



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

# Notice

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Subject:

**APPORTIONMENT OF HIGHWAY INFRASTRUCTURE PROGRAM  
FUNDS PURSUANT TO THE CORONAVIRUS RESPONSE AND RELIEF  
SUPPLEMENTAL APPROPRIATIONS ACT, 2021**

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Classification Code	Date	Office of Primary Interest
N4510.851	January 15, 2021	HCFB-10

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**1. What is the purpose of this Notice?**

- a. The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA), title IV of division M, Public Law (Pub. L.) 116-260, appropriated an additional \$10,000,000,000 for Highway Infrastructure Programs (HIP). Of such amount, \$9,840,057,332 shall be set aside and apportioned for activities eligible under section 133(b) of title 23, United States Code (U.S.C.) (and such other purposes as specified in the CRRSAA). This Notice transmits the certificate of apportionment for the HIP funds for activities eligible under 23 U.S.C. 133(b) (and for the other purposes specified). The apportionment is effective immediately.
- b. The remainder of the funding shall be set aside for other activities that are not the subject of this Notice. This includes \$114,568,862 set aside for activities eligible under the Tribal Transportation Program (TTP) as described in 23 U.S.C. 202; \$35,845,307 set aside for activities eligible under the Puerto Rico Highway Program as described in 23 U.S.C. 165(b)(2)(C)(iii); and \$9,528,499 set aside for activities eligible under the Territorial Highway Program as described in 23 U.S.C. 165(c)(6).

**2. What amounts are available for distribution?**

- a. The Administrator of the Federal Highway Administration (FHWA) may retain up to \$10,000,000 of the total funds made available for HIPs under the CRRSAA to fund the oversight of activities carried out with these appropriated supplemental funds.
- b. The FHWA has proportionally applied a \$10,000,000 administrative takedown to the total funds available for HIPs under the CRRSAA. Any funds that are retained by FHWA, but determined at a future date to be unnecessary for oversight activities, will be distributed accordingly among the applicable HIPs.
- c. The applied administrative takedowns are as follows: \$9,840,057 from funds

made available for activities eligible under section 133(b) of title 23, U.S.C.; \$114,569 from funds made available for activities eligible under the TTP as described in 23 U.S.C. 202; \$35,845 from funds made available for activities eligible under the Puerto Rico Highway Program as described in 23 U.S.C. 165(b)(2)(C)(iii); and \$9,529 from funds made available for activities eligible under the Territorial Highway Program as described in 23 U.S.C. 165(c)(6).

- d. Therefore, the amount of funds available for distribution to the States under this Notice is \$9,830,217,275 after the application of an administrative takedown of \$9,840,057.

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

- a. The funds resulting from this apportionment 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 are available for obligation immediately and are not subject to any limitation on obligations.
- c. The Federal share payable shall be up to 100 percent at the option of the State.
- d. The program codes to be used when obligating these funds are as follows:

Program Code	Program Description	CFDA Number
Z970 (Parent)	Highway Infrastructure – COVID Supplemental – 23 U.S.C. 133(b) activities in any area of the State	20.205
Z971 (Child)	Highway Infrastructure – COVID Special Authority – special eligibilities in any area of the State	20.205
Z972 (Parent)	Highway Infrastructure – COVID Supplemental – 23 U.S.C. 133(b) activities in urbanized areas with a population over 200,000	20.205
Z973 (Child)	Highway Infrastructure – COVID Special Authority – special eligibilities in urbanized areas with a population over 200,000	20.205

#### 4. **What is the background information?**

- 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. (program codes Z970 and Z972);
  - (ii) Costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses (program codes Z971 and Z973).
- b. A State may transfer funds to State, multi-State, international, or local public tolling agencies that own or operate a tolled facility that is a public road, bridge, or tunnel, or a ferry system that provides a public transportation benefit, and that was in operation within their State in fiscal year (FY) 2020 for costs related to operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses of a tolled facility or ferry system.
  - (i) For funds transferred to a tolled facility or ferry system pursuant to subparagraph 4(b), the limitations on the use of revenues in subsections (a)(3) and (c)(4) of 23 U.S.C. 129 shall not apply with respect to the tolled facility or ferry system for which such funds are transferred, notwithstanding the previous receipt of Federal funds for such tolled facility or ferry system.
- c. 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.
- d. The funds shall be suballocated to urbanized areas with a population over 200,000 as described in 23 U.S.C. 133(d)(1)(A)(i) in the ratio that the funds suballocated to such area in FY 2021 bears to the combined amount of funds apportioned to the State under 23 U.S.C. 104(b)(2) for FY 2020 and FY 2021.
- e. Except as otherwise provided, the funds shall be administered as if apportioned under chapter 1 of title 23, U.S.C. and shall be subject to applicable requirements under title 23, U.S.C.
- f. Pursuant to section 133(c) of title 23, U.S.C., projects for activities eligible under 23 U.S.C. 133(b) 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 Fixing America's Surface Transportation (FAST) Act; 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.

- (i) Such requirement does not apply to funds that will be used for costs related to preventive maintenance; routine maintenance; operations; personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors; debt service payments; availability payments; and coverage for other revenue losses (program codes Z971 and Z973).
- g. Pursuant to section 133(d)(5) of title 23, U.S.C., programming and expenditure of funds for projects for activities eligible under 23 U.S.C. 133(b) shall be consistent with sections 134 and 135 of title 23, U.S.C.
  - (i) 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) (program codes Z970 and Z972).
  - (ii) Funds used for costs related to preventive maintenance; routine maintenance; operations; personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors; debt service payments; availability payments; and coverage for other revenue losses (program codes Z971 and Z973) are not required to be included in a Metropolitan Transportation Plan, a Long-Range Statewide Transportation Plan, a Transportation Improvement Program, or a Statewide Transportation Improvement Program under 23 U.S.C. 134 or 135 or chapter 53 of title 49, U.S.C., as applicable.
- h. Projects for activities eligible under 23 U.S.C. 133(b) shall be subject to the requirements of 23 U.S.C. 133(i).
  - (i) The requirements of 23 U.S.C. 133(i) do not apply to funds that will be used for costs related to preventive maintenance; routine maintenance; operations; personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors; debt service payments; availability payments; and

coverage for other revenue losses (program codes Z971 and Z973) if such activity is not eligible under 23 U.S.C. 133(b).

- 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 distribution of funds?**

- a. The CRRSAA appropriates a total of \$9,840,057,332 in HIP funds for activities eligible under 23 U.S.C. 133(b).
- b. The amount of funds available for distribution to the States is \$9,830,217,275 after the application of an administrative takedown of \$9,840,057. 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.

6. **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 \$9,840,057,332 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 Coronavirus Response and Relief Supplemental Appropriations Act, 2021, title IV of division M, 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 Coronavirus Response and Relief Supplemental Appropriations Act, 2021, title IV of division M, Pub. L. 116-260, the amount appropriated for the HIP for activities eligible under section 133(b) of title 23, United States Code (U.S.C.), (and such other purposes as specified in the CRRSAA) for the fiscal year ending September 30, 2021, is \$9,840,057,332.

Second, that pursuant to the Coronavirus Response and Relief Supplemental Appropriations Act, 2021, title IV of division M, Pub. L. 116-260, of the amount appropriated for the HIP for activities eligible under section 133(b) of title 23, U.S.C, (and such other purposes as specified in the CRRSAA) the Federal Highway Administration will retain \$9,840,057 to fund the oversight of activities carried out with such appropriated supplemental funds.

Third, that after the application of the administrative takedown, the amount of funds available for distribution to the States and the District of Columbia is \$9,830,217,275.

Fourth, that I have computed the apportionment to each State and the District of Columbia of the amounts appropriated for the HIP pursuant to the Coronavirus Response and Relief Supplemental Appropriations Act, 2021, for activities eligible under section 133(b) of title 23, U.S.C., (and such other purposes as specified in the CRRSAA) and further computed the suballocations distribution within each State and the District of Columbia in the manner provided by law.

Fifth, 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

N4510.851 - TABLE 1

**APPORTIONMENT OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES  
ELIGIBLE UNDER SECTION 133(b) OF TITLE 23, UNITED STATES CODE (U.S.C.), FOR COSTS RELATED  
TO PREVENTIVE MAINTENANCE; ROUTINE MAINTENANCE; OPERATIONS; PERSONNEL,  
INCLUDING SALARIES OF EMPLOYEES (INCLUDING THOSE EMPLOYEES WHO HAVE BEEN PLACED  
ON ADMINISTRATIVE LEAVE) OR CONTRACTORS; DEBT SERVICE PAYMENTS; AVAILABILITY  
PAYMENTS; AND COVERAGE FOR OTHER REVENUE LOSSES PURSUANT TO THE CORONAVIRUS RESPONSE  
AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT, 2021, TITLE IV OF DIVISION M, PUBLIC LAW 116-260**

State	Any Area	Urbanized Areas With a Population Over 200,000	Total
Alabama	171,518,228	16,585,539	188,103,767
Alaska	113,107,702	11,294,342	124,402,044
Arizona	150,237,181	31,347,697	181,584,878
Arkansas	119,952,596	8,431,224	128,383,820
California	728,850,247	182,972,971	911,823,218
Colorado	112,969,084	21,280,316	134,249,400
Connecticut	101,153,827	23,536,327	124,690,154
Delaware	36,386,585	5,595,844	41,982,429
Dist. of Col.	29,693,868	9,902,770	39,596,638
Florida	380,552,289	89,088,576	469,640,865
Georgia	277,142,406	43,202,558	320,344,964
Hawaii	35,815,490	6,155,308	41,970,798
Idaho	66,976,862	3,974,863	70,951,725
Illinois	288,734,140	64,177,347	352,911,487
Indiana	209,511,571	26,874,264	236,385,835
Iowa	115,254,633	6,611,383	121,866,016
Kansas	84,605,554	9,105,773	93,711,327
Kentucky	150,102,875	14,647,075	164,749,950
Louisiana	154,116,527	19,906,900	174,023,427
Maine	44,032,864	1,769,842	45,802,706
Maryland	122,037,897	27,157,340	149,195,237
Massachusetts	118,686,430	32,145,476	150,831,906
Michigan	225,315,507	35,993,218	261,308,725
Minnesota	141,952,953	19,820,941	161,773,894
Mississippi	112,993,737	6,934,144	119,927,881
Missouri	206,249,088	28,511,398	234,760,486
Montana	101,763,046	-	101,763,046
Nebraska	62,799,110	8,890,976	71,690,086
Nevada	70,424,455	19,724,441	90,148,896
New Hampshire	38,598,806	2,402,030	41,000,836
New Jersey	191,981,731	55,971,604	247,953,335
New Mexico	82,511,410	8,561,923	91,073,333
New York	333,882,014	83,013,201	416,895,215
North Carolina	229,282,615	29,454,289	258,736,904
North Dakota	61,584,858	-	61,584,858
Ohio	283,344,693	49,328,700	332,673,393
Oklahoma	141,439,208	15,813,461	157,252,669
Oregon	107,869,761	16,110,809	123,980,570
Pennsylvania	343,145,390	64,006,536	407,151,926
Rhode Island	41,724,524	12,531,674	54,256,198
South Carolina	149,443,867	16,593,766	166,037,633
South Dakota	69,956,118	-	69,956,118
Tennessee	187,240,243	22,378,774	209,619,017
Texas	803,585,556	164,148,388	967,733,944
Utah	70,056,208	16,076,010	86,132,218
Vermont	50,360,938	-	50,360,938
Virginia	214,484,667	37,995,585	252,480,252
Washington	142,922,577	25,284,453	168,207,030
West Virginia	106,712,829	1,670,355	108,383,184
Wisconsin	168,619,935	18,005,961	186,625,896
Wyoming	63,546,203	-	63,546,203
Total 1/	8,415,230,903	1,414,986,372	9,830,217,275
Program Code - 23 U.S.C. 133(b) activities	Z970	Z972	
Program Code - Special eligibilities	Z971	Z973	

1/ Amount is net of the \$9,840,057 administrative takedown.

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.), FOR COSTS RELATED  
TO PREVENTIVE MAINTENANCE; ROUTINE MAINTENANCE; OPERATIONS; PERSONNEL,  
INCLUDING SALARIES OF EMPLOYEES (INCLUDING THOSE EMPLOYEES WHO HAVE BEEN PLACED  
ON ADMINISTRATIVE LEAVE) OR CONTRACTORS; DEBT SERVICE PAYMENTS; AVAILABILITY  
PAYMENTS; AND COVERAGE FOR OTHER REVENUE LOSSES TO URBANIZED AREAS  
WITHIN A STATE WITH POPULATION OVER 200,000 PURSUANT TO THE CORONAVIRUS RESPONSE AND  
RELIEF SUPPLEMENTAL APPROPRIATIONS ACT, 2021, TITLE IV OF DIVISION M, PUBLIC LAW 116-260

STATE	URBANIZED AREA	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION
Alabama	Birmingham	7,338,958
	Columbus	599,889
	Huntsville	2,807,251
	Mobile	3,193,942
	Montgomery	2,584,143
	Pensacola	<u>61,356</u>
	<b>Total</b>	16,585,539
Alaska	Anchorage	<u>11,294,342</u>
	<b>Total</b>	11,294,342
Arizona	Phoenix--Mesa	25,437,655
	Tucson	<u>5,910,042</u>
	<b>Total</b>	31,347,697
Arkansas	Fayetteville--Springdale--Rogers	3,244,773
	Little Rock	4,743,634
	Memphis	<u>442,817</u>
	<b>Total</b>	8,431,224
California	Antioch	1,689,677
	Bakersfield	3,189,021
	Concord	3,748,774
	Fresno	3,984,058
	Indio--Cathedral City	2,103,196
	Lake Tahoe (Bi-State MPO)	882,468
	Lancaster--Palmdale	2,076,655
	Los Angeles--Long Beach--Anaheim	73,950,821
	Mission Viejo--Lake Forest--San Clemente	3,552,276
	Modesto	2,179,831
	Murrieta--Temecula--Menifee	2,687,244
	Oxnard	2,235,140
	Reno	55
	Riverside--San Bernardino	11,762,183
	Sacramento	10,490,017
	San Diego	17,994,722
	San Francisco--Oakland	19,969,418
	San Jose	10,130,104
	Santa Clarita	1,574,159
	Santa Rosa	1,875,890
Stockton	2,255,364	
Thousand Oaks	1,307,337	
Victorville--Hesperia	1,998,967	
Visalia	<u>1,335,594</u>	
	<b>Total</b>	182,972,971
Colorado	Colorado Springs	3,722,362
	Denver--Aurora	15,798,178
	Fort Collins	<u>1,759,776</u>
	<b>Total</b>	21,280,316
Connecticut	Bridgeport--Stamford	7,718,701
	Hartford	8,134,078
	New Haven	4,950,134
	New York--Newark	1,002
	Norwich--New London	1,653,809
	Springfield	789,003
	Worcester	<u>289,600</u>
	<b>Total</b>	23,536,327
Delaware	Philadelphia	<u>5,595,844</u>
	<b>Total</b>	5,595,844
District of Columbia	Washington, DC	<u>9,902,770</u>
	<b>Total</b>	9,902,770
Florida	Bonita Springs	1,902,074
	Cape Coral	3,250,587
	Jacksonville	6,529,611
	Kissimmee	1,925,201
	Lakeland	1,609,669
	Miami	<b>33,728,645</b>
	Orlando	9,259,206
	Palm Bay--Melbourne	2,775,532
	Palm Coast--Daytona Beach--Port Orange	2,139,703
	Pensacola	2,046,143
	Port St. Lucie	2,305,104
	Sarasota--Bradenton	3,943,074
	Tallahassee	1,472,526
	Tampa--St. Petersburg	14,967,634
	Winter Haven	<u>1,233,867</u>
	<b>Total</b>	89,088,576

DISTRIBUTION OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES  
ELIGIBLE UNDER SECTION 133(b) OF TITLE 23, UNITED STATES CODE (U.S.C.), FOR COSTS RELATED  
TO PREVENTIVE MAINTENANCE; ROUTINE MAINTENANCE; OPERATIONS; PERSONNEL,  
INCLUDING SALARIES OF EMPLOYEES (INCLUDING THOSE EMPLOYEES WHO HAVE BEEN PLACED  
ON ADMINISTRATIVE LEAVE) OR CONTRACTORS; DEBT SERVICE PAYMENTS; AVAILABILITY  
PAYMENTS; AND COVERAGE FOR OTHER REVENUE LOSSES TO URBANIZED AREAS  
WITHIN A STATE WITH POPULATION OVER 200,000 PURSUANT TO THE CORONAVIRUS RESPONSE AND  
RELIEF SUPPLEMENTAL APPROPRIATIONS ACT, 2021, TITLE IV OF DIVISION M, PUBLIC LAW 116-260

STATE	URBANIZED AREA	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION
Georgia	Atlanta	36,599,379
	Augusta-Richmond County	2,296,128
	Chattanooga	635,173
	Columbus	1,558,981
	Savannah	<u>2,112,897</u>
	<b>Total</b>	43,202,558
Hawaii	Honolulu	<u>6,155,308</u>
	<b>Total</b>	6,155,308
Idaho	Boise City	<u>3,974,863</u>
	<b>Total</b>	3,974,863
Illinois	Chicago	55,025,699
	Davenport	941,145
	Peoria	1,831,654
	Rockford	2,037,121
	Round Lake Beach--McHenry--Grayslake	1,782,864
	St. Louis	<u>2,558,864</u>
	<b>Total</b>	64,177,347
Indiana	Chicago	5,309,908
	Cincinnati	92,102
	Evansville	1,808,438
	Fort Wayne	2,823,811
	Indianapolis	13,398,652
	Louisville/Jefferson County	1,262,685
	South Bend	<u>2,178,668</u>
	<b>Total</b>	26,874,264
Iowa	Davenport	1,428,192
	Des Moines	4,498,123
	Omaha	<u>685,068</u>
	<b>Total</b>	6,611,383
Kansas	Kansas City	5,316,676
	Wichita	<u>3,789,097</u>
	<b>Total</b>	9,105,773
Kentucky	Cincinnati	3,128,606
	Evansville	272,587
	Huntington	539,719
	Lexington-Fayette	2,768,148
	Louisville/Jefferson County	<u>7,938,015</u>
	<b>Total</b>	14,647,075
Louisiana	Baton Rouge	5,785,118
	Lafayette	2,460,025
	New Orleans	8,757,882
	Shreveport	<u>2,903,875</u>
	<b>Total</b>	19,906,900
Maine	Portland	<u>1,769,842</u>
	<b>Total</b>	1,769,842
Maryland	Aberdeen--Bel Air South--Bel Air North	1,377,115
	Baltimore	14,197,351
	Philadelphia	313,691
	Washington, DC	<u>11,269,183</u>
	<b>Total</b>	27,157,340
Massachusetts	Barnstable Town	1,419,345
	Boston	23,518,397
	Nashua	42,104
	Providence	1,497,483
	Springfield	3,058,466
	Worcester	<u>2,609,681</u>
	<b>Total</b>	32,145,476
Michigan	Ann Arbor	1,983,113
	Detroit	24,198,005
	Flint	2,308,398
	Grand Rapids	3,693,347
	Kalamazoo	1,358,937
	Lansing	2,031,780
	South Bend	235,202
	Toledo	<u>184,436</u>
	<b>Total</b>	35,993,218

DISTRIBUTION OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES  
ELIGIBLE UNDER SECTION 133(b) OF TITLE 23, UNITED STATES CODE (U.S.C.), FOR COSTS RELATED  
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WITHIN A STATE WITH POPULATION OVER 200,000 PURSUANT TO THE CORONAVIRUS RESPONSE AND  
RELIEF SUPPLEMENTAL APPROPRIATIONS ACT, 2021, TITLE IV OF DIVISION M, PUBLIC LAW 116-260

STATE	URBANIZED AREA	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION
Minnesota	Minneapolis—St. Paul	19,820,941
	<b>Total</b>	19,820,941
Mississippi	Gulfport	2,103,673
	Jackson	3,538,655
	Memphis	1,291,816
	<b>Total</b>	6,934,144
Missouri	Fayetteville--Springdale--Rogers	19
	Kansas City	8,393,333
	St. Louis	17,433,816
	Springfield	2,684,230
<b>Total</b>	28,511,398	
Nebraska	Lincoln	2,513,453
	Omaha	6,377,523
	<b>Total</b>	8,890,976
Nevada	Lake Tahoe (Bi-State MPO)	547,166
	Las Vegas--Henderson	15,876,331
	Reno	3,300,944
	<b>Total</b>	19,724,441
New Hampshire	Boston	716,007
	Nashua	1,686,023
	<b>Total</b>	2,402,030
New Jersey	Allentown	229,886
	Atlantic City	1,760,138
	New York--Newark	43,645,025
	Philadelphia	8,154,852
	Poughkeepsie--Newburgh	79,560
	Trenton	2,102,143
<b>Total</b>	55,971,604	
New Mexico	Albuquerque	8,221,323
	El Paso	340,600
	<b>Total</b>	8,561,923
New York	Albany--Schenectady	3,225,241
	Bridgeport--Stamford	247,633
	Buffalo	5,073,471
	New York--Newark	66,090,305
	Poughkeepsie--Newburgh	2,235,251
	Rochester	3,906,163
	Syracuse	2,235,137
<b>Total</b>	83,013,201	
North Carolina	Asheville	1,889,846
	Charlotte	7,949,222
	Concord	1,446,980
	Durham	2,340,706
	Fayetteville	2,089,397
	Greensboro	2,099,687
	Hickory	1,428,893
	Myrtle Beach--Socastee	136,556
	Raleigh	5,958,738
	Wilmington	1,481,161
	Winston-Salem	2,633,103
<b>Total</b>	29,454,289	
Ohio	Akron	4,089,704
	Canton	2,005,323
	Cincinnati	9,238,955
	Cleveland	12,787,423
	Columbus	9,824,175
	Dayton	5,199,864
	Huntington	242,546
	Toledo	3,441,117
	Youngstown	2,499,593
<b>Total</b>	49,328,700	
Oklahoma	Oklahoma City	8,980,567
	Tulsa	6,832,894
	<b>Total</b>	15,813,461
Oregon	Eugene	2,018,930
	Portland	12,160,987
	Salem	1,930,892
	<b>Total</b>	16,110,809

DISTRIBUTION OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES  
ELIGIBLE UNDER SECTION 133(b) OF TITLE 23, UNITED STATES CODE (U.S.C.), FOR COSTS RELATED  
TO PREVENTIVE MAINTENANCE; ROUTINE MAINTENANCE; OPERATIONS; PERSONNEL,  
INCLUDING SALARIES OF EMPLOYEES (INCLUDING THOSE EMPLOYEES WHO HAVE BEEN PLACED  
ON ADMINISTRATIVE LEAVE) OR CONTRACTORS; DEBT SERVICE PAYMENTS; AVAILABILITY  
PAYMENTS; AND COVERAGE FOR OTHER REVENUE LOSSES TO URBANIZED AREAS  
WITHIN A STATE WITH POPULATION OVER 200,000 PURSUANT TO THE CORONAVIRUS RESPONSE AND  
RELIEF SUPPLEMENTAL APPROPRIATIONS ACT, 2021, TITLE IV OF DIVISION M, PUBLIC LAW 116-260

STATE	URBANIZED AREA	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION
Pennsylvania	Allentown	5,127,268
	Harrisburg	3,604,727
	Lancaster	3,260,291
	Philadelphia	30,497,102
	Pittsburgh	14,061,715
	Reading	2,159,346
	Scranton	3,094,018
	York	1,881,907
	Youngstown	<u>320,162</u>
	<b>Total</b>	64,006,536
Rhode Island	Boston	3,580
	Norwich--New London	278,366
	Providence	<u>12,249,728</u>
	<b>Total</b>	12,531,674
South Carolina	Augusta-Richmond County	920,351
	Charleston--North Charleston	4,876,370
	Charlotte	613,170
	Columbia	4,888,579
	Greenville	3,561,147
	Myrtle Beach--Socastee	<u>1,734,149</u>
	<b>Total</b>	16,593,766
Tennessee	Chattanooga	2,488,558
	Knoxville	4,592,425
	Memphis	7,327,884
	Nashville-Davidson	<u>7,969,907</u>
	<b>Total</b>	22,378,774
Texas	Austin	13,535,359
	Brownsville	2,161,668
	Conroe--The Woodlands	2,383,741
	Corpus Christi	3,179,828
	Dallas--Fort Worth--Arlington	50,885,081
	Denton--Lewisville	3,637,873
	El Paso	7,673,397
	Houston	49,121,054
	Killeen	2,162,115
	Laredo	2,341,935
	Lubbock	2,358,089
	McAllen	7,240,746
	San Antonio	<u>17,467,502</u>
		<b>Total</b>
Utah	Ogden--Layton	4,281,728
	Provo--Orem	3,786,083
	Salt Lake City--West Valley City	<u>8,008,199</u>
	<b>Total</b>	16,076,010
Virginia	Richmond	7,486,938
	Roanoke	1,649,707
	Virginia Beach	11,303,678
	Washington, DC	<u>17,555,262</u>
	<b>Total</b>	37,995,585
Washington	Kennewick--Pasco	1,327,696
	Portland	2,262,776
	Seattle	19,253,203
	Spokane	<u>2,440,778</u>
	<b>Total</b>	25,284,453
West Virginia	Huntington	<u>1,670,355</u>
	<b>Total</b>	1,670,355
Wisconsin	Appleton	1,744,029
	Green Bay	1,666,297
	Madison	3,240,784
	Milwaukee	11,106,036
	Minneapolis--St. Paul	2,227
	Round Lake Beach--McHenry--Grayslake	<u>246,588</u>
		<b>Total</b>
<b>GRAND TOTAL</b>		1,414,986,372



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**

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

- 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	1,574,955.00	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	1,016,100.00	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	4,933,037.00	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	1,863,630.00	-	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 1 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 Clara	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	13,012,831

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
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,  
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
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	39,477	45,356
	<b>Total</b>	7,892,204	9,067,554
Rhode Island	Boston	272	503
	Norwich--New London	21,149	39,076
	Providence	930,680	1,719,572
	<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	195,025	250,941
	<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	969,587	1,147,970
	<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	1,758,210	2,425,413
	<b>Total</b>	16,522,531	22,792,482
Utah	Ogden--Layton	546,026	609,929
	Provo--Orem	482,819	539,325
	Salt Lake City--West Valley City	1,021,243	1,140,762
	<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	2,235,884	2,529,016
	<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	387,847	347,746
	<b>Total</b>	4,017,777	3,602,365
West Virginia	Huntington	112,268	235,377
	<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	30,562	35,950
	<b>Total</b>	2,231,649	2,625,041
<b>GRAND TOTAL</b>		190,240,250	202,701,519