



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

# Notice

Subject:

**APPORTIONMENT OF HIGHWAY INFRASTRUCTURE PROGRAM  
FUNDS PURSUANT TO THE DEPARTMENT OF TRANSPORTATION  
APPROPRIATIONS ACT, 2021**

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Classification Code	Date	Office of Primary Interest
N4510.852	January 15, 2021	HCFB-10

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- 1. What is the purpose of this Notice?** The Department of Transportation Appropriations Act, 2021, title I of division L, Public Law (Pub. L.) 116-260, appropriated \$2,000,000,000 for Highway Infrastructure Programs (HIP). Of such amount, \$640,650,000 shall be set aside and apportioned for activities eligible under section 133(b) 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; \$1,080,000,000 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 (ADHS) as authorized under section 1069(y) of Pub. L. 102-240. This Notice transmits the certificate of apportionment for HIP funds for the above activities. The apportionment is effective immediately.

The remainder of the funding shall be set aside for other activities that are not the subject of this Notice. This includes \$2,700,000 set aside for activities eligible under the Puerto Rico Highway Program as described in 23 U.S.C. 165(b)(2)(C); \$650,000 set aside for activities eligible under the Territorial Highway Program as described in 23 U.S.C. 165(c)(6); \$100,000,000 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; \$16,000,000 set aside for the National Scenic Byways Program under 23 U.S.C. 162; \$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), 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, 2024. Any amounts not obligated by the State on or before September 30, 2024, shall lapse.

- b. The funds resulting from this apportionment for necessary expenses for construction of the ADHS 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), 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 ADHS 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
Z918	Highway Infrastructure – 23 U.S.C. 133(b) activities in any area and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors in any area	20.205
Z919	Highway Infrastructure – 23 U.S.C. 133(b) activities in urbanized areas with a population over 200,000 and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors in such areas	20.205
Z920	Highway Infrastructure – 23 U.S.C. 133(b) activities in areas with a population over 5,000	20.205



Program Code	Program Description	CFDA Number
	to 200,000 and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors in such areas	
Z921	Highway Infrastructure – 23 U.S.C. 133(b) 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
Z922	Bridge Replacement and Rehabilitation for Qualifying States (FY 2021)	20.205
Z923	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), 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 as follows:
    - (i) Activities eligible under section 133(b) of title 23, U.S.C.; and
    - (ii) 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, 2021.
  - c. The funds made available for activities eligible under section 133(b) 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) for a project described in paragraphs (4) through (11) of 23 U.S.C. 133(b); (3) for a project described in 23 U.S.C. 101(a)(29), as in effect on the day before the date of enactment of the FAST Act; (4) to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151; and (5) 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 pertains to 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 or in which the percentage of total number 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 \$60,000,000 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 \$60,000,000 shall be redistributed equally among each State that does not meet the definition of a qualifying State.
- f. The funds resulting from this apportionment for qualifying States shall be obligated on highway bridge replacement or rehabilitation projects on public roads.
- g. The funds resulting from this apportionment for non-qualifying States shall be (1) merged with amounts made available to such State for activities eligible under 23 U.S.C. 133(b), 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) available for activities eligible under 23 U.S.C. 133(b), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151. Such funds will be added to program code Z918 for obligation.
- h. The funds shall be administered as if apportioned under chapter 1 of title 23, U.S.C.
- i. Section 1101(b) of the FAST Act, which pertains to 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 ADHS, 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, unless those States have modified and assigned a higher priority for completion of an ADHS corridor, as reported in the 2020 Appalachian Development Highway System Future Outlook.

- 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 ADHS 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 pertains to 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), 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, 2021, appropriates a total of \$640,650,000 in HIP funds for activities eligible under 23 U.S.C. 133(b), 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 \$640,650,000. 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, 2021, appropriates a total of \$1,080,000,000 in HIP funds for bridge replacement and rehabilitation.
  - b. The amount of funds available for distribution to the States is \$1,080,000,000. 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, 2021, appropriates a total of \$100,000,000 in HIP funds for the ADHS.
  - 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.

  
Mala Krishnamoorti Parker  
Acting Administrator

Attachments



**CERTIFICATE OF APPORTIONMENT FROM  
THE SUM OF \$1,820,650,000 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, 2021, title I of division L, Pub. L. 116-260, 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, 2021, title I of division L, Pub. L. 116-260, the amount appropriated for the Highway Infrastructure Program (HIP) for activities eligible under section 133(b) 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 section 151 of title 23, U.S.C., for the fiscal year ending September 30, 2021, is \$640,650,000.

Second, that I have computed the apportionment to each State and the District of Columbia of the amounts appropriated for the HIP for activities eligible under section 133(b) of title 23, U.S.C., and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to section 151 of title 23, U.S.C., 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, 2021, title I of division L, Pub. L. 116-260, the amount appropriated for the HIP for bridge replacement and rehabilitation (and such other purposes as specified in the Act) for the fiscal year ending September 30, 2021, is \$1,080,000,000.

Fourth, that I have computed the apportionment to each State and the District of Columbia of the amounts appropriated for the HIP for bridge replacement and rehabilitation (and such other purposes as specified in the Act) in the manner provided by law.

Fifth, that pursuant to the Department of Transportation Appropriations Act, 2021, title I of division L, Pub. L. 116-260, the amount appropriated for the HIP for necessary expenses for construction of the ADHS as authorized under section 1069(y) of Public Law 102-240 for the fiscal year ending September 30, 2021, is \$100,000,000.

Sixth, that I have computed the apportionment to each Appalachian State of the amounts appropriated for the HIP for necessary expenses for construction of the ADHS 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

N4510-852 - TABLE 1

APPORTIONMENT OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES ELIGIBLE UNDER SECTION 133(b) 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, 2021, TITLE 1 OF DIVISION L, PUBLIC LAW 116-260

State	Activities Eligible Under 23 U.S.C. 133(b), 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	Qualifying States	Non-Qualifying States 1/	Subtotal		
Alabama	5,516,552.00	2,389,340.00	1,469,384.00	2,883,729.00	12,259,005.00	-	8,031,902.66	8,031,902.66	30,000,000.00	50,290,907.66
Alaska	3,648,361.00	1,577,401.00	1,224,876.00	1,656,830.00	8,107,468.00	28,065,262.00	-	28,065,262.00	-	36,172,730.00
Arizona	5,325,372.00	4,553,982.00	1,215,373.00	739,432.00	11,834,159.00	-	8,031,902.67	8,031,902.67	-	19,866,061.67
Arkansas	3,765,135.00	1,210,049.00	1,228,630.00	2,163,152.00	8,366,966.00	-	8,031,902.67	8,031,902.67	-	16,398,868.67
California	26,741,199.00	26,376,336.00	4,546,157.00	1,761,194.00	59,424,886.00	23,495,394.00	-	23,495,394.00	-	82,920,280.00
Colorado	3,937,156.00	3,060,012.00	1,032,457.00	719,610.00	8,749,235.00	14,561,058.00	-	14,561,058.00	-	23,310,293.00
Connecticut	3,656,810.00	3,346,510.00	579,646.00	543,278.00	8,126,244.00	42,128,056.00	-	42,128,056.00	-	50,254,300.00
Delaware	1,231,226.00	807,147.00	428,987.00	268,698.00	2,736,058.00	20,628,942.00	-	20,628,942.00	-	23,365,000.00
Dist. of Col.	1,161,257.00	1,419,315.00	-	-	2,580,572.00	-	8,031,902.67	8,031,902.67	-	10,612,474.67
Florida	13,773,240.00	13,012,831.00	2,246,175.00	1,574,953.00	30,607,199.00	-	8,031,902.67	8,031,902.67	-	38,639,101.67
Georgia	9,394,813.00	6,317,621.00	2,080,498.00	3,084,430.00	20,877,362.00	-	8,031,902.67	8,031,902.67	3,422,578.00	32,331,842.67
Hawaii	1,230,885.00	887,474.00	470,216.00	146,725.00	2,735,300.00	7,619,052.00	-	7,619,052.00	-	10,354,352.00
Idaho	2,080,814.00	567,321.00	1,123,363.00	852,532.00	4,624,030.00	17,046,504.00	-	17,046,504.00	-	21,670,534.00
Illinois	10,349,897.00	9,220,600.00	1,756,684.00	1,672,590.00	22,999,771.00	39,081,968.00	-	39,081,968.00	-	62,081,739.00
Indiana	6,932,529.00	3,898,877.00	2,077,296.00	2,496,917.00	15,405,619.00	14,018,451.00	-	14,018,451.00	-	29,424,070.00
Iowa	3,573,986.00	948,557.00	1,666,905.00	1,752,743.00	7,942,191.00	35,617,593.00	-	35,617,593.00	-	43,559,784.00
Kansas	2,748,289.00	1,337,875.00	1,005,044.00	1,102,100.00	6,107,308.00	9,929,004.00	-	9,929,004.00	-	16,036,312.00
Kentucky	4,831,650.00	2,090,127.00	1,253,158.00	2,562,066.00	10,737,001.00	16,840,182.00	-	16,840,182.00	13,674,706.00	41,251,889.00
Louisiana	5,103,616.00	2,813,912.00	1,633,708.00	1,790,132.00	11,341,368.00	29,446,355.00	-	29,446,355.00	-	40,787,723.00
Maine	1,343,264.00	252,024.00	319,351.00	1,070,392.00	2,985,031.00	29,238,326.00	-	29,238,326.00	-	32,223,357.00
Maryland	4,375,475.00	3,904,427.00	711,930.00	731,445.00	9,723,277.00	11,365,024.00	-	11,365,024.00	1,669,957.00	22,758,258.00
Massachusetts	4,423,473.00	4,613,406.00	352,657.00	440,405.00	9,829,941.00	41,468,097.00	-	41,468,097.00	-	51,298,038.00
Michigan	7,663,446.00	5,263,605.00	1,589,435.00	2,513,395.00	17,029,881.00	32,821,805.00	-	32,821,805.00	-	49,851,686.00
Minnesota	4,744,371.00	2,897,864.00	1,149,305.00	1,751,507.00	10,543,047.00	12,384,032.00	-	12,384,032.00	-	22,927,079.00
Mississippi	3,517,146.00	997,774.00	953,718.00	2,347,242.00	7,815,880.00	14,782,458.00	-	14,782,458.00	480,355.00	23,078,693.00
Missouri	6,884,862.00	4,085,150.00	1,597,097.00	2,732,584.00	15,299,693.00	29,998,268.00	-	29,998,268.00	-	45,297,961.00
Montana	2,984,423.00	-	1,861,264.00	1,786,363.00	6,632,050.00	27,306,425.00	-	27,306,425.00	-	33,938,475.00
Nebraska	2,102,468.00	1,287,670.00	507,651.00	774,361.00	4,672,150.00	18,220,061.00	-	18,220,061.00	-	22,892,211.00
Nevada	2,643,813.00	2,803,672.00	211,190.00	216,464.00	5,875,139.00	-	8,031,902.67	8,031,902.67	-	13,907,041.67
New Hampshire	1,202,439.00	348,437.00	498,011.00	623,199.00	2,672,086.00	29,134,295.00	-	29,134,295.00	-	31,806,381.00
New Jersey	7,271,771.00	7,985,167.00	405,787.00	496,766.00	16,159,491.00	24,940,927.00	-	24,940,927.00	-	41,100,418.00
New Mexico	2,670,924.00	1,223,916.00	1,246,853.00	793,693.00	5,935,386.00	17,033,205.00	-	17,033,205.00	-	22,968,591.00
New York	12,226,359.00	11,808,922.00	1,197,136.00	1,937,269.00	27,169,686.00	35,808,908.00	-	35,808,908.00	-	62,978,594.00
North Carolina	7,588,022.00	4,254,222.00	1,737,804.00	3,282,224.00	16,862,272.00	32,135,611.00	-	32,135,611.00	10,923,419.00	59,921,302.00
North Dakota	1,806,110.00	-	1,270,775.00	936,693.00	4,013,578.00	18,127,139.00	-	18,127,139.00	-	22,140,717.00
Ohio	9,756,371.00	7,100,109.00	1,992,510.00	2,831,834.00	21,680,824.00	12,188,099.00	-	12,188,099.00	4,669,659.00	38,538,582.00
Oklahoma	4,611,776.00	2,279,354.00	1,281,314.00	2,075,948.00	10,248,392.00	21,905,366.00	-	21,905,366.00	-	32,153,758.00
Oregon	3,636,000.00	2,290,268.00	1,230,609.00	923,123.00	8,080,000.00	13,085,242.00	-	13,085,242.00	-	21,165,242.00
Pennsylvania	11,940,616.00	9,067,554.00	2,221,037.00	3,305,495.00	26,534,702.00	29,626,478.00	-	29,626,478.00	4,100,364.00	60,261,544.00
Rhode Island	1,591,181.00	1,759,151.00	-	185,626.00	3,535,958.00	60,000,000.00	-	60,000,000.00	-	63,535,958.00
South Carolina	4,869,414.00	2,401,209.00	1,468,703.00	2,081,595.00	10,820,921.00	22,948,702.00	-	22,948,702.00	-	33,769,623.00
South Dakota	2,051,615.00	-	1,311,441.00	1,196,089.00	4,559,145.00	28,151,415.00	-	28,151,415.00	-	32,710,560.00
Tennessee	6,147,534.00	3,223,396.00	1,642,271.00	2,647,985.00	13,661,186.00	-	8,031,902.66	8,031,902.66	7,954,743.00	29,647,831.66
Texas	28,380,902.00	22,792,482.00	5,995,251.00	5,900,037.00	63,068,672.00	-	8,031,902.67	8,031,902.67	-	71,100,574.67
Utah	2,526,015.00	2,290,016.00	467,624.00	329,711.00	5,613,366.00	-	8,031,902.66	8,031,902.66	-	13,645,268.66
Vermont	1,476,944.00	-	611,150.00	1,194,004.00	3,282,098.00	-	8,031,902.67	8,031,902.67	-	11,314,000.67
Virginia	7,404,533.00	5,473,654.00	1,255,523.00	2,320,807.00	16,454,517.00	-	8,031,902.66	8,031,902.66	8,313,424.00	32,799,843.66
Washington	4,935,037.00	3,602,365.00	1,364,941.00	1,061,961.00	10,962,304.00	26,355,627.00	-	26,355,627.00	-	37,317,931.00
West Virginia	3,178,573.00	235,377.00	1,506,522.00	2,143,023.00	7,063,495.00	49,325,137.00	-	49,325,137.00	14,790,795.00	71,179,427.00
Wisconsin	5,473,210.00	2,625,041.00	1,877,313.00	2,187,125.00	12,162,689.00	14,837,174.00	-	14,837,174.00	-	26,999,863.00
Wyoming	1,865,630.00	-	1,403,699.00	874,072.00	4,141,401.00	31,951,526.00	-	31,951,526.00	-	36,092,927.00
Total	288,292,504.00	202,701,519.00	68,278,429.00	81,377,548.00	640,650,000.00	983,617,168.00	96,382,832.00	1,080,000,000.00	100,000,000.00	1,820,650,000.00
Program Code	Z918	Z919	Z920	Z921		Z922	Z918		Z923	

1/ Amounts shall be merged with amounts made available to the State for activities eligible under 23 U.S.C. 133(b) and for providing necessary charging infrastructure along corridor-ready or corridor-pending Alternative Fuel Corridors designated pursuant to 23 U.S.C. 151.

APPROVED EFFECTIVE: January 15, 2021

  
FEDERAL HIGHWAY ACTING ADMINISTRATOR



DISTRIBUTION OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES ELIGIBLE UNDER SECTION 133(b) 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, 2021, TITLE I OF DIVISION L, PUBLIC LAW 116-260

STATE	URBANIZED AREA	POPULATION	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION
Alabama	Birmingham	749,495	1,057,262
	Columbus	61,264	86,421
	Huntsville	286,692	404,417
	Mobile	326,183	460,125
	Montgomery	263,907	372,276
	Pensacola	6,266	8,839
	<b>Total</b>	1,693,807	2,389,340
Alaska	Anchorage	251,243	1,577,401
	<b>Total</b>	251,243	1,577,401
Arizona	Phoenix--Mesa	3,629,114	3,695,411
	Tucson	843,168	858,571
	<b>Total</b>	4,472,282	4,553,982
Arkansas	Fayetteville--Springdale--Rogers	295,081	465,690
	Little Rock	431,388	680,806
	Memphis	40,270	63,553
	<b>Total</b>	766,739	1,210,049
California	Antioch	277,634	243,574
	Bakersfield	523,994	459,711
	Concord	615,968	540,402
	Fresno	654,628	574,319
	Indio--Cathedral City	345,580	303,185
	Lake Tahoe (Bi-State MPO)	145,000	127,211
	Lancaster--Palmdale	341,219	299,359
	Los Angeles--Long Beach--Anaheim	12,150,996	10,660,327
	Mission Viejo--Lake Forest--San Clemente	583,681	512,076
	Modesto	358,172	314,232
	Murrieta--Temecula--Menifee	441,546	387,378
	Oxnard	367,260	322,205
	Reno	9	8
	Riverside--San Bernardino	1,932,666	1,695,569
	Sacramento	1,723,634	1,512,181
	San Diego	2,956,746	2,594,016
	San Francisco--Oakland	3,281,212	2,878,677
	San Jose	1,664,496	1,460,298
	Santa Clarita	258,653	226,922
	Santa Rosa	308,231	270,417
Stockton	370,583	325,120	
Thousand Oaks	214,811	188,458	
Victorville--Hesperia	328,454	288,160	
Visalia	219,454	192,531	
	<b>Total</b>	30,064,627	26,376,336
Colorado	Colorado Springs	559,409	535,258
	Denver--Aurora	2,374,203	2,271,706
	Fort Collins	264,465	253,048
	<b>Total</b>	3,198,077	3,060,012
Connecticut	Bridgeport--Stamford	877,630	1,097,483
	Hartford	924,859	1,156,543
	New Haven	562,839	703,834
	New York--Newark	114	142
	Norwich--New London	188,041	235,147
	Springfield	89,711	112,184
	Worcester	32,928	41,177
	<b>Total</b>	2,676,122	3,346,510
Delaware	Philadelphia	481,625	807,147
	<b>Total</b>	481,625	807,147
District of Columbia	Washington, DC	601,723	1,419,315
	<b>Total</b>	601,723	1,419,315
Florida	Bonita Springs	310,298	277,829
	Cape Coral	530,290	474,801
	Jacksonville	1,065,219	953,756
	Kissimmee	314,071	281,207
	Lakeland	262,596	235,118
	Miami	5,502,379	4,926,616
	Orlando	1,510,516	1,352,457
	Palm Bay--Melbourne	452,791	405,411
	Palm Coast--Daytona Beach--Port Orange	349,064	312,538
	Pensacola	333,801	298,872
	Port St. Lucie	376,047	336,698
	Sarasota--Bradenton	643,260	575,950
	Tallahassee	240,223	215,086
	Tampa--St. Petersburg	2,441,770	2,186,266
	Winter Haven	201,289	180,226
		<b>Total</b>	14,533,614

DISTRIBUTION OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES ELIGIBLE UNDER SECTION 133(b) 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, 2021, TITLE I OF DIVISION L, PUBLIC LAW 116-260

STATE	URBANIZED AREA	POPULATION	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION
Georgia	Atlanta	4,515,419	5,352,021
	Augusta-Richmond County	283,283	335,769
	Chattanooga	78,364	92,883
	Columbus	192,338	227,974
	Savannah	<u>260,677</u>	<u>308,974</u>
	<b>Total</b>	5,330,081	6,317,621
Hawaii	Honolulu	<u>802,459</u>	<u>887,474</u>
	<b>Total</b>	802,459	887,474
Idaho	Boise City	<u>349,684</u>	<u>567,321</u>
	<b>Total</b>	349,684	567,321
Illinois	Chicago	8,018,716	7,905,748
	Davenport	137,150	135,218
	Peoria	266,921	263,160
	Rockford	296,863	292,681
	Round Lake Beach--McHenry--Grayslake	259,811	256,151
	St. Louis	<u>372,895</u>	<u>367,642</u>
	<b>Total</b>	9,352,356	9,220,600
Indiana	Chicago	589,492	770,353
	Cincinnati	10,225	13,362
	Evansville	200,768	262,365
	Fort Wayne	313,492	409,674
	Indianapolis	1,487,483	1,943,856
	Louisville/Jefferson County	140,180	183,189
South Bend	<u>241,870</u>	<u>316,078</u>	
	<b>Total</b>	2,983,510	3,898,877
Iowa	Davenport	142,901	204,907
	Des Moines	450,070	645,361
	Omaha	<u>68,546</u>	<u>98,289</u>
	<b>Total</b>	661,517	948,557
Kansas	Kansas City	663,508	781,158
	Wichita	<u>472,870</u>	<u>556,717</u>
	<b>Total</b>	1,136,378	1,337,875
Kentucky	Cincinnati	328,060	446,450
	Evansville	28,583	38,898
	Huntington	56,594	77,017
	Lexington-Fayette	290,263	395,013
	Louisville/Jefferson County	<u>832,366</u>	<u>1,132,749</u>
	<b>Total</b>	1,535,866	2,090,127
Louisiana	Baton Rouge	594,309	817,747
	Lafayette	252,720	347,734
	New Orleans	899,703	1,237,958
	Shreveport	<u>298,317</u>	<u>410,473</u>
	<b>Total</b>	2,045,049	2,813,912
Maine	Portland	<u>203,914</u>	<u>252,024</u>
	<b>Total</b>	203,914	252,024
Maryland	Aberdeen--Bel Air South--Bel Air North	213,751	197,989
	Baltimore	2,203,663	2,041,162
	Philadelphia	48,690	45,099
	Washington, DC	<u>1,749,163</u>	<u>1,620,177</u>
	<b>Total</b>	4,215,267	3,904,427
Massachusetts	Barnstable Town	246,695	203,699
	Boston	4,087,709	3,375,278
	Nashua	7,318	6,043
	Providence	260,276	214,914
	Springfield	531,589	438,940
	Worcester	<u>453,586</u>	<u>374,532</u>
	<b>Total</b>	5,587,173	4,613,406
Michigan	Ann Arbor	306,022	290,008
	Detroit	3,734,090	3,538,687
	Flint	356,218	337,577
	Grand Rapids	569,935	540,111
	Kalamazoo	209,703	198,729
	Lansing	313,532	297,125
	South Bend	36,295	34,396
	Toledo	<u>28,461</u>	<u>26,972</u>
	<b>Total</b>	5,554,256	5,263,605



DISTRIBUTION OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES ELIGIBLE UNDER SECTION 133(b) 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, 2021, TITLE I OF DIVISION L, PUBLIC LAW 116-260

STATE	URBANIZED AREA	POPULATION	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION	
Minnesota	Minneapolis--St. Paul	2,650,614	2,897,864	
	<b>Total</b>	2,650,614	2,897,864	
Mississippi	Gulfport	208,948	302,704	
	Jackson	351,478	509,187	
	Memphis	128,310	185,883	
	<b>Total</b>	688,736	997,774	
Missouri	Fayetteville--Springdale--Rogers	2	3	
	Kansas City	855,909	1,202,607	
	St. Louis	1,777,811	2,497,940	
	Springfield	273,724	384,600	
	<b>Total</b>	2,907,446	4,085,150	
Nebraska	Lincoln	258,719	364,021	
	Omaha	656,462	923,649	
	<b>Total</b>	915,181	1,287,670	
Nevada	Lake Tahoe (Bi-State MPO)	65,000	77,775	
	Las Vegas--Henderson	1,886,011	2,256,694	
	Reno	392,132	469,203	
	<b>Total</b>	2,343,143	2,803,672	
New Hampshire	Boston	93,038	103,864	
	Nashua	219,082	244,573	
	<b>Total</b>	312,120	348,437	
New Jersey	Allentown	32,443	32,797	
	Atlantic City	248,402	251,109	
	New York--Newark	6,159,466	6,226,600	
	Philadelphia	1,150,865	1,163,409	
	Poughkeepsie--Newburgh	11,228	11,350	
	Trenton	296,668	299,902	
	<b>Total</b>	7,899,072	7,985,167	
New Mexico	Albuquerque	741,318	1,175,228	
	El Paso	30,712	48,688	
	<b>Total</b>	772,030	1,223,916	
New York	Albany--Schenectady	594,962	458,802	
	Bridgeport--Stamford	45,681	35,227	
	Buffalo	935,906	721,719	
	New York--Newark	12,191,715	9,401,580	
	Poughkeepsie--Newburgh	412,338	317,972	
	Rochester	720,572	555,666	
	Syracuse	412,317	317,956	
	<b>Total</b>	15,313,491	11,808,922	
	North Carolina	Asheville	280,648	272,959
Charlotte		1,180,484	1,148,144	
Concord		214,881	208,994	
Durham		347,602	338,079	
Fayetteville		310,282	301,781	
Greensboro		311,810	303,268	
Hickory		212,195	206,382	
Myrtle Beach--Socastee		20,279	19,723	
Raleigh		884,891	860,649	
Wilmington		219,957	213,931	
Winston-Salem		391,024	380,312	
<b>Total</b>		4,374,053	4,254,222	
Ohio		Akron	569,499	588,650
		Canton	279,245	288,635
	Cincinnati	1,286,542	1,329,806	
	Cleveland	1,780,673	1,840,553	
	Columbus	1,368,035	1,414,039	
	Dayton	724,091	748,441	
	Huntington	33,775	34,911	
	Toledo	479,182	495,296	
	Youngstown	348,073	359,778	
	<b>Total</b>	6,869,115	7,100,109	
Oklahoma	Oklahoma City	861,505	1,294,460	
	Tulsa	655,479	984,894	
	<b>Total</b>	1,516,984	2,279,354	
Oregon	Eugene	247,421	287,006	
	Portland	1,490,336	1,728,772	
	Salem	236,632	274,490	
	<b>Total</b>	1,974,389	2,290,268	

DISTRIBUTION OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES ELIGIBLE UNDER SECTION 133(b) OF TITLE 23,  
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PURSUANT TO THE DEPARTMENT OF TRANSPORTATION APPROPRIATIONS ACT, 2021, TITLE I OF DIVISION L, PUBLIC LAW 116-260

STATE	URBANIZED AREA	POPULATION	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION
Pennsylvania	Allentown	632,208	726,360
	Harrisburg	444,474	510,668
	Lancaster	402,004	461,873
	Philadelphia	3,760,387	4,320,404
	Pittsburgh	1,733,853	1,992,068
	Reading	266,254	305,906
	Scranton	381,502	438,317
	York	232,045	266,602
	Youngstown	<u>39,477</u>	<u>45,356</u>
	<b>Total</b>	7,892,204	9,067,554
Rhode Island	Boston	272	503
	Norwich--New London	21,149	39,076
	Providence	<u>930,680</u>	<u>1,719,572</u>
	<b>Total</b>	952,101	1,759,151
South Carolina	Augusta-Richmond County	103,504	133,180
	Charleston--North Charleston	548,404	705,638
	Charlotte	68,958	88,729
	Columbia	549,777	707,404
	Greenville	400,492	515,317
	Myrtle Beach--Socastee	<u>195,025</u>	<u>250,941</u>
	<b>Total</b>	1,866,160	2,401,209
Tennessee	Chattanooga	302,748	358,447
	Knoxville	558,696	661,484
	Memphis	891,481	1,055,495
	Nashville-Davidson	<u>969,587</u>	<u>1,147,970</u>
	<b>Total</b>	2,722,512	3,223,396
Texas	Austin	1,362,416	1,879,424
	Brownsville	217,585	300,154
	Conroe--The Woodlands	239,938	330,989
	Corpus Christi	320,069	441,528
	Dallas--Fort Worth--Arlington	5,121,892	7,065,542
	Denton--Lewisville	366,174	505,129
	El Paso	772,374	1,065,474
	Houston	4,944,332	6,820,601
	Killeen	217,630	300,216
	Laredo	235,730	325,185
	Lubbock	237,356	327,428
	McAllen	728,825	1,005,399
	San Antonio	<u>1,758,210</u>	<u>2,425,413</u>
		<b>Total</b>	16,522,531
Utah	Ogden--Layton	546,026	609,929
	Provo--Orem	482,819	539,325
	Salt Lake City--West Valley City	<u>1,021,243</u>	<u>1,140,762</u>
	<b>Total</b>	2,050,088	2,290,016
Virginia	Richmond	953,556	1,078,570
	Roanoke	210,111	237,657
	Virginia Beach	1,439,666	1,628,411
	Washington, DC	<u>2,235,884</u>	<u>2,529,016</u>
	<b>Total</b>	4,839,217	5,473,654
Washington	Kennewick--Pasco	210,975	189,161
	Portland	359,562	322,386
	Seattle	3,059,393	2,743,072
	Spokane	<u>387,847</u>	<u>347,746</u>
	<b>Total</b>	4,017,777	3,602,365
West Virginia	Huntington	<u>112,268</u>	<u>235,377</u>
	<b>Total</b>	112,268	235,377
Wisconsin	Appleton	216,154	254,257
	Green Bay	206,520	242,925
	Madison	401,661	472,465
	Milwaukee	1,376,476	1,619,119
	Minneapolis--St. Paul	276	325
	Round Lake Beach--McHenry--Grayslake	<u>30,562</u>	<u>35,950</u>
	<b>Total</b>	2,231,649	2,625,041
<b>GRAND TOTAL</b>		190,240,250	202,701,519