



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

Notice

Subject:

**DISTRIBUTION OF FEDERAL-AID HIGHWAY PROGRAM
OBLIGATION LIMITATION FOR FISCAL YEAR 2024**

Classification Code	Date	Office of Primary Interest
N4520.284	March 25, 2024	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, 2024, Title I of Division F, Public Law (Pub. L.) 118-42. This Notice reflects the full-year distribution of obligation limitation for Fiscal Year (FY) 2024, and includes the period from October 1, 2023, through September 30, 2024.
2. **Does this Notice cancel FHWA Notice 4520.283?** Yes, this Notice cancels Federal Highway Administration (FHWA) Notice 4520.283, Distribution of Federal-aid Highway Program Obligation Limitation for the period beginning on October 1, 2023, and ending on March 1, 2024, dated February 5, 2024. A revised Notice was not issued for the Continuing Resolution (CR) covering the period from March 2, 2024, to March 8, 2024, due to the short duration of the CR 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, 2024, provides an overall limitation on Federal-aid highway program obligations for FY 2024 of \$60,095,782,888.
 - b. Section 120 of the Department of Transportation Appropriations Act, 2024, 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 2024.
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 2024.

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, 2024, the limitation on FHWA administrative expenses is \$483,551,671 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 2024 contract authority subject to obligation limitation is determined. The ratio calculated for FY 2024 under the Department of Transportation Appropriations Act, 2024, is 86.8 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 2024 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 2024 apportionments subject to the obligation limitation for each State bear to the total FY 2024 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 2024 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 2024 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 2024 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 2024 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 2024 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 2024 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 2024 under 23 U.S.C. 148(i): Arizona, Arkansas, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Hawaii, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Hampshire, New Jersey, New Mexico, New York, North Carolina, Ohio, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, and Wisconsin. Such States were previously notified under separate cover from FHWA.
- c. A State identified under subparagraph (b) is required to use FY 2024 formula obligation limitation on HSIP projects in an amount equal to such State's FY 2020 HSIP apportionment. The FY 2020 HSIP apportionment amounts are reflected in Table 1 of FHWA Notice N4510.844 (https://www.fhwa.dot.gov/legregs/directives/notices/n4510844/n4510844_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., 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 2024.
- 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, 2024, the Secretary will revise the distribution of obligation authority made available if a State does not plan to obligate the amount distributed during FY 2024 and redistribute such amount to those States able to obligate amounts in addition to those previously distributed during FY 2024. Procedures for this process (known as August Redistribution) will be provided via a separate Notice to be issued in July 2024.

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



Shailen P. Bhatt
Administrator

Attachments

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OBLIGATION LIMITATION DISTRIBUTION
FOR FISCAL YEAR 2024 UNDER THE DEPARTMENT
OF TRANSPORTATION APPROPRIATIONS ACT, 2024

STATE	FORMULA OBLIGATION LIMITATION
ALABAMA	897,069,738
ALASKA	562,541,477
ARIZONA	856,987,249
ARKANSAS	609,485,447
CALIFORNIA	4,204,205,078
COLORADO	621,001,417
CONNECTICUT	575,098,043
DELAWARE	194,175,569
DISTRICT OF COLUMBIA	186,949,847
FLORIDA	2,216,635,944
GEORGIA	1,505,872,920
HAWAII	190,026,859
IDAHO	338,308,495
ILLINOIS	1,587,345,757
INDIANA	1,092,813,531
IOWA	578,481,774
KANSAS	443,732,217
KENTUCKY	785,669,646
LOUISIANA	786,114,805
MAINE	213,023,309
MARYLAND	704,151,434
MASSACHUSETTS	617,094,532
MICHIGAN	1,202,830,863
MINNESOTA	751,844,696
MISSISSIPPI	559,819,897
MISSOURI	1,072,338,271
MONTANA	473,725,994
NEBRASKA	341,847,665
NEVADA	416,932,340
NEW HAMPSHIRE	195,475,096
NEW JERSEY	1,170,276,301
NEW MEXICO	418,775,048
NEW YORK	1,728,724,644
NORTH CAROLINA	1,216,627,367
NORTH DAKOTA	287,566,270
OHIO	1,501,171,656
OKLAHOMA	738,606,690
OREGON	570,496,122
PENNSYLVANIA	1,921,452,408
RHODE ISLAND	218,342,108
SOUTH CAROLINA	762,912,611
SOUTH DAKOTA	326,656,861
TENNESSEE	974,562,940
TEXAS	4,552,358,418
UTAH	405,166,463
VERMONT	234,322,202
VIRGINIA	1,166,868,241
WASHINGTON	774,495,132
WEST VIRGINIA	478,592,633
WISCONSIN	886,167,212
WYOMING	290,424,523
SUBTOTAL	45,406,165,760
Allocated Programs	13,190,085,292
Sections 154 and 164 Penalties	530,922,478
High Risk Rural Roads Special Rule	103,664,852
Vulnerable Road User Safety Special Rule	358,876,420
NHS Bridges Penalty	478,505,815
Interstate System Penalty	27,562,271
TOTAL	60,095,782,888

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

PENALTY FUNDS AND ASSOCIATED OBLIGATION LIMITATION
FOR FISCAL YEAR 2024 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	28,047,080	24,358,036
ARIZONA	0	0
ARKANSAS	0	0
CALIFORNIA	95,106,755	82,597,322
COLORADO	14,726,642	12,789,640
CONNECTICUT	13,561,580	11,777,820
DELAWARE	4,641,194	4,030,736
DISTRICT OF COLUMBIA	0	0
FLORIDA	0	0
GEORGIA	0	0
HAWAII	9,347,782	8,118,264
IDAHO	0	0
ILLINOIS	0	0
INDIANA	26,750,221	23,231,753
IOWA	0	0
KANSAS	0	0
KENTUCKY	0	0
LOUISIANA	40,538,348	35,206,322
MAINE	5,128,210	4,453,694
MARYLAND	0	0
MASSACHUSETTS	0	0
MICHIGAN	28,874,386	25,076,526
MINNESOTA	18,277,032	15,873,046
MISSISSIPPI	13,922,568	12,091,327
MISSOURI	54,311,120	47,167,554
MONTANA	11,666,718	10,132,190
NEBRASKA	0	0
NEVADA	9,791,635	8,503,737
NEW HAMPSHIRE	0	0
NEW JERSEY	0	0
NEW MEXICO	10,489,646	9,109,938
NEW YORK	0	0
NORTH CAROLINA	0	0
NORTH DAKOTA	7,004,024	6,082,782
OHIO	73,539,998	63,867,250
OKLAHOMA	0	0
OREGON	14,138,062	12,278,477
PENNSYLVANIA	0	0
RHODE ISLAND	6,129,485	5,323,271
SOUTH CAROLINA	19,312,893	16,772,660
SOUTH DAKOTA	7,952,337	6,906,363
TENNESSEE	23,836,368	20,701,160
TEXAS	0	0
UTAH	0	0
VERMONT	5,623,094	4,883,486
VIRGINIA	28,394,599	24,659,845
WASHINGTON	18,837,817	16,360,071
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	14,485,526	12,580,238
SUBTOTAL	604,435,120	524,933,508
PUERTO RICO	6,899,736	5,988,970
TOTAL	611,334,856	530,922,478

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 2024 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	2,748,654	2,748,654
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	6,299,452	6,299,452
HAWAII	0	0
IDAHO	0	0
ILLINOIS	6,048,546	6,048,546
INDIANA	0	0
IOWA	2,671,790	2,671,790
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	3,620,110	3,620,110
MISSISSIPPI	0	0
MISSOURI	0	0
MONTANA	1,389,760	1,389,760
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	5,515,502	5,515,502
OKLAHOMA	3,798,818	3,798,818
OREGON	2,440,120	2,440,120
PENNSYLVANIA	0	0
RHODE ISLAND	0	0
SOUTH CAROLINA	4,017,538	4,017,538
SOUTH DAKOTA	0	0
TENNESSEE	4,236,520	4,236,520
TEXAS	14,572,152	14,572,152
UTAH	1,331,318	1,331,318
VERMONT	900,000	900,000
VIRGINIA	0	0
WASHINGTON	3,144,572	3,144,572
WEST VIRGINIA	1,611,316	1,611,316
WISCONSIN	3,736,142	3,736,142
WYOMING	0	0
TOTAL	103,664,852	103,664,852

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VULNERABLE ROAD USER (VRU) SAFETY SPECIAL RULE FUNDS AND ASSOCIATED
OBLIGATION LIMITATION FOR FISCAL YEAR 2024 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	6,234,886	6,234,886
ARIZONA	8,696,611	8,696,611
ARKANSAS	0	0
CALIFORNIA	41,136,798	41,136,798
COLORADO	6,184,776	6,184,776
CONNECTICUT	6,003,784	6,003,784
DELAWARE	1,940,545	1,940,545
DISTRICT OF COLUMBIA	1,828,926	1,828,926
FLORIDA	23,637,601	23,637,601
GEORGIA	15,208,130	15,208,130
HAWAII	1,955,510	1,955,510
IDAHO	0	0
ILLINOIS	16,008,380	16,008,380
INDIANA	11,047,523	11,047,523
IOWA	0	0
KANSAS	0	0
KENTUCKY	0	0
LOUISIANA	8,587,534	8,587,534
MAINE	0	0
MARYLAND	7,033,168	7,033,168
MASSACHUSETTS	6,964,170	6,964,170
MICHIGAN	11,995,489	11,995,489
MINNESOTA	0	0
MISSISSIPPI	0	0
MISSOURI	0	0
MONTANA	0	0
NEBRASKA	0	0
NEVADA	4,288,668	4,288,668
NEW HAMPSHIRE	0	0
NEW JERSEY	11,561,329	11,561,329
NEW MEXICO	4,515,981	4,515,981
NEW YORK	19,256,781	19,256,781
NORTH CAROLINA	12,310,749	12,310,749
NORTH DAKOTA	0	0
OHIO	15,417,353	15,417,353
OKLAHOMA	7,519,269	7,519,269
OREGON	5,961,267	5,961,267
PENNSYLVANIA	19,678,352	19,678,352
RHODE ISLAND	0	0
SOUTH CAROLINA	8,110,327	8,110,327
SOUTH DAKOTA	0	0
TENNESSEE	0	0
TEXAS	47,098,734	47,098,734
UTAH	4,207,266	4,207,266
VERMONT	0	0
VIRGINIA	12,263,643	12,263,643
WASHINGTON	7,977,474	7,977,474
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	0	0
SUBTOTAL	354,631,024	354,631,024
PUERTO RICO	4,891,009	4,245,396
TOTAL	359,522,033	358,876,420

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 2024 PURSUANT TO
SECTION 119(f)(2)(A) OF TITLE 23, UNITED STATES CODE

STATE	TOTAL NHS BRIDGES PENALTY FUNDS	OBLIGATION LIMITATION FOR NHS BRIDGES PENALTY
ALABAMA	0	0
ALASKA	0	0
ARIZONA	0	0
ARKANSAS	0	0
CALIFORNIA	0	0
COLORADO	0	0
CONNECTICUT	0	0
DELAWARE	0	0
DISTRICT OF COLUMBIA	0	0
FLORIDA	0	0
GEORGIA	0	0
HAWAII	0	0
IDAHO	0	0
ILLINOIS	72,973,630	72,973,630
INDIANA	0	0
IOWA	0	0
KANSAS	0	0
KENTUCKY	0	0
LOUISIANA	0	0
MAINE	0	0
MARYLAND	0	0
MASSACHUSETTS	94,856,125	94,856,125
MICHIGAN	0	0
MINNESOTA	0	0
MISSISSIPPI	0	0
MISSOURI	0	0
MONTANA	0	0
NEBRASKA	0	0
NEVADA	0	0
NEW HAMPSHIRE	0	0
NEW JERSEY	0	0
NEW MEXICO	0	0
NEW YORK	239,023,417	239,023,417
NORTH CAROLINA	0	0
NORTH DAKOTA	0	0
OHIO	0	0
OKLAHOMA	0	0
OREGON	0	0
PENNSYLVANIA	0	0
RHODE ISLAND	35,029,577	35,029,577
SOUTH CAROLINA	0	0
SOUTH DAKOTA	0	0
TENNESSEE	0	0
TEXAS	0	0
UTAH	0	0
VERMONT	0	0
VIRGINIA	0	0
WASHINGTON	0	0
WEST VIRGINIA	36,623,066	36,623,066
WISCONSIN	0	0
WYOMING	0	0
TOTAL	478,505,815	478,505,815

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MINIMUM CONDITION OF INTERSTATE SYSTEM PENALTY FUNDS
AND ASSOCIATED OBLIGATION LIMITATION FOR FISCAL YEAR 2024 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	29,390,036	25,510,551	2,363,732	2,051,720	31,753,768	27,562,271
TOTAL	29,390,036	25,510,551	2,363,732	2,051,720	31,753,768	27,562,271

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