



U.S. Department
of Transportation

**Federal Highway
Administration**

Notice

Subject:

**DISTRIBUTION OF FEDERAL-AID HIGHWAY PROGRAM
OBLIGATION LIMITATION FOR THE PERIOD BEGINNING ON
OCTOBER 1, 2024, AND ENDING ON MARCH 14, 2025**

Classification Code

N4520.288

Date

January 31, 2025

Office of Primary Interest

HCFB-10

1. **What is the purpose of this Notice?** This Notice is to advise the States of the distribution of the limitation on Federal-aid highway program obligations pursuant to the Continuing Appropriations Act, 2025, Division A, Public Law (Pub. L.) 118-83, as amended by the Further Continuing Appropriations Act, 2025, Division A, Pub. L. 118-158. This Notice reflects the distribution of obligation limitation for Fiscal Year (FY) 2025 for the period beginning on October 1, 2024, and ending on March 14, 2025.
2. **Does this Notice cancel FHWA Notice 4520.287?** Yes, this Notice cancels FHWA Notice 4520.287, Distribution of Federal-aid Highway Program Obligation Limitation for the period beginning on October 1, 2024, and ending on December 20, 2024, dated October 10, 2024.
3. **What is the overall limitation on obligations, and what provision determines its distribution?**
 - a. Section 101 of the Continuing Appropriations Act, 2025, as amended, sets an overall limitation on obligations at an annual rate for operations of \$60,095,782,888 for FY 2025. This annual rate for operations is equal to the obligation limitation made available in FY 2024 under the Department of Transportation Appropriations Act, 2024, Title I of Division F, Pub. L. 118-42.
 - b. The Continuing Appropriations Act, 2025, as amended, covers the period beginning on October 1, 2024, and ending on March 14, 2025 (165 days). The pro-rata for that period is 45.20 percent (165 days divided by 365 days). The pro-rata is applied to the distribution of obligation limitation calculated based on the annual rate for operations. Therefore, the total obligation limitation provided by this Notice is \$27,163,293,865 (\$60,095,782,888 multiplied by 45.20 percent).
 - c. Section 103 of the Continuing Appropriations Act, 2025, as amended, continues Section 120 of the Department of Transportation Appropriations Act, 2024, providing the distribution methodology for the overall limitation on Federal-aid highway program obligations.

- d. Upon the enactment of a full-year appropriations act or further continuing appropriations act, the distribution of obligation limitation will be revised, and additional obligation limitation will be provided as determined under the provisions of such law.
 - e. Unless otherwise specified, all obligation limitation is available for one fiscal year and will expire at the end of FY 2025.
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 2025.

5. **How are the obligation limitation amounts associated with allocated programs determined?**

- a. Obligation limitation is provided for administrative expenses and programs authorized under Section 104(a) of Title 23, U.S.C., and amounts authorized for the Bureau of Transportation Statistics (BTS). Pursuant to Section 101 of the Continuing Appropriations Act, 2025, as amended, the annual rate for operations for limitation on the Federal Highway Administration (FHWA) administrative expenses is \$483,551,671 (\$218,565,355 at the pro-rata of 45.20 percent). The annual rate for operations for limitation to be transferred to the Appalachian Regional Commission for administrative activities is \$3,248,000 (\$1,468,096 at the pro-rata of 45.20 percent). For the other programs for which funding is authorized under Section 104(a) of Title 23, U.S.C., and the BTS, the annualized amount of obligation limitation is provided equal to the contract authority for each such program.
- b. Obligation limitation is provided for the unobligated balances of contract authority for allocated programs (and for the apportioned Tribal Transportation Program (TTP) and the Federal Lands Access Program (Access Program)) that are carried over from previous fiscal years and for which obligation limitation had been provided in a previous fiscal year. The annualized amount of obligation limitation is equal to such unobligated balances of contract authority.
- c. The ratio between the remaining annualized amount of obligation limitation and the remaining FY 2025 contract authority subject to obligation limitation is determined. The ratio calculated for FY 2025 under the Continuing Appropriations Act, 2025, as amended, is 86.0 percent.
- d. Obligation limitation is determined for each of the allocated programs (other than those allocated programs for which obligation limitation has already been provided) and for the TTP and the Access Program. The annualized amount of obligation limitation for each such program is determined by multiplying the amount of contract authority authorized for FY 2025 by the above ratio. The authorized amount of contract authority that is not provided associated obligation limitation is “lopped off,” resulting in amounts of contract authority equal to the annualized amounts of obligation limitation available for such programs (except for the TTP, which is not subject to the “lop off” of contract authority).

- e. The obligation limitation for each of the allocated programs for the period beginning on October 1, 2024, and ending on March 14, 2025, is then determined by multiplying the annualized amount of obligation limitation for each allocated program by the pro-rata of 45.20 percent.

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

- a. After obligation limitation is determined for the allocated programs (and for the TTP and the Access Program) as described above, the remaining annualized amount of obligation limitation is distributed among the States as formula obligation limitation. The formula obligation limitation is distributed among the States in the proportions that the FY 2025 apportionments subject to the obligation limitation for each State bear to the total FY 2025 apportionments subject to the obligation limitation for all States.
- b. The formula obligation limitation available for the period beginning on October 1, 2024, and ending on March 14, 2025, is then determined by multiplying the annualized amount of formula obligation limitation for each State by the pro-rata of 45.20 percent.
- c. The attached Table 1 shows the amount of formula obligation limitation distributed to each State for the period beginning on October 1, 2024, and ending on March 14, 2025 (165 days) net of any obligation limitation associated with transfer penalty funding or associated with set asides under the high risk rural roads special rule, the vulnerable road user safety special rule, the minimum condition of National Highway System (NHS) bridges penalty, or the minimum condition of Interstate System penalty (see paragraphs 7, 8, 9, 10 and 11 of this Notice below).

7. **Is there any obligation limitation associated with transfer penalty funds?**

- a. Yes, obligation limitation is associated with transfer penalty funds for those States that failed to meet the provisions of Section 154 of Title 23, U.S.C. (Open Container Requirements) or Section 164 of Title 23, U.S.C. (Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Driving Under the Influence) for FY 2025 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, 2024, the reserved obligation limitation will be restored to the State's formula obligation limitation.

- c. The annualized amount of obligation limitation associated with the transfer penalty funds is determined by multiplying the amount of the transfer penalty funds by the ratio of a State's annualized formula obligation limitation to that State's apportionments subject to the obligation limitation.
- d. The obligation limitation associated with transfer penalty funds for the period beginning on October 1, 2024, and ending on March 14, 2025, is then determined by multiplying the annualized amount of obligation limitation associated with transfer penalty funds for each State by the pro-rata of 45.20 percent.
- e. The amounts of transfer penalty funds for FY 2025 and associated obligation limitation for the period beginning on October 1, 2024, and ending on March 14, 2025 (165 days) are shown in Table 2.

8. **Is there any obligation limitation set aside under the special rule for high risk rural roads?**

- a. Section 148(g)(1) of Title 23, U.S.C., contains a special rule for high risk rural road safety. The special rule requires that, if the fatality rate on rural roads in a State increases over the most recent 2-year period for which data are available, the State must obligate during the next fiscal year for projects on high risk rural roads an amount at least equal to 200 percent of its FY 2009 high risk rural roads set-aside.
- b. The requirement to obligate such amounts during the next fiscal year is implemented by a set-aside of both HSIP funds and, on an annualized basis, an equal amount of associated obligation limitation.
- c. The obligation limitation associated with the high risk rural road safety special rule for the period beginning on October 1, 2024, and ending on March 14, 2025, is then determined by multiplying the annualized amount of obligation limitation associated with the high risk rural road safety special rule for each State by the pro-rata of 45.20 percent.
- d. The amounts of high risk rural roads special rule funds for FY 2025 and associated obligation limitation for the period beginning on October 1, 2024, and ending on March 14, 2025 (165 days) are shown in Table 3.

9. **Is there any obligation limitation set aside under the special rule for vulnerable road user safety?**

- a. Section 148(g)(3) of Title 23, U.S.C., contains a special rule for vulnerable road user safety. The special rule requires that, if the total annual fatalities of

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

- b. The requirement to obligate such amounts during the next fiscal year is implemented by a set-aside of both HSIP funds and, on an annualized basis, an equal amount of associated obligation limitation.
- c. The obligation limitation associated with the vulnerable road user safety special rule for the period beginning on October 1, 2024, and ending on March 14, 2025, is then determined by multiplying the annualized amount of obligation limitation associated with the vulnerable road user safety special rule for each State by the pro-rata of 45.20 percent.
- d. The amounts of vulnerable road user safety special rule funds for FY 2025 and associated obligation limitation for the period beginning on October 1, 2024, and ending on March 14, 2025 (165 days) are shown in Table 4.

10. **Is there any obligation limitation set aside for the minimum condition of National Highway System bridges penalty?**

- a. Section 119(f)(2)(A) of Title 23, U.S.C., contains a penalty provision for States that for 3 consecutive years fail to maintain their NHS poor condition deck area at or below 10 percent. For the fiscal year after such a failure is determined, such a State must have an amount equal to 50 percent of its FY 2009 Highway Bridge Program apportionment set aside for use only on NHS bridge projects.
- b. Section 490.413(a)(1) of Title 23, Code of Federal Regulations (CFR), requires such penalty funds to be obligated in the year in which they are set aside.
- c. The requirement to obligate such amounts during the fiscal year is implemented by a set-aside of both National Highway Performance Program (NHPP) funds and, on an annualized basis, an equal amount of formula obligation limitation.
- d. The obligation limitation associated with the minimum condition of NHS bridges penalty for the period beginning on October 1, 2024, and ending on March 14, 2025, is then determined by multiplying the annualized amount of obligation limitation associated with the minimum condition of NHS bridges penalty for each State by the pro-rata of 45.20 percent.
- e. The amounts of the minimum condition of NHS bridges penalty funds for

FY 2025 and associated obligation limitation for the period beginning on October 1, 2024, and ending on March 14, 2025 (165 days) are shown in Table 5.

11. Is there any obligation limitation set aside for the minimum condition of Interstate System penalty?

- a. Section 119(f)(1)(A) of Title 23, U.S.C., contains a penalty provision for States that report that the condition of their Interstate System, excluding bridges on the Interstate System, has fallen below the minimum condition level established by the Secretary in Section 150(c)(3) of Title 23, U.S.C.
- b. For the fiscal year after noncompliance is determined, a non-complying State must obligate from the amounts apportioned to the State under Section 104(b)(1) of Title 23, U.S.C., an amount equal to its FY 2009 Interstate Maintenance apportionment increased by 2 percent per year after FY 2013 for eligible purposes described under Section 119 of Title 23, U.S.C., as in effect on the day before the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21).
 - (1) Section 119(f)(1)(A)(i) of Title 23, U.S.C., and Section 490.317(e)(1) of Title 23, CFR, requires such penalty funds to be obligated in the year in which they are set aside.
 - (2) The requirement to obligate such amounts during the fiscal year is implemented by a set-aside of both NHPP funds and, on an annualized basis, an equal amount of formula obligation limitation.
- c. In addition, for the fiscal year after noncompliance is determined, a non-complying State must transfer from the amounts apportioned to the State under Section 104(b)(2) of Title 23, U.S.C., (other than amounts suballocated to metropolitan areas and other areas of the State under Section 133(d)), to the apportionment of the State under Section 104(b)(1), an amount equal to 10 percent of the amount of funds apportioned to the State in FY 2009 under the Interstate Maintenance Program. Such penalty funds must be used for purposes described under Section 119 of Title 23, U.S.C., as in effect on the day before the enactment of MAP-21.
 - (1) The transfer of such funds is implemented by a transfer of Surface Transportation Block Grant Program funds to the NHPP set-aside and will be processed automatically by FHWA.
 - (2) The annualized amount of obligation limitation associated with the transfer penalty funds is determined by multiplying the amount of the transfer penalty funds by the ratio of a State's annualized formula obligation limitation to that State's apportionments subject to the obligation limitation.

- d. The total amount of annualized obligation limitation associated with the minimum condition of Interstate System penalty funds is the aggregate of the obligation limitation amounts determined under subparagraphs (b)(2) and (c)(2).
- e. The total obligation limitation associated with the minimum condition of Interstate System penalty for the period beginning on October 1, 2024, and ending on March 14, 2025, is then determined by multiplying the total annualized amount of obligation limitation associated with the minimum condition of Interstate System penalty for each State by the pro-rata of 45.20 percent.
- f. The amounts of the minimum condition of Interstate System penalty funds for FY 2025 and associated obligation limitation for the period beginning on October 1, 2024, and ending on March 14, 2025 (165 days) are shown in Table 6.

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

- a. Section 148(i) of Title 23, U.S.C., requires that if the Secretary determines 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 2025 under 23 U.S.C. 148(i): Arizona, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Hawaii, Illinois, Indiana, Kansas, Louisiana, Maryland, Massachusetts, Minnesota, Missouri, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Puerto Rico, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, 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 2025 formula obligation limitation on HSIP projects in an amount equal to such State's FY 2021 HSIP apportionment. The FY 2021 HSIP apportionment amounts are reflected in Table 1 of FHWA Notice N4510.853 (https://www.fhwa.dot.gov/legregs/directives/notices/n4510853/n4510853_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.

- d. The requirement to use FY 2025 formula obligation limitation on HSIP projects in an amount equal to such State's FY 2021 HSIP apportionment applies to the total formula obligation limitation received for FY 2025, and, therefore, a pro-rated amount is not being provided under this Notice. Section 148(i)(1) of Title 23, U.S.C., requires such a State to use obligation authority equal to the State's FY 2021 HSIP apportionment "until the Secretary determines that the State has met or made significant progress toward meeting the safety performance targets of the State."
13. **What other provisions apply that are related to the distribution of obligation limitation?**
- a. Contract authority for transportation research programs under Chapter 5 of Title 23, U.S.C., Title VI of the Fixing America's Surface Transportation Act, or Title III of Division A of the Infrastructure Investment and Jobs Act (Pub. L. 117-58), is subject to obligation limitation that remains available for a period of 4 fiscal years. Obligation limitation made available for transportation research in future fiscal years will be in addition to amounts made available for FY 2025.
- 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, 2025, the Secretary will revise the distribution of obligation authority made available if a State does not plan to obligate the amount distributed during FY 2025 and redistribute such amount to those States able to obligate amounts in addition to those previously distributed during FY 2025. Procedures for this process (known as August Redistribution) will be provided via a separate Notice to be issued in July 2025.
14. **What action is required?** Division Administrators should ensure that copies of this Notice are provided to the State departments of transportation.



Gloria M. Shepherd
Executive Director

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OBLIGATION LIMITATION DISTRIBUTION FOR THE PERIOD BEGINNING
ON OCTOBER 1, 2024, AND ENDING ON MARCH 14, 2025, UNDER
THE CONTINUING APPROPRIATIONS ACT, 2025, AS AMENDED

STATE	FORMULA OBLIGATION LIMITATION
ALABAMA	409,646,711
ALASKA	256,855,747
ARIZONA	391,296,761
ARKANSAS	279,576,141
CALIFORNIA	1,919,683,802
COLORADO	283,549,677
CONNECTICUT	262,593,911
DELAWARE	88,659,286
DISTRICT OF COLUMBIA	85,359,862
FLORIDA	1,007,850,836
GEORGIA	690,440,163
HAWAII	86,765,320
IDAHO	121,813,181
ILLINOIS	725,136,215
INDIANA	504,076,566
IOWA	265,383,210
KANSAS	202,644,376
KENTUCKY	354,999,393
LOUISIANA	358,939,394
MAINE	97,280,718
MARYLAND	321,507,360
MASSACHUSETTS	282,195,137
MICHIGAN	451,100,242
MINNESOTA	343,345,491
MISSISSIPPI	254,160,396
MISSOURI	489,687,044
MONTANA	216,961,623
NEBRASKA	156,103,918
NEVADA	190,368,909
NEW HAMPSHIRE	89,262,636
NEW JERSEY	534,340,668
NEW MEXICO	191,219,802
NEW YORK	790,431,470
NORTH CAROLINA	555,517,340
NORTH DAKOTA	131,316,885
OHIO	692,573,308
OKLAHOMA	337,260,278
OREGON	260,488,598
PENNSYLVANIA	877,320,671
RHODE ISLAND	99,868,399
SOUTH CAROLINA	348,360,760
SOUTH DAKOTA	149,167,552
TENNESSEE	440,390,607
TEXAS	2,078,659,978
UTAH	185,610,503
VERMONT	107,006,730
VIRGINIA	532,782,471
WASHINGTON	353,645,464
WEST VIRGINIA	218,726,132
WISCONSIN	406,372,131
WYOMING	132,212,538
SUBTOTAL	20,610,516,281
Allocated Programs	5,744,052,453
Sections 154 and 164 Penalties	242,387,349
High Risk Rural Roads Special Rule	42,156,998
Vulnerable Road User Safety Special Rule	161,877,909
NHS Bridges Penalty	216,284,628
Interstate System Penalty	146,018,247
TOTAL	27,163,293,865

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

PENALTY FUNDS AND ASSOCIATED OBLIGATION LIMITATION FOR THE PERIOD
BEGINNING ON OCTOBER 1, 2024, AND ENDING ON MARCH 14, 2025, 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	28,608,024	11,120,382
ARIZONA	0	0
ARKANSAS	0	0
CALIFORNIA	97,008,890	37,708,856
COLORADO	15,021,175	5,838,963
CONNECTICUT	13,832,811	5,377,028
DELAWARE	4,734,019	1,840,186
DISTRICT OF COLUMBIA	0	0
FLORIDA	0	0
GEORGIA	0	0
HAWAII	9,534,738	3,706,301
IDAHO	0	0
ILLINOIS	0	0
INDIANA	27,285,225	10,606,189
IOWA	0	0
KANSAS	0	0
KENTUCKY	0	0
LOUISIANA	41,349,116	16,073,041
MAINE	5,230,774	2,033,283
MARYLAND	0	0
MASSACHUSETTS	0	0
MICHIGAN	29,451,873	11,448,398
MINNESOTA	18,642,573	7,246,657
MISSISSIPPI	14,201,019	5,520,156
MISSOURI	55,397,342	21,533,803
MONTANA	11,900,053	4,625,735
NEBRASKA	0	0
NEVADA	9,987,468	3,882,283
NEW HAMPSHIRE	0	0
NEW JERSEY	0	0
NEW MEXICO	10,699,440	4,159,038
NEW YORK	0	0
NORTH CAROLINA	0	0
NORTH DAKOTA	7,144,105	2,777,024
OHIO	75,010,798	29,157,857
OKLAHOMA	0	0
OREGON	14,420,823	5,605,597
PENNSYLVANIA	0	0
RHODE ISLAND	6,252,075	2,430,278
SOUTH CAROLINA	19,699,151	7,657,365
SOUTH DAKOTA	8,111,384	3,153,020
TENNESSEE	24,313,096	9,450,877
TEXAS	0	0
UTAH	0	0
VERMONT	5,735,556	2,229,500
VIRGINIA	28,962,491	11,258,168
WASHINGTON	19,214,574	7,469,002
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	14,775,236	5,743,362
SUBTOTAL	616,523,829	239,652,349
PUERTO RICO	7,035,914	2,735,000
TOTAL	623,559,743	242,387,349

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

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

HIGH RISK RURAL ROADS (HRRR) SPECIAL RULE FUNDS AND ASSOCIATED
OBLIGATION LIMITATION FOR THE PERIOD BEGINNING ON OCTOBER 1, 2024, AND ENDING
ON MARCH 14, 2025, 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	17,563,128	7,938,534
COLORADO	0	0
CONNECTICUT	1,502,890	679,306
DELAWARE	0	0
DISTRICT OF COLUMBIA	0	0
FLORIDA	9,445,004	4,269,142
GEORGIA	0	0
HAWAII	0	0
IDAHO	0	0
ILLINOIS	6,048,546	2,733,943
INDIANA	0	0
IOWA	0	0
KANSAS	3,150,110	1,423,850
KENTUCKY	0	0
LOUISIANA	0	0
MAINE	900,000	406,800
MARYLAND	0	0
MASSACHUSETTS	0	0
MICHIGAN	0	0
MINNESOTA	3,620,110	1,636,290
MISSISSIPPI	3,279,148	1,482,175
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	853,115
NEW YORK	0	0
NORTH CAROLINA	4,726,978	2,136,594
NORTH DAKOTA	0	0
OHIO	5,515,502	2,493,007
OKLAHOMA	3,798,818	1,717,066
OREGON	2,440,120	1,102,934
PENNSYLVANIA	0	0
RHODE ISLAND	0	0
SOUTH CAROLINA	4,017,538	1,815,927
SOUTH DAKOTA	0	0
TENNESSEE	4,236,520	1,914,907
TEXAS	14,572,152	6,586,613
UTAH	0	0
VERMONT	900,000	406,800
VIRGINIA	0	0
WASHINGTON	3,144,572	1,421,346
WEST VIRGINIA	1,611,316	728,315
WISCONSIN	0	0
WYOMING	907,818	410,334
TOTAL	93,267,694	42,156,998

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VULNERABLE ROAD USER (VRU) SAFETY SPECIAL RULE FUNDS AND ASSOCIATED
OBLIGATION LIMITATION FOR THE PERIOD BEGINNING ON OCTOBER 1, 2024, AND ENDING
ON MARCH 14, 2025, 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	6,363,392	2,876,253
ARIZONA	8,877,251	4,012,517
ARKANSAS	0	0
CALIFORNIA	42,013,000	18,989,876
COLORADO	6,309,409	2,851,853
CONNECTICUT	6,128,012	2,769,861
DELAWARE	1,983,075	896,350
DISTRICT OF COLUMBIA	1,869,222	844,888
FLORIDA	24,115,872	10,900,374
GEORGIA	15,557,350	7,031,922
HAWAII	1,998,340	903,250
IDAHO	0	0
ILLINOIS	16,351,411	7,390,838
INDIANA	0	0
IOWA	0	0
KANSAS	0	0
KENTUCKY	8,354,174	3,776,087
LOUISIANA	8,771,858	3,964,880
MAINE	0	0
MARYLAND	7,188,509	3,249,206
MASSACHUSETTS	7,113,016	3,215,083
MICHIGAN	12,268,641	5,545,426
MINNESOTA	0	0
MISSISSIPPI	0	0
MISSOURI	0	0
MONTANA	0	0
NEBRASKA	0	0
NEVADA	4,378,696	1,979,171
NEW HAMPSHIRE	0	0
NEW JERSEY	11,800,624	5,333,882
NEW MEXICO	4,612,958	2,085,057
NEW YORK	19,634,290	8,874,699
NORTH CAROLINA	12,598,862	5,694,686
NORTH DAKOTA	0	0
OHIO	0	0
OKLAHOMA	7,688,928	3,475,395
OREGON	6,109,915	2,761,682
PENNSYLVANIA	20,102,384	9,086,278
RHODE ISLAND	0	0
SOUTH CAROLINA	8,289,483	3,746,846
SOUTH DAKOTA	0	0
TENNESSEE	10,315,009	4,662,384
TEXAS	48,084,674	21,734,273
UTAH	4,284,815	1,936,736
VERMONT	0	0
VIRGINIA	12,534,502	5,665,595
WASHINGTON	8,148,752	3,683,236
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	0	0
SUBTOTAL	353,846,424	159,938,584
PUERTO RICO	4,989,002	1,939,325
TOTAL	358,835,426	161,877,909

NOTE: Puerto Rico Highway Program is an allocated program and is not treated as an apportionment to the States. As such, the VRU Safety Special Rule is applied against the calculated amount under 23 U.S.C. 165(b)(2)(C)(ii).

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MINIMUM CONDITION OF NATIONAL HIGHWAY SYSTEM (NHS) BRIDGES PENALTY FUNDS
AND ASSOCIATED OBLIGATION LIMITATION FOR THE PERIOD BEGINNING ON OCTOBER 1, 2024, AND
ENDING ON MARCH 14, 2025, 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	32,984,081
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	42,874,968
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	108,038,584
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	15,833,369
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	16,553,626
WISCONSIN	0	0
WYOMING	0	0
TOTAL	478,505,815	216,284,628

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MINIMUM CONDITION OF INTERSTATE SYSTEM PENALTY FUNDS
AND ASSOCIATED OBLIGATION LIMITATION FOR THE PERIOD BEGINNING ON OCTOBER 1, 2024, AND
ENDING ON MARCH 14, 2025, 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)(ii)	INTERSTATE SYSTEM PENALTY FUNDS 23 USC 119(f)(1)(A)(i)	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	67,697,688	30,599,355	5,337,917	2,074,931	73,035,605	32,674,286
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	208,789,300	94,372,764	16,462,894	6,399,382	225,252,194	100,772,146
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	276,486,988	124,972,119	21,800,811	8,474,313	298,287,799	133,446,432
PUERTO RICO	29,977,837	11,652,985	2,363,732	918,830	32,341,569	12,571,815
TOTAL	306,464,825	136,625,104	24,164,543	9,393,143	330,629,368	146,018,247

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