



NATIONAL ASPHALT
PAVEMENT ASSOCIATION

Federal-Aid Highway Funding
Under H.R. 8337

	FY 2020 Actual Apportionments	FY 2021 Estimated Apportionment Under H.R. 8337 (1 Year Extension of FAST Act)	FY 2020 Actual Distribution Obligation Limitation	FY 2021 Estimated Distribution of Obligation Limitation Under H.R. 8337 (72-Day CR)
Alabama	\$835,773,498	\$830,548,801	\$741,338,828	\$146,266,151
Alaska	\$552,367,435	\$548,914,404	\$470,941,777	\$92,916,813
Arizona	\$806,010,109	\$800,971,474	\$719,629,212	\$141,982,844
Arkansas	\$570,352,636	\$566,787,174	\$508,790,939	\$100,384,452
California	\$4,043,264,681	\$4,017,988,894	\$3,542,785,557	\$698,991,590
Colorado	\$589,072,823	\$592,076,009	\$512,270,210	\$101,070,912
Connecticut	\$553,300,279	\$549,841,415	\$403,196,539	\$79,550,677
Delaware	\$186,348,026	\$185,183,103	\$161,983,449	\$31,959,334
Dist. of Col.	\$175,772,928	\$174,674,112	\$153,895,221	\$30,363,527
Florida	\$2,087,186,638	\$2,074,138,944	\$1,861,618,430	\$367,297,316
Georgia	\$1,422,408,300	\$1,413,516,355	\$1,263,242,318	\$249,237,709
Hawaii	\$186,320,764	\$185,156,012	\$159,283,296	\$31,426,594
Idaho	\$315,085,357	\$313,115,654	\$281,184,934	\$55,477,787
Illinois	\$1,566,215,656	\$1,556,424,723	\$1,319,582,277	\$260,353,583
Indiana	\$1,049,673,875	\$1,043,112,016	\$916,597,018	\$180,844,592
Iowa	\$541,397,851	\$538,013,395	\$482,960,583	\$95,288,123
Kansas	\$416,296,079	\$413,693,675	\$371,382,267	\$73,273,721
Kentucky	\$731,943,941	\$727,368,318	\$650,031,581	\$128,251,231
Louisiana	\$773,170,264	\$768,336,921	\$655,772,313	\$129,383,877
Maine	\$203,351,344	\$202,080,128	\$177,647,379	\$35,049,828
Maryland	\$662,000,198	\$657,861,816	\$591,267,595	\$116,657,096
Massachusetts	\$669,060,028	\$664,877,512	\$502,897,680	\$99,221,712
Michigan	\$1,159,861,954	\$1,152,611,274	\$1,035,578,479	\$204,319,634
Minnesota	\$718,341,491	\$713,850,900	\$627,307,408	\$123,767,752
Mississippi	\$532,790,130	\$529,459,483	\$464,713,332	\$91,687,940
Missouri	\$1,042,881,411	\$1,036,362,014	\$909,761,390	\$179,495,922
Montana	\$451,986,737	\$449,161,220	\$393,067,101	\$77,552,139
Nebraska	\$318,412,580	\$316,422,078	\$284,111,089	\$56,055,118
Nevada	\$400,017,124	\$397,516,484	\$348,432,696	\$68,745,771
New Hampshire	\$182,012,876	\$180,875,053	\$162,488,197	\$32,058,921
New Jersey	\$1,099,915,502	\$1,093,039,566	\$982,650,508	\$193,876,945
New Mexico	\$404,542,676	\$402,013,746	\$351,089,803	\$69,270,018
New York	\$1,849,116,555	\$1,837,557,115	\$1,413,151,572	\$278,814,805
North Carolina	\$1,148,928,308	\$1,141,745,978	\$1,025,386,200	\$202,308,697
North Dakota	\$273,494,740	\$271,785,034	\$238,764,869	\$47,108,309
Ohio	\$1,476,626,048	\$1,467,395,169	\$1,290,726,782	\$254,660,394
Oklahoma	\$698,656,538	\$694,289,004	\$623,199,499	\$122,957,261
Oregon	\$550,618,730	\$547,176,629	\$480,637,927	\$94,829,863
Pennsylvania	\$1,807,465,072	\$1,796,166,011	\$1,613,561,764	\$318,355,736
Rhode Island	\$240,920,619	\$239,414,545	\$175,357,136	\$34,597,963
South Carolina	\$737,667,142	\$733,055,741	\$643,347,700	\$126,932,501
South Dakota	\$310,667,712	\$308,725,625	\$269,707,348	\$53,213,260
Tennessee	\$930,899,296	\$925,079,936	\$812,702,320	\$160,346,168
Texas	\$4,031,150,868	\$4,270,384,067	\$3,597,690,025	\$709,824,242
Utah	\$382,525,114	\$380,133,823	\$340,014,604	\$67,084,881
Vermont	\$223,577,785	\$222,180,126	\$195,340,256	\$38,540,633
Virginia	\$1,121,022,241	\$1,114,014,360	\$974,693,526	\$192,307,033
Washington	\$746,798,588	\$742,130,103	\$526,439,054	\$103,866,425
West Virginia	\$481,422,307	\$478,412,776	\$383,455,024	\$75,655,676
Wisconsin	\$828,885,848	\$823,704,210	\$739,606,957	\$145,924,453
Wyoming	\$282,215,609	\$280,451,386	\$240,874,795	\$47,524,597
Total	\$43,369,794,311	\$43,369,794,311	\$37,592,156,764	\$7,416,932,530

Apportionment is the distribution of highway funds to the states as prescribed by a statutory formula.

Obligation Limitation is used to control annual FHWA spending in place of an appropriation. The appropriation bill sets a limit on the total amount of contract authority that can be obligated in a single

Subsection (c)(1)(B) of 23 U.S.C. §104, guarantees that “each State receives an aggregate apportionment (formula money) equal to at least 95 percent of the estimated tax payments attributable to highway users in the State” deposited in the Highway Account in the most recent year. Thus, Texas and Colorado get increases in formula apportionment, all other states get decreases.