160,726,872
NEW MEXICO	415,339,807
NEW YORK	1,951,712,886
NORTH CAROLINA	1,206,629,782
NORTH DAKOTA	285,179,834
OHIO	1,494,387,509
OKLAHOMA	736,349,893
OREGON	565,812,824
PENNSYLVANIA	1,905,741,223
RHODE ISLAND	212,773,186
SOUTH CAROLINA	760,651,062
SOUTH DAKOTA	323,946,060
TENNESSEE	956,562,320
TEXAS	4,529,645,957
UTAH	403,192,352
VERMONT	230,031,776
VIRGINIA	1,164,890,070
WASHINGTON	771,277,675
WEST VIRGINIA	475,916,114
WISCONSIN	882,521,504
WYOMING	288,012,662
SUBTOTAL	45,340,201,001
Allocated Programs	12,247,586,594
Sections 154 and 164 Penalties	501,783,062
High Risk Rural Roads Special Rule	57,186,618
Vulnerable Road User Safety Special Rule	350,897,162
NHS Bridges Penalty	239,482,398
Interstate System Penalty	27,373,839
TOTAL	58,764,510,674

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

PENALTY FUNDS AND ASSOCIATED OBLIGATION LIMITATION
FOR FISCAL YEAR 2023 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	27,497,140	24,161,870
ARIZONA	0	0
ARKANSAS	0	0
CALIFORNIA	93,241,916	81,932,122
COLORADO	14,437,885	12,686,639
CONNECTICUT	13,295,666	11,682,966
DELAWARE	4,550,191	3,998,275
DISTRICT OF COLUMBIA	0	0
FLORIDA	0	0
GEORGIA	0	0
HAWAII	9,164,492	8,052,884
IDAHO	0	0
ILLINOIS	0	0
INDIANA	26,225,707	23,044,655
IOWA	0	0
KANSAS	0	0
KENTUCKY	0	0
LOUISIANA	39,743,478	34,922,786
MAINE	5,027,657	4,417,826
MARYLAND	0	0
MASSACHUSETTS	0	0
MICHIGAN	0	0
MINNESOTA	17,918,659	15,745,212
MISSISSIPPI	13,649,577	11,993,949
MISSOURI	53,246,196	46,787,690
MONTANA	11,437,959	10,050,590
NEBRASKA	0	0
NEVADA	9,599,642	8,435,252
NEW HAMPSHIRE	0	0
NEW JERSEY	0	0
NEW MEXICO	10,283,967	9,036,571
NEW YORK	0	0
NORTH CAROLINA	0	0
NORTH DAKOTA	6,866,690	6,033,794
OHIO	72,098,038	63,352,894
OKLAHOMA	0	0
OREGON	13,860,844	12,179,591
PENNSYLVANIA	0	0
RHODE ISLAND	6,009,300	5,280,401
SOUTH CAROLINA	18,934,209	16,637,581
SOUTH DAKOTA	7,796,409	6,850,742
TENNESSEE	23,368,989	20,534,443
TEXAS	0	0
UTAH	0	0
VERMONT	5,512,837	4,844,156
VIRGINIA	27,837,843	24,461,247
WASHINGTON	18,468,448	16,228,314
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	14,201,496	12,478,924
SUBTOTAL	564,275,235	495,831,374
PUERTO RICO	6,778,688	5,951,688
TOTAL	571,053,923	501,783,062

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 2023 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	4,093,716	4,093,716
ARKANSAS	0	0
CALIFORNIA	17,563,128	17,563,128
COLORADO	0	0
CONNECTICUT	1,502,890	1,502,890
DELAWARE	0	0
DISTRICT OF COLUMBIA	0	0
FLORIDA	0	0
GEORGIA	0	0
HAWAII	0	0
IDAHO	1,294,798	1,294,798
ILLINOIS	0	0
INDIANA	0	0
IOWA	0	0
KANSAS	3,150,110	3,150,110
KENTUCKY	0	0
LOUISIANA	0	0
MAINE	900,000	900,000
MARYLAND	0	0
MASSACHUSETTS	0	0
MICHIGAN	5,852,012	5,852,012
MINNESOTA	0	0
MISSISSIPPI	3,279,148	3,279,148
MISSOURI	0	0
MONTANA	0	0
NEBRASKA	0	0
NEVADA	0	0
NEW HAMPSHIRE	0	0
NEW JERSEY	0	0
NEW MEXICO	1,887,424	1,887,424
NEW YORK	0	0
NORTH CAROLINA	4,726,978	4,726,978
NORTH DAKOTA	0	0
OHIO	0	0
OKLAHOMA	0	0
OREGON	2,440,120	2,440,120
PENNSYLVANIA	0	0
RHODE ISLAND	900,000	900,000
SOUTH CAROLINA	0	0
SOUTH DAKOTA	0	0
TENNESSEE	4,236,520	4,236,520
TEXAS	0	0
UTAH	0	0
VERMONT	900,000	900,000
VIRGINIA	4,459,774	4,459,774
WASHINGTON	0	0
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	0	0
TOTAL	57,186,618	57,186,618

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VULNERABLE ROAD USER (VRU) SAFETY SPECIAL RULE FUNDS AND ASSOCIATED
OBLIGATION LIMITATION FOR FISCAL YEAR 2023 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	6,108,899	6,108,899
ARIZONA	8,523,852	8,523,852
ARKANSAS	0	0
CALIFORNIA	40,221,412	40,221,412
COLORADO	6,055,455	6,055,455
CONNECTICUT	5,873,781	5,873,781
DELAWARE	1,898,849	1,898,849
DISTRICT OF COLUMBIA	1,789,421	1,789,421
FLORIDA	23,122,207	23,122,207
GEORGIA	14,858,175	14,858,175
HAWAII	1,913,520	1,913,520
IDAHO	0	0
ILLINOIS	15,636,886	15,636,886
INDIANA	0	0
IOWA	0	0
KANSAS	0	0
KENTUCKY	0	0
LOUISIANA	8,411,066	8,411,066
MAINE	0	0
MARYLAND	6,905,232	6,905,232
MASSACHUSETTS	6,825,483	6,825,483
MICHIGAN	11,770,974	11,770,974
MINNESOTA	0	0
MISSISSIPPI	5,665,445	5,665,445
MISSOURI	0	0
MONTANA	0	0
NEBRASKA	0	0
NEVADA	4,197,679	4,197,679
NEW HAMPSHIRE	1,864,186	1,864,186
NEW JERSEY	11,326,418	11,326,418
NEW MEXICO	4,421,429	4,421,429
NEW YORK	18,845,018	18,845,018
NORTH CAROLINA	12,078,148	12,078,148
NORTH DAKOTA	0	0
OHIO	15,088,502	15,088,502
OKLAHOMA	7,350,907	7,350,907
OREGON	5,840,062	5,840,062
PENNSYLVANIA	19,299,908	19,299,908
RHODE ISLAND	2,566,675	2,566,675
SOUTH CAROLINA	7,953,170	7,953,170
SOUTH DAKOTA	0	0
TENNESSEE	9,877,855	9,877,855
TEXAS	46,118,374	46,118,374
UTAH	4,106,266	4,106,266
VERMONT	2,339,447	2,339,447
VIRGINIA	0	0
WASHINGTON	7,822,861	7,822,861
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	0	0
SUBTOTAL	346,677,562	346,677,562
PUERTO RICO	4,805,922	4,219,600
TOTAL	351,483,484	350,897,162

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 2023 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 2023 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	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	0	0	0	0	0	0
PUERTO RICO	28,813,761	25,298,482	2,363,732	2,075,357	31,177,493	27,373,839
TOTAL	28,813,761	25,298,482	2,363,732	2,075,357	31,177,493	27,373,839

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