



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

Notice

Subject:

APPORTIONMENT OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS PURSUANT TO THE DEPARTMENT OF TRANSPORTATION APPROPRIATIONS ACT, 2020

Classification Code	Date	Office of Primary Interest
N4510.842	February 13, 2020	HCFB-10

1. **What is the purpose of this Notice?** The Department of Transportation Appropriations Act, 2020, title I of division H, Public Law (Pub. L.) 116-94, appropriated \$2,166,140,392 for Highway Infrastructure Programs. Of such amount, \$781,140,392 shall be set aside and apportioned for activities eligible under sections 133(b)(1) and 133(b)(4) of title 23, United States Code (U.S.C.), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151; \$1,150,000,000 shall be set aside for a bridge replacement and rehabilitation program; and \$100,000,000 shall be set aside for necessary expenses for construction of the Appalachian Development Highway System as authorized under section 1069(y) of Pub. L. 102-240. This Notice transmits the certificate of apportionment for the Highway Infrastructure Program funds for the above activities. The apportionment is effective immediately.

The remainder of the funding shall be set aside pursuant for other activities that are not the subject of this Notice. This includes \$3,500,000 set aside for activities eligible under the Puerto Rico Highway Program as described in 23 U.S.C. 165(b)(2)(C); \$1,500,000 set aside for activities eligible under the Territorial Highway Program as described in 23 U.S.C. 165(c)(6); \$70,000,000 set aside for the Nationally Significant Federal Lands and Tribal Projects Program under section 1123 of the Fixing America’s Surface Transportation (FAST) Act, Pub. L. 114-94; \$50,000,000 set aside for competitive grants for activities described in 23 U.S.C. 130(a); \$5,000,000 set aside for the Regional Infrastructure Accelerator Demonstration Program authorized under section 1441 of the FAST Act; and \$5,000,000 set aside for a National Road Network Pilot Program for the Federal Highway Administration to create a national level, geo-spatial dataset that uses data already collected under the Highway Performance Monitoring System.

2. **What is the availability of these funds?**
 - a. The funds resulting from this apportionment for (1) activities eligible under 23 U.S.C. 133(b)(1) and 23 U.S.C. 133(b)(4), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151, and (2) the bridge replacement and rehabilitation program are available for obligation until

September 30, 2023. Any amounts not obligated by the State on or before September 30, 2023, shall lapse.

- b. The funds resulting from this apportionment for necessary expenses for construction of the Appalachian Development Highway System as authorized under section 1069(y) of Pub. L. 102-240 are available for obligation until expended.
- c. The funds resulting from this apportionment are available for obligation immediately and are not subject to any limitation on obligations.
- d. The Federal share payable for (1) activities eligible under 23 U.S.C. 133(b)(1) and 23 U.S.C. 133(b)(4), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151, and (2) the bridge replacement and rehabilitation program shall be in accordance with section 120 of title 23, U.S.C., except as provided by another provision of law. However, the application of the increased Federal share under 23 U.S.C. 120(c)(1) to funds from this apportionment is not subject to the cap on such uses that applies to funds apportioned under 23 U.S.C. 104.
- e. The Federal share payable for necessary expenses for construction of the Appalachian Development Highway System as authorized under section 1069(y) of Pub. L. 102-240 shall be up to 100 percent.
- f. The program codes to be used when obligating these funds are as follows:

Program Code	Program Description	CFDA Number
Z909	Highway Infrastructure – 23 U.S.C. 133(b)(1) and 23 U.S.C. 133(b)(4) activities in any area and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors in any area	20.205
Z910	Highway Infrastructure – 23 U.S.C. 133(b)(1) and 23 U.S.C. 133(b)(4) activities in urbanized areas with population over 200,000 and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors in such areas	20.205

Program Code	Program Description	CFDA Number
Z911	Highway Infrastructure – 23 U.S.C. 133(b)(1) and 23 U.S.C. 133(b)(4) activities in areas with a population over 5,000 to 200,000 and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors in such areas	20.205
Z912	Highway Infrastructure – 23 U.S.C. 133(b)(1) and 23 U.S.C. 133(b)(4) activities in areas with a population 5,000 and under and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors in such areas	20.205
Z913	Bridge Replacement and Rehabilitation (FY 2020)	20.205
Z914	Appalachian Development Highway System	20.205

3. **What is the background information for the funds for activities eligible under 23 U.S.C. 133(b)(1) and 23 U.S.C. 133(b)(4), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151?**

- a. The funds resulting from this apportionment are eligible to be obligated for activities eligible under sections 133(b)(1) and 133(b)(4) of title 23, U.S.C. Eligibilities under sections 133(b)(1) and 133(b)(4) are as follows:
- (i) Construction of–
 1. highways, bridges, tunnels, including designated routes of the Appalachian Development Highway System and local access roads under section 14501 of title 40, U.S.C.;
 2. ferry boats and terminal facilities eligible for funding under section 129(c) of title 23, U.S.C.;
 3. transit capital projects eligible for assistance under chapter 53 of title 49, U.S.C.;

4. infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
 5. truck parking facilities eligible for funding under section 1401 of the Moving Ahead for Progress in the 21st Century Act; and
 6. border infrastructure projects eligible for funding under section 1303 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.
- (ii) Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
- (iii) The funds may also be obligated to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151.
- b. The funds available for distribution to the States have been apportioned to the States in the same ratio as the distribution of obligation authority under section 120(a)(5) of the Department of Transportation Appropriations Act, 2020.
- c. The funds made available for activities eligible under sections 133(b)(1) and 133(b)(4) of title 23, U.S.C., and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151 shall be suballocated by population in the manner described in section 133(d) of such title, except that the Transportation Alternatives set-aside described in section 133(h) of such title shall not apply.
- d. The funds shall be administered as if apportioned under chapter 1 of title 23, U.S.C.
- e. Pursuant to section 133(c) of title 23, U.S.C., projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except; (1) for a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location); (2) highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings; (3) to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151; and (4) as approved by the Secretary. Further, 23 U.S.C. 133(g)(1), allowing a portion of Surface Transportation Block Grant funds to be obligated on roads functionally classified as minor collectors, does not apply to these funds.
- f. Pursuant to section 133(d)(5) of title 23, U.S.C., programming and expenditure of funds for projects shall be consistent with sections 134 and 135

of title 23, U.S.C. Projects must be identified in the Statewide Transportation Improvement Program/Transportation Improvement Program and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s).

- g. States must coordinate with relevant metropolitan planning organizations or rural planning organizations as required under section 133(d)(3) of title 23, U.S.C.
- h. Section 1101(b) of the FAST Act, which deals with amounts for disadvantaged business enterprises, shall apply to funds resulting from this apportionment.

4. **What is the background information for the Bridge Replacement and Rehabilitation Program?**

- a. The funds resulting from this apportionment are available to qualifying States for which the percentage of total deck area of bridges classified as in poor condition is at least 5 percent as determined based on the National Bridge Inventory as of December 31, 2018.
- b. Prior to making an apportionment to qualifying States, \$6,000,000 shall be reserved for each State that does not meet the definition of a qualifying State.
- c. No qualifying State shall receive more than \$50,000,000 and each State shall receive an amount not less than \$6,000,000.
- d. The funds available for distribution to qualifying States have been apportioned in the proportion that the percentage of total deck area of bridges classified as in poor condition in each qualifying State bears to the sum of the percentages of total deck area of bridges classified as in poor condition in all qualifying States.
- e. After calculating the distribution of funds pursuant to paragraph 4(d), any amount in excess of \$50,000,000 shall be redistributed equally among each State that does not meet the definition of a qualifying State.
- f. The funds resulting from this apportionment shall be obligated on highway bridge replacement or rehabilitation projects on public roads.
- g. The funds shall be administered as if apportioned under chapter 1 of title 23, U.S.C.
- h. Section 1101(b) of the FAST Act, which deals with amounts for disadvantaged business enterprises, shall apply to funds resulting from this apportionment.

5. **What is the background information for the Appalachian Development Highway System Program?**

- a. The funds resulting from this apportionment are available to States that contain one or more counties (including any political subdivision located within the area) in the Appalachian region as defined in section 14102(a) of title 40, U.S.C.
- b. The funds shall be apportioned to Appalachian States according to the percentages derived from the 2012 Appalachian Development Highway System Cost-to-Complete Estimate, adopted in Appalachian Regional Commission Resolution Number 736, and confirmed as each Appalachian State's relative share of the estimated remaining need to complete the Appalachian Development Highway System, adjusted to exclude those corridors that such States have no current plans to complete, as reported in the 2013 Appalachian Development Highway System Completion Report.
- c. The apportionments shall be adjusted so that no Appalachian State is apportioned an amount in excess of 30 percent of the amount made available.
- d. Adjustments to the apportionments shall be made only after consulting with the Appalachian Regional Commission.
- e. A project carried out with funds for construction of the Appalachian Development Highway System shall be carried out in the same manner as a project under section 14501 of title 40, U.S.C.
- f. Section 1101(b) of the FAST Act, which deals with amounts for disadvantaged business enterprises, shall apply to funds resulting from this apportionment.

6. **What is the distribution of funds for activities eligible under 23 U.S.C. 133(b)(1) and 23 U.S.C. 133(b)(4), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151?**

- a. The Department of Transportation Appropriations Act, 2020, appropriates a total of \$781,140,392 in Highway Infrastructure Program funds for activities eligible under 23 U.S.C. 133(b)(1) and 23 U.S.C. 133(b)(4), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151.
- b. The amount of funds available for distribution to the States is \$781,140,392. The attached Table 1 shows the State-by-State distribution of funds. The attached Table 2 shows the distribution of suballocated funding among urbanized areas with a population of over 200,000 individuals.

7. **What is the distribution of funds for the Bridge Replacement and Rehabilitation Program?**
- a. The Department of Transportation Appropriations Act, 2020, appropriates a total of \$1,150,000,000 in Highway Infrastructure Program funds for bridge replacement and rehabilitation.
 - b. The amount of funds available for distribution to the States is \$1,150,000,000. The attached Table 1 shows the State-by-State distribution of funds.
8. **What is the distribution of funds for the Appalachian Development Highway System Program?**
- a. The Department of Transportation Appropriations Act, 2020, appropriates a total of \$100,000,000 in Highway Infrastructure Program funds for the Appalachian Development Highway System.
 - b. The amount of funds available for distribution to the States is \$100,000,000. The attached Table 1 shows the State-by-State distribution of funds.
9. **What action is required?** Division Administrators should ensure that copies of this Notice are provided to the State departments of transportation.



Nicole R. Nason
Administrator

Attachments

**CERTIFICATE OF APPORTIONMENT FROM
THE SUM OF \$2,031,140,392 APPROPRIATED
FOR THE HIGHWAY INFRASTRUCTURE PROGRAMS**

TO--

The Secretary of the Treasury of the United States and the State departments of transportation:

Pursuant to the Department of Transportation Appropriations Act, 2020, title I of division H, Pub. L. 116-94, and the delegation of authority from the Secretary of Transportation to the Federal Highway Administrator, Section 1.85 of title 49, Code of Federal Regulations, I certify—

First, that pursuant to the Department of Transportation Appropriations Act, 2020, title I of division H, Pub. L. 116-94, the amount appropriated for the Highway Infrastructure Program for activities eligible under sections 133(b)(1) and 133(b)(4) of title 23, United States Code, and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to section 151 of title 23, United States Code, for the fiscal year ending September 30, 2020, is \$781,140,392.

Second, that I have computed the apportionment to each State and the District of Columbia of the amounts appropriated for the Highway Infrastructure Program for activities eligible under sections 133(b)(1) and 133(b)(4) of title 23, United States Code, and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to section 151 of title 23, United States Code, and further computed the suballocations distribution within each State and the District of Columbia in the manner provided by law.

Third, that pursuant to the Department of Transportation Appropriations Act, 2020, title I of division H, Pub. L. 116-94, the amount appropriated for the Highway Infrastructure Program for bridge replacement and rehabilitation for the fiscal year ending September 30, 2020, is \$1,150,000,000.

Fourth, that I have computed the apportionment to each State and the District of Columbia of the amounts appropriated for the Highway Infrastructure Program for bridge replacement and rehabilitation in the manner provided by law.

Fifth, that pursuant to the Department of Transportation Appropriations Act, 2020, title I of division H, Pub. L. 116-94, the amount appropriated for the Highway Infrastructure Program for necessary expenses for construction of the Appalachian Development Highway System as authorized under section 1069(y) of Public Law 102-240 for the fiscal year ending September 30, 2020, is \$100,000,000.

Sixth, that I have computed the apportionment to each Appalachian State of the amounts appropriated for the Highway Infrastructure Program for necessary expenses for construction of the Appalachian Development Highway System as authorized under section 1069(y) of Public Law 102-240 in the manner provided by law.

Seventh, that the sums that are hereby apportioned to each State and the District of Columbia, effective immediately, are respectively as follows:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

N4510.842 - TABLE 1

APPORTIONMENT OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES ELIGIBLE UNDER SECTIONS 133(b)(1) AND 133(b)(4) OF TITLE 23, UNITED STATES CODE (U.S.C.), AND TO PROVIDE NECESSARY CHARGING INFRASTRUCTURE ALONG CORRIDOR-READY OR CORRIDOR-PENDING ALTERNATIVE FUEL CORRIDORS DESIGNATED PURSUANT TO 23 U.S.C. 151; FOR THE BRIDGE REPLACEMENT AND REHABILITATION PROGRAM; AND FOR THE APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM PURSUANT TO THE DEPARTMENT OF TRANSPORTATION APPROPRIATIONS ACT, 2020, TITLE 1 OF DIVISION H, PUBLIC LAW 116-94

State	Activities Eligible Under 23 U.S.C. 133(b)(1) and 23 U.S.C. 133(b)(4), and to Provide Necessary Charging Infrastructure Along Corridor-Ready or Corridor-Pending Alternative Fuel Corridors Designated Pursuant to 23 U.S.C. 151					Bridge Replacement and Rehabilitation	Appalachian Development Highway System	Total
	Any Area	Urbanized Areas With a Population Over 200,000	Areas With a Population Over 5,000 to 200,000	Areas With a Population 5,000 and Under	Subtotal			
Alabama	6,768,529.00	2,931,598.00	1,802,860.00	3,538,188.00	15,041,175.00	8,450,501.20	30,000,000.00	53,491,676.20
Alaska	4,476,353.00	1,935,392.00	1,502,861.00	2,032,845.00	9,947,451.00	33,719,701.00	-	43,667,152.00
Arizona	6,533,960.00	5,587,505.00	1,491,201.00	907,246.00	14,519,912.00	8,450,501.20	-	22,970,413.20
Arkansas	4,619,629.00	1,484,669.00	1,507,467.00	2,654,077.00	10,265,842.00	8,450,501.20	-	18,716,343.20
California	32,810,097.00	32,362,429.00	5,577,904.00	2,160,896.00	72,911,326.00	28,229,121.00	-	101,140,447.00
Colorado	4,776,143.00	3,712,084.00	1,252,468.00	872,955.00	10,613,650.00	8,450,501.20	-	19,064,151.20
Connecticut	4,486,721.00	4,105,998.00	711,197.00	666,574.00	9,970,490.00	50,000,000.00	-	59,970,490.00
Delaware	1,510,652.00	990,328.00	526,346.00	329,678.00	3,357,004.00	24,785,151.00	-	28,142,155.00
Dist. of Col.	1,424,804.00	1,741,427.00	-	-	3,166,231.00	8,450,501.20	-	11,616,732.20
Florida	16,902,790.00	15,969,601.00	2,756,550.00	1,932,814.00	37,561,755.00	8,450,501.20	-	46,012,256.20
Georgia	11,526,958.00	7,751,400.00	2,552,666.00	3,784,439.00	25,615,463.00	8,450,501.20	3,635,536.00	37,701,500.20
Hawaii	1,510,233.00	1,088,885.00	576,931.00	180,025.00	3,356,074.00	8,450,501.20	-	11,806,575.20
Idaho	2,553,053.00	696,074.00	1,378,309.00	1,046,014.00	5,673,450.00	8,450,501.20	-	14,123,951.20
Illinois	12,698,798.00	11,313,209.00	2,155,362.00	2,052,183.00	28,219,552.00	46,955,994.00	-	75,175,546.00
Indiana	8,505,861.00	4,783,725.00	2,548,736.00	3,063,591.00	18,901,913.00	8,450,501.20	-	27,352,414.20
Iowa	4,385,099.00	1,163,832.00	2,045,209.00	2,150,525.00	9,744,665.00	42,793,636.00	-	52,538,301.00
Kansas	3,372,010.00	1,641,505.00	1,233,139.00	1,246,702.00	7,493,356.00	8,450,501.20	-	15,943,857.20
Kentucky	5,928,190.00	2,564,479.00	1,537,561.00	3,143,525.00	13,173,755.00	8,450,501.20	14,525,564.00	36,149,820.20
Louisiana	6,261,877.00	3,452,527.00	2,004,477.00	2,196,401.00	13,915,282.00	35,379,049.00	-	49,294,331.00
Maine	1,648,117.00	309,221.00	391,827.00	1,313,317.00	3,662,482.00	35,129,108.00	-	38,791,590.00
Maryland	5,368,486.00	4,790,534.00	873,502.00	897,446.00	11,929,968.00	8,450,501.20	1,773,864.00	22,154,333.20
Massachusetts	5,427,378.00	5,660,415.00	432,692.00	540,355.00	12,060,840.00	49,822,869.00	-	61,883,709.00
Michigan	9,402,660.00	6,458,176.00	1,950,156.00	3,083,808.00	20,894,800.00	39,434,568.00	-	60,329,368.00
Minnesota	5,821,103.00	3,555,532.00	1,410,139.00	2,149,010.00	12,935,784.00	8,450,501.20	-	21,386,285.20
Mississippi	4,315,359.00	1,224,218.00	1,170,163.00	2,879,947.00	9,589,687.00	8,450,501.20	510,243.00	18,550,431.20
Missouri	8,447,376.00	5,012,272.00	1,959,556.00	3,352,742.00	18,771,946.00	36,042,159.00	-	54,814,105.00
Montana	3,661,735.00	-	2,283,677.00	2,191,777.00	8,137,189.00	32,807,977.00	-	40,945,166.00
Nebraska	2,579,621.00	1,579,906.00	622,862.00	950,102.00	5,732,491.00	21,890,942.00	-	27,623,433.00
Nevada	3,243,824.00	3,439,963.00	259,119.00	265,591.00	7,208,497.00	8,450,501.20	-	15,658,998.20
New Hampshire	1,475,331.00	427,514.00	611,035.00	764,634.00	3,278,514.00	35,004,117.00	-	38,282,631.00
New Jersey	8,922,094.00	9,797,395.00	497,880.00	609,507.00	19,826,876.00	29,965,892.00	-	49,792,768.00
New Mexico	3,277,088.00	1,501,683.00	1,529,825.00	973,821.00	7,282,417.00	8,450,501.20	-	15,732,918.20
New York	15,001,123.00	14,488,949.00	1,468,826.00	2,376,930.00	33,335,828.00	43,023,496.00	-	76,359,324.00
North Carolina	9,310,118.00	5,219,714.00	2,132,197.00	4,027,122.00	20,689,151.00	38,610,122.00	11,603,089.00	70,902,362.00
North Dakota	2,216,005.00	-	1,559,176.00	1,149,275.00	4,924,456.00	21,779,298.00	-	26,703,754.00
Ohio	11,970,572.00	8,711,474.00	2,444,709.00	3,474,516.00	26,601,271.00	8,450,501.20	4,960,212.00	40,011,984.20
Oklahoma	5,658,415.00	2,796,651.00	1,572,107.00	2,547,083.00	12,574,256.00	26,318,743.00	-	38,892,999.00
Oregon	4,461,187.00	2,810,042.00	1,509,895.00	1,132,625.00	9,913,749.00	8,450,501.20	-	18,364,250.20
Pennsylvania	14,650,529.00	11,125,428.00	2,725,100.00	4,055,675.00	32,556,732.00	35,595,463.00	-	68,152,195.00
Rhode Island	1,952,298.00	2,158,389.00	-	227,754.00	4,338,441.00	50,000,000.00	-	54,338,441.00
South Carolina	5,974,524.00	2,946,161.00	1,802,025.00	2,554,011.00	13,276,721.00	27,572,284.00	-	40,849,005.00
South Dakota	2,517,228.00	-	1,609,071.00	1,467,541.00	5,593,840.00	33,823,212.00	-	39,417,052.00
Tennessee	7,542,711.00	3,954,943.00	2,014,983.00	3,248,944.00	16,761,581.00	8,450,501.20	8,449,698.00	33,661,780.20
Texas	32,665,662.00	26,233,539.00	6,900,374.00	6,790,785.00	72,590,360.00	8,450,501.20	-	81,040,861.20
Utah	3,099,292.00	2,809,734.00	573,750.00	404,539.00	6,887,315.00	8,450,501.20	-	15,337,816.20
Vermont	1,812,135.00	-	749,850.00	1,464,982.00	4,026,967.00	8,450,501.20	-	12,477,468.20
Virginia	9,084,985.00	6,715,896.00	1,540,464.00	2,847,511.00	20,188,856.00	8,450,501.20	8,830,696.00	37,470,053.20
Washington	6,052,586.00	4,419,920.00	1,674,713.00	1,302,972.00	13,450,191.00	31,665,619.00	-	45,115,810.00
West Virginia	3,899,947.00	288,796.00	1,848,426.00	2,629,380.00	8,666,549.00	50,000,000.00	15,711,098.00	74,377,647.00
Wisconsin	6,715,351.00	3,220,791.00	2,303,368.00	2,683,492.00	14,923,002.00	8,450,501.20	-	23,373,503.20
Wyoming	2,286,580.00	-	1,722,267.00	1,072,442.00	5,081,289.00	38,388,949.00	-	43,470,238.00
Total	351,513,177.00	246,933,923.00	83,304,978.00	99,388,314.00	781,140,392.00	1,150,000,000.00	100,000,000.00	2,031,140,392.00
Program Code	2909	2910	2911	2912		2913	2914	

APPROVED EFFECTIVE: February 13, 2020



FEDERAL HIGHWAY ADMINISTRATOR

DISTRIBUTION OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES ELIGIBLE UNDER SECTIONS 133(b)(1) AND 133(b)(4) OF TITLE 23,
UNITED STATES CODE (U.S.C.), AND TO PROVIDE NECESSARY CHARGING INFRASTRUCTURE ALONG
CORRIDOR-READY OR CORRIDOR-PENDING ALTERNATIVE FUEL CORRIDORS DESIGNATED PURSUANT TO 23 U.S.C. 151
TO URBANIZED AREAS WITHIN A STATE WITH POPULATION OVER 200,000
PURSUANT TO THE DEPARTMENT OF TRANSPORTATION APPROPRIATIONS ACT, 2020, TITLE I OF DIVISION H, PUBLIC LAW 116-94

STATE	URBANIZED AREA	POPULATION	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION
Alabama	Birmingham	749,495	1,297,207
	Columbus	61,264	106,034
	Huntsville	286,692	496,199
	Mobile	326,183	564,549
	Montgomery	263,907	456,764
	Pensacola	<u>6,266</u>	<u>10,845</u>
	Total	1,693,807	2,931,598
Alaska	Anchorage	<u>251,243</u>	<u>1,935,392</u>
	Total	251,243	1,935,392
Arizona	Phoenix--Mesa	3,629,114	4,534,082
	Tucson	<u>843,168</u>	<u>1,053,423</u>
	Total	4,472,282	5,587,505
Arkansas	Fayetteville--Springdale--Rogers	295,081	571,378
	Little Rock	431,388	835,315
	Memphis	<u>40,270</u>	<u>77,976</u>
	Total	766,739	1,484,669
California	Antioch	277,634	298,853
	Bakersfield	523,994	564,042
	Concord	615,968	663,046
	Fresno	654,628	704,660
	Indio--Cathedral City	345,580	371,992
	Lake Tahoe (Bi-State MPO)	145,000	156,082
	Lancaster--Palmdale	341,219	367,298
	Los Angeles--Long Beach--Anaheim	12,150,996	13,079,682
	Mission Viejo--Lake Forest--San Clemente	583,681	628,291
	Modesto	358,172	385,547
	Murrieta--Temecula--Menifee	441,546	475,293
	Oxnard	367,260	395,329
	Reno	9	10
	Riverside--San Bernardino	1,932,666	2,080,377
	Sacramento	1,723,634	1,855,369
	San Diego	2,956,746	3,182,726
	San Francisco--Oakland	3,281,212	3,531,991
	San Jose	1,664,496	1,791,711
	Santa Clarita	258,653	278,422
Santa Rosa	308,231	331,789	
Stockton	370,583	398,906	
Thousand Oaks	214,811	231,229	
Victorville--Hesperia	328,454	353,557	
Visalia	<u>219,454</u>	<u>236,227</u>	
	Total	30,064,627	32,362,429
Colorado	Colorado Springs	559,409	649,319
	Denver--Aurora	2,374,203	2,755,794
	Fort Collins	<u>264,465</u>	<u>306,971</u>
	Total	3,198,077	3,712,084
Connecticut	Bridgeport--Stamford	877,630	1,346,556
	Hartford	924,859	1,419,019
	New Haven	562,839	863,569
	New York--Newark	114	175
	Norwich--New London	188,041	288,513
	Springfield	89,711	137,644
	Worcester	<u>32,928</u>	<u>50,522</u>
	Total	2,676,122	4,105,998
Delaware	Philadelphia	<u>481,625</u>	<u>990,328</u>
	Total	481,625	990,328
District of Columbia	Washington, DC	<u>601,723</u>	<u>1,741,427</u>
	Total	601,723	1,741,427
Florida	Bonita Springs	310,298	340,957
	Cape Coral	530,290	582,685
	Jacksonville	1,065,219	1,170,467
	Kissimmee	314,071	345,103
	Lakeland	262,596	288,542
	Miami	5,502,379	6,046,039
	Orlando	1,510,516	1,659,762
	Palm Bay--Melbourne	452,791	497,529
	Palm Coast--Daytona Beach--Port Orange	349,064	383,553
	Pensacola	333,801	366,782
	Port St. Lucie	376,047	413,202
	Sarasota--Bradenton	643,260	706,817
	Tallahassee	240,223	263,958
	Tampa--St. Petersburg	2,441,770	2,683,028
	Winter Haven	<u>201,289</u>	<u>221,177</u>
	Total	14,533,614	15,969,601

DISTRIBUTION OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES ELIGIBLE UNDER SECTIONS 133(b)(1) AND 133(b)(4) OF TITLE 23,
UNITED STATES CODE (U.S.C.), AND TO PROVIDE NECESSARY CHARGING INFRASTRUCTURE ALONG
CORRIDOR-READY OR CORRIDOR-PENDING ALTERNATIVE FUEL CORRIDORS DESIGNATED PURSUANT TO 23 U.S.C. 151
TO URBANIZED AREAS WITHIN A STATE WITH POPULATION OVER 200,000
PURSUANT TO THE DEPARTMENT OF TRANSPORTATION APPROPRIATIONS ACT, 2020, TITLE 1 OF DIVISION H, PUBLIC LAW 116-94

STATE	URBANIZED AREA	POPULATION	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION
Georgia	Atlanta	4,515,419	6,566,658
	Augusta-Richmond County	283,283	411,971
	Chattanooga	78,364	113,963
	Columbus	192,338	279,712
	Savannah	<u>260,677</u>	<u>379,096</u>
	Total	5,330,081	7,751,400
Hawaii	Honolulu	<u>802,459</u>	<u>1,088,885</u>
	Total	802,459	1,088,885
Idaho	Boise City	<u>349,684</u>	<u>696,074</u>
	Total	349,684	696,074
Illinois	Chicago	8,018,716	9,699,953
	Davenport	137,150	165,905
	Peoria	266,921	322,885
	Rockford	296,863	359,104
	Round Lake Beach--McHenry--Grayslake	259,811	314,284
	St. Louis	<u>372,895</u>	<u>451,078</u>
	Total	9,352,356	11,313,209
Indiana	Chicago	589,492	945,185
	Cincinnati	10,225	16,395
	Evansville	200,768	321,909
	Fort Wayne	313,492	502,649
	Indianapolis	1,487,483	2,385,013
	Louisville/Jefferson County	140,180	224,763
	South Bend	<u>241,870</u>	<u>387,811</u>
	Total	2,983,510	4,783,725
Iowa	Davenport	142,901	251,411
	Des Moines	450,070	791,825
	Omaha	<u>68,546</u>	<u>120,596</u>
	Total	661,517	1,163,832
Kansas	Kansas City	663,508	958,441
	Wichita	<u>472,870</u>	<u>683,064</u>
	Total	1,136,378	1,641,505
Kentucky	Cincinnati	328,060	547,771
	Evansville	28,583	47,726
	Huntington	56,594	94,497
	Lexington-Fayette	290,263	484,660
	Louisville/Jefferson County	<u>832,366</u>	<u>1,389,825</u>
	Total	1,535,866	2,564,479
Louisiana	Baton Rouge	594,309	1,003,334
	Lafayette	252,720	426,651
	New Orleans	899,703	1,518,912
	Shreveport	<u>298,317</u>	<u>503,630</u>
	Total	2,045,049	3,452,527
Maine	Portland	<u>203,914</u>	<u>309,221</u>
	Total	203,914	309,221
Maryland	Aberdeen--Bel Air South--Bel Air North	213,751	242,922
	Baltimore	2,203,663	2,504,402
	Philadelphia	48,690	55,335
	Washington, DC	<u>1,749,163</u>	<u>1,987,875</u>
	Total	4,215,267	4,790,534
Massachusetts	Barnstable Town	246,695	249,929
	Boston	4,087,709	4,141,295
	Nashua	7,318	7,414
	Providence	260,276	263,688
	Springfield	531,589	538,557
	Worcester	<u>453,586</u>	<u>459,532</u>
	Total	5,587,173	5,660,415
Michigan	Ann Arbor	306,022	355,825
	Detroit	3,734,090	4,341,790
	Flint	356,218	414,190
	Grand Rapids	569,935	662,688
	Kalamazoo	209,703	243,831
	Lansing	313,532	364,557
	South Bend	36,295	42,202
	Toledo	<u>28,461</u>	<u>33,093</u>
	Total	5,554,256	6,458,176

DISTRIBUTION OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES ELIGIBLE UNDER SECTIONS 133(b)(1) AND 133(b)(4) OF TITLE 23,
UNITED STATES CODE (U.S.C.), AND TO PROVIDE NECESSARY CHARGING INFRASTRUCTURE ALONG
CORRIDOR-READY OR CORRIDOR-PENDING ALTERNATIVE FUEL CORRIDORS DESIGNATED PURSUANT TO 23 U.S.C. 151
TO URBANIZED AREAS WITHIN A STATE WITH POPULATION OVER 200,000
PURSUANT TO THE DEPARTMENT OF TRANSPORTATION APPROPRIATIONS ACT, 2020, TITLE I OF DIVISION H, PUBLIC LAW 116-94

STATE	URBANIZED AREA	POPULATION	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION	
Minnesota	Minneapolis—St. Paul	<u>2,650,614</u>	<u>3,555,532</u>	
	Total	2,650,614	3,555,532	
Mississippi	Gulfport	208,948	371,402	
	Jackson	351,478	624,747	
	Memphis	<u>128,310</u>	<u>228,069</u>	
	Total	688,736	1,224,218	
Missouri	Fayetteville--Springdale--Rogers	2	3	
	Kansas City	855,909	1,475,539	
	St. Louis	1,777,811	3,064,845	
	Springfield	<u>273,724</u>	<u>471,885</u>	
	Total	2,907,446	5,012,272	
Nebraska	Lincoln	258,719	446,635	
	Omaha	<u>656,462</u>	<u>1,133,271</u>	
	Total	915,181	1,579,906	
Nevada	Lake Tahoe (Bi-State MPO)	65,000	95,426	
	Las Vegas--Henderson	1,886,011	2,768,849	
	Reno	<u>392,132</u>	<u>575,688</u>	
	Total	2,343,143	3,439,963	
New Hampshire	Boston	93,038	127,435	
	Nashua	<u>219,082</u>	<u>300,079</u>	
	Total	312,120	427,514	
New Jersey	Allentown	32,443	40,240	
	Atlantic City	248,402	308,099	
	New York--Newark	6,159,466	7,639,723	
	Philadelphia	1,150,865	1,427,443	
	Poughkeepsie--Newburgh	11,228	13,926	
	Trenton	<u>296,668</u>	<u>367,964</u>	
	Total	7,899,072	9,797,395	
New Mexico	Albuquerque	741,318	1,441,945	
	El Paso	<u>30,712</u>	<u>59,738</u>	
	Total	772,030	1,501,683	
New York	Albany--Schenectady	594,962	562,927	
	Bridgeport--Stamford	45,681	43,221	
	Buffalo	935,906	885,513	
	New York--Newark	12,191,715	11,535,262	
	Poughkeepsie--Newburgh	412,338	390,136	
	Rochester	720,572	681,774	
	Syracuse	<u>412,317</u>	<u>390,116</u>	
	Total	15,313,491	14,488,949	
North Carolina	Asheville	280,648	334,907	
	Charlotte	1,180,484	1,408,714	
	Concord	214,881	256,425	
	Durham	347,602	414,806	
	Fayetteville	310,282	370,271	
	Greensboro	311,810	372,094	
	Hickory	212,195	253,220	
	Myrtle Beach--Socastee	20,279	24,200	
	Raleigh	884,891	1,055,972	
	Wilmington	219,957	262,482	
	Winston-Salem	<u>391,024</u>	<u>466,623</u>	
	Total	4,374,053	5,219,714	
	Ohio	Akron	569,499	722,244
		Canton	279,245	354,141
Cincinnati		1,286,542	1,631,604	
Cleveland		1,780,673	2,258,266	
Columbus		1,368,035	1,734,954	
Dayton		724,091	918,299	
Huntington		33,775	42,834	
Toledo		479,182	607,703	
Youngstown		<u>348,073</u>	<u>441,429</u>	
Total		6,869,115	8,711,474	
Oklahoma		Oklahoma City	861,505	1,588,236
	Tulsa	<u>655,479</u>	<u>1,208,415</u>	
	Total	1,516,984	2,796,651	
Oregon	Eugene	247,421	352,141	
	Portland	1,490,336	2,121,115	
	Salem	<u>236,632</u>	<u>336,786</u>	
	Total	1,974,389	2,810,042	

DISTRIBUTION OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES ELIGIBLE UNDER SECTIONS 133(b)(1) AND 133(b)(4) OF TITLE 23,
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STATE	URBANIZED AREA	POPULATION	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION
Pennsylvania	Allentown	632,208	891,207
	Harrisburg	444,474	626,563
	Lancaster	402,004	566,694
	Philadelphia	3,760,387	5,300,916
	Pittsburgh	1,733,853	2,444,166
	Reading	266,254	375,331
	Scranton	381,502	537,793
	York	232,045	327,108
	Youngstown	<u>39,477</u>	<u>55,650</u>
	Total	7,892,204	11,125,428
Rhode Island	Boston	272	617
	Norwich--New London	21,149	47,944
	Providence	<u>930,680</u>	<u>2,109,828</u>
	Total	952,101	2,158,389
South Carolina	Augusta-Richmond County	103,504	163,405
	Charleston--North Charleston	548,404	865,781
	Charlotte	68,958	108,866
	Columbia	549,777	867,949
	Greenville	400,492	632,268
	Myrtle Beach--Socastee	<u>195,025</u>	<u>307,892</u>
		Total	1,866,160
Tennessee	Chattanooga	302,748	439,797
	Knoxville	558,696	811,607
	Memphis	891,481	1,295,038
	Nashville-Davidson	<u>969,587</u>	<u>1,408,501</u>
	Total	2,722,512	3,954,943
Texas	Austin	1,362,416	2,163,167
	Brownsville	217,585	345,469
	Conroe--The Woodlands	239,938	380,960
	Corpus Christi	320,069	508,188
	Dallas--Fort Worth--Arlington	5,121,892	8,132,250
	Denton--Lewisville	366,174	581,390
	El Paso	772,374	1,226,332
	Houston	4,944,332	7,850,330
	Killeen	217,630	345,541
	Laredo	235,730	374,279
	Lubbock	237,356	376,860
	McAllen	728,825	1,157,187
	San Antonio	<u>1,758,210</u>	<u>2,791,586</u>
		Total	16,522,531
Utah	Ogden--Layton	546,026	748,352
	Provo--Orem	482,819	661,724
	Salt Lake City--West Valley City	<u>1,021,243</u>	<u>1,399,658</u>
	Total	2,050,088	2,809,734
Virginia	Richmond	953,556	1,323,351
	Roanoke	210,111	291,593
	Virginia Beach	1,439,666	1,997,978
	Washington, DC	<u>2,235,884</u>	<u>3,102,974</u>
	Total	4,839,217	6,715,896
Washington	Kennewick--Pasco	210,975	232,092
	Portland	359,562	395,551
	Seattle	3,059,393	3,365,610
	Spokane	<u>387,847</u>	<u>426,667</u>
	Total	4,017,777	4,419,920
West Virginia	Huntington	<u>112,268</u>	<u>288,796</u>
	Total	112,268	288,796
Wisconsin	Appleton	216,154	311,961
	Green Bay	206,520	298,057
	Madison	401,661	579,691
	Milwaukee	1,376,476	1,986,576
	Minneapolis--St. Paul	276	398
	Round Lake Beach--McHenry--Grayslake	<u>30,562</u>	<u>44,108</u>
		Total	2,231,649
	GRAND TOTAL	190,240,250	246,933,923