



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

# Notice

Subject:

**APPORTIONMENT OF FISCAL YEAR (FY) 2022 HIGHWAY  
INFRASTRUCTURE PROGRAM FUNDS FOR THE BRIDGE FORMULA  
PROGRAM PURSUANT TO THE INFRASTRUCTURE INVESTMENT  
AND JOBS ACT**

Classification Code	Date	Office of Primary Interest
N4510.861	January 14, 2022	HCFB-10

1. **What is the purpose of this Notice?** Title VIII of division J of the Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law), Public Law (Pub. L.) 117-58, appropriated \$9,454,400,000 for Highway Infrastructure Programs (HIP) for FY 2022. Of such amount, \$5,500,000,000 shall be set aside for a bridge replacement, rehabilitation, preservation, protection, and construction program (hereafter, Bridge Formula Program (BFP)). This Notice transmits the certificate of apportionment for the BFP. 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 \$1,000,000,000 set aside for the National Electric Vehicle Infrastructure Formula Program; \$250,000,000 set aside for construction of the Appalachian Development Highway System as authorized under section 1069(y) of Pub. L. 102-240; \$640,000,000 set aside for the Nationally Significant Freight and Highway Projects Program under section 117 of title 23, United States Code (U.S.C.); \$1,847,000,000 set aside for the Bridge Investment Program under section 124 of title 23, U.S.C.; \$30,000,000 set aside for the Reduction of Truck Emissions at Port Facilities Program under section 11402 of division A of the Bipartisan Infrastructure Law; \$19,000,000 set aside for the University Transportation Centers Program under section 5505 of title 49, U.S.C.; \$100,000,000 set aside for the Reconnecting Communities Pilot Program under section 11509 of division A of the Bipartisan Infrastructure Law; and \$68,400,000 set aside for the Construction of Ferry Boats and Ferry Terminal Facilities Program under section 147 of title 23, U.S.C.

2. **What amount is available for distribution under this Notice?**
  - a. The Bipartisan Infrastructure Law authorizes the Federal Highway Administration (FHWA) to retain, for operations and administration of the FHWA, up to 0.5 percent of the amounts appropriated for the BFP.
  - b. The applied administrative takedown from funds appropriated for the BFP is \$27,500,000.
  - c. In addition, FHWA shall set aside 3 percent (\$165,000,000) from funds

appropriated for the BFP, to carry out section 202(d) of title 23, U.S.C. (Tribal Transportation Facility Bridges).

- d. Therefore, the amount of funds available for distribution to the States under this Notice is \$5,307,500,000 after the application of an administrative takedown of \$27,500,000 and a set-aside of \$165,000,000.

**3. What is the availability of these funds?**

- a. The funds resulting from this apportionment for the BFP are available for obligation until September 30, 2025. Any amounts not obligated by a State, as defined in 23 U.S.C. 101, on or before September 30, 2025, shall lapse.
- b. The funds resulting from this apportionment are available for obligation immediately and are not subject to any limitation on obligations.
- c. The program codes to be used when obligating these funds for FY 2022 are as follows:

Program Code	Program Description	CFDA Number
Y110	Bridge Formula Program – Main Code	20.205
Y120	Bridge Formula Program – Off-System Bridges Set-aside	20.205

**4. What is the background information for the Bridge Formula Program?**

- a. The funds resulting from this apportionment are eligible to be obligated on highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads. Such projects shall be treated as projects on a Federal-aid highway.
- b. After reserving the applicable administrative takedown and set-aside described in paragraph (2), the funds available for distribution to the States, as defined in 23 U.S.C. 101, have been apportioned to the States as follows:
- (i) 75 percent by the proportion that the total cost of replacing all bridges classified in poor condition in such State bears to the sum of the total cost to replace all bridges classified in poor condition in all States; and

- (ii) 25 percent by the proportion that the total cost of rehabilitating all bridges classified in fair condition in such State bears to the sum of the total cost to rehabilitate all bridges classified in fair condition in all States.
  - c. The amounts shall be adjusted such that each State receives at least \$45,000,000.
  - d. After making the distribution in subparagraph (b) and any necessary adjustments in subparagraph (c), 15 percent shall be set aside for each State for use on off-system bridges<sup>1</sup> for the same purposes described in subparagraph (a).
  - e. Except as otherwise provided, the funds shall be administered as if apportioned under chapter 1 of title 23, U.S.C.
  - f. The Federal share payable for the BFP (except for off-system bridges as described below) shall be determined in accordance with section 120 of title 23, U.S.C. 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.
    - (i) The Federal share for costs reimbursed with funds under the BFP for an off-system highway bridge owned by a county, town, township, city, municipality or other local agency, or federally-recognized Tribe shall be 100 percent.
  - g. The funds are not transferable under section 126 of title 23, U.S.C.
5. **What is the distribution of funds for the Bridge Formula Program?**
- a. The Bipartisan Infrastructure Law appropriates a total of \$5,500,000,000 in HIP funds for bridge replacement, rehabilitation, preservation, protection, and construction.
  - b. The amount of funds available for distribution to the States is \$5,307,500,000 after the application of an administrative takedown of \$27,500,000 and a set-aside of \$165,000,000 to carry out section 202(d) of title 23, U.S.C. (Tribal Transportation Facility Bridges). The attached Table 1 shows the State-by-State distribution of funds.

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<sup>1</sup> The term “off-system bridge” means a highway bridge located on a public road, other than a bridge on a Federal-aid highway.

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

A handwritten signature in black ink, appearing to read 'Stephanie Pollack', written in a cursive style.

Stephanie Pollack  
Deputy Administrator

Attachments

**CERTIFICATE OF APPORTIONMENT FROM  
THE SUM OF \$5,307,500,000 APPROPRIATED  
FOR THE HIGHWAY INFRASTRUCTURE PROGRAM BRIDGE REPLACEMENT,  
REHABILITATION, PRESERVATION, PROTECTION, AND CONSTRUCTION  
PROGRAM**

TO—

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

Pursuant to the Infrastructure Investment and Jobs Act, title VIII of division J, Public Law 117-58, and the delegation of authority from the Secretary of Transportation to the Federal Highway Deputy Administrator, section 1.85 of title 49, Code of Federal Regulations, I certify—

First, that pursuant to the Infrastructure Investment and Jobs Act, title VIII of division J, Public Law 117-58, the amount appropriated for the Highway Infrastructure Program (HIP) bridge replacement, rehabilitation, preservation, protection, and construction program, for the fiscal year ending September 30, 2022, is \$5,500,000,000.

Second, that pursuant to the Infrastructure Investment and Jobs Act, title VIII of division J, Public Law 117-58, of the amount appropriated for the HIP bridge replacement, rehabilitation, preservation, protection, and construction program, the Federal Highway Administration (FHWA) will retain \$27,500,000 for operations and administration of the FHWA.

Third, that pursuant to the Infrastructure Investment and Jobs Act, title VIII of division J, Public Law 117-58, of the amount appropriated for the HIP bridge replacement, rehabilitation, preservation, protection, and construction program, FHWA has set aside \$165,000,000 to carry out section 202(d) of title 23, United States Code (U.S.C.) (Tribal Transportation Facility Bridges).

Fourth, that after the application of the administrative takedown and set-aside, the amount of funds available for distribution to the States, the District of Columbia, and Puerto Rico for the HIP bridge replacement, rehabilitation, preservation, protection, and construction program is \$5,307,500,000.

Fifth, that I have computed the apportionment to each State, the District of Columbia, and Puerto Rico of the amounts appropriated for the HIP bridge replacement, rehabilitation, preservation, protection, and construction program in the manner provided by law.

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

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

N4510.861 - TABLE 1

**APPORTIONMENT OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS  
FOR THE BRIDGE FORMULA PROGRAM PURSUANT TO THE BIPARTISAN  
INFRASTRUCTURE LAW, TITLE VIII OF DIVISION J, PUBLIC LAW 117-58**

State	Bridge Formula Program		
	Bridge (Main)	Off-System Bridges	Total
Alabama	38,250,000	6,750,000	45,000,000
Alaska	38,250,000	6,750,000	45,000,000
Arizona	38,250,000	6,750,000	45,000,000
Arkansas	47,385,868	8,362,212	55,748,080
California	721,967,649	127,406,056	849,373,705
Colorado	38,250,000	6,750,000	45,000,000
Connecticut	95,439,019	16,842,180	112,281,199
Delaware	38,250,000	6,750,000	45,000,000
Dist. of Col.	38,250,000	6,750,000	45,000,000
Florida	41,633,022	7,347,004	48,980,026
Georgia	38,250,000	6,750,000	45,000,000
Hawaii	57,631,918	10,170,338	67,802,256
Idaho	38,250,000	6,750,000	45,000,000
Illinois	233,586,398	41,221,129	274,807,527
Indiana	68,108,599	12,019,165	80,127,764
Iowa	73,410,859	12,954,857	86,365,716
Kansas	38,250,000	6,750,000	45,000,000
Kentucky	74,509,147	13,148,673	87,657,820
Louisiana	172,258,050	30,398,479	202,656,529
Maine	38,250,000	6,750,000	45,000,000
Maryland	69,616,340	12,285,236	81,901,576
Massachusetts	191,467,762	33,788,429	225,256,191
Michigan	95,733,249	16,894,103	112,627,352
Minnesota	51,375,567	9,066,277	60,441,844
Mississippi	38,250,000	6,750,000	45,000,000
Missouri	82,337,760	14,530,193	96,867,953
Montana	38,250,000	6,750,000	45,000,000
Nebraska	38,250,000	6,750,000	45,000,000
Nevada	38,250,000	6,750,000	45,000,000
New Hampshire	38,250,000	6,750,000	45,000,000
New Jersey	195,007,070	34,413,012	229,420,082
New Mexico	38,250,000	6,750,000	45,000,000
New York	321,652,184	56,762,150	378,414,334
North Carolina	77,662,755	13,705,192	91,367,947
North Dakota	38,250,000	6,750,000	45,000,000
Ohio	82,168,666	14,500,353	96,669,019
Oklahoma	45,373,918	8,007,162	53,381,080
Oregon	45,598,417	8,046,779	53,645,196
Pennsylvania	278,101,804	49,076,789	327,178,593
Puerto Rico	38,250,000	6,750,000	45,000,000
Rhode Island	40,041,151	7,066,085	47,107,236
South Carolina	46,634,040	8,229,536	54,863,576
South Dakota	38,250,000	6,750,000	45,000,000
Tennessee	51,355,766	9,062,782	60,418,548
Texas	91,311,156	16,113,733	107,424,889
Utah	38,250,000	6,750,000	45,000,000
Vermont	38,250,000	6,750,000	45,000,000
Virginia	91,258,536	16,104,448	107,362,984
Washington	102,860,770	18,151,901	121,012,671
West Virginia	86,137,561	15,200,746	101,338,307
Wisconsin	38,250,000	6,750,000	45,000,000
Wyoming	38,250,000	6,750,000	45,000,000
<b>Total</b>	<b>4,511,375,001</b>	<b>796,124,999</b>	<b>5,307,500,000</b>
Program Code	Y110	Y120	

APPROVED EFFECTIVE: January 14, 2022



FEDERAL HIGHWAY DEPUTY ADMINISTRATOR