

Appendix A

Supplementary Tables

Table A-1—impact on States of Change in Bridge Program Federal Match
(based on 1991 program apportionment)

State	Current State matching share at 20 percent (millions of dollars)	Hypothetical State matching share at 25 percent (millions of dollars)	State	Current State matching share at 20 percent (millions of dollars)	Hypothetical State matching share at 25 percent (millions of dollars)
Alabama	\$ 7.2	\$ 9.7	Montana	1.8	2.4
Alaska	0.9	1.1	Nebraska	4.2	5.7
Arizona	0.9	1.1	Nevada	0.9	1.1
Arkansas	4.5	6.0	New Hampshire	1.9	2.5
California	11.1	14.8	New Jersey	15.3	20.4
Colorado	3.2	4.2	New Mexico	1.1	1.5
Connecticut	17.2	23.0	New York	34.1	45.4
Delaware	1.0	1.3	North Carolina	6.9	9.2
District of Columbia	2.4	3.2	North Dakota	1.2	1.6
Florida	6.0	8.0	Ohio	10.4	13.9
Georgia	6.7	8.9	Oklahoma	7.3	9.7
Hawaii	0.9	1.2	Oregon	2.0	2.6
Idaho	0.9	1.1	Pennsylvania	30.7	41.0
Illinois	9.9	13.1	Rhode Island	0.9	1.1
Indiana	5.7	7.6	South Carolina	2.6	3.5
Iowa	6.3	8.4	South Dakota	1.6	2.2
Kansas	6.2	8.3	Tennessee	8.7	11.6
Kentucky	6.8	9.1	Texas	12.9	17.2
Louisiana	7.0	9.3	Utah	0.9	1.1
Maine	2.1	2.8	Vermont	1.9	2.5
Maryland	4.2	5.6	Virginia	7.7	10.2
Massachusetts	19.3	25.7	Washington	8.5	11.3
Michigan	7.5	10.0	West Virginia	9.5	12.6
Minnesota	4.3	5.7	Wisconsin	5.8	7.8
Mississippi	4.8	6.4	Wyoming	0.9	1.1
Missouri	13.4	17.9	Total	339.7	452.9

NOTE: The hypothetical State matching share marks a 33-percent increase from the current matching share.

SOURCE: Office of Technology Assessment, 1991, based on Federal Highway Administration, *Highway Statistics 1989* (Washington, DC: 1990).

Table A-2—States Receiving Matching Share Reductions for Federal Lands and Proposed Low-Density Bonuses

State	Federal lands matching share reductions (1991) (millions of dollars)	Proposed low-density bonus (1992) (millions of dollars)	Total (millions of dollars)	State	Federal lands matching share reductions (1991) (millions of dollars)	Proposed low-density bonus (1992) (millions of dollars)	Total (millions of dollars)
Alaska	\$22.7	\$35	\$57.7	Nevada	2.2	28	30.2
Arizona	9.9	no	9.9	New Mexico	4.3	34	38.3
California	21.4	no	21.4	North Dakota	no	26	26.0
Colorado	3.2	no	3.2	Oregon	4.5	no	4.5
Hawaii	0.5	no	0.5	South Dakota	1.2	26	27.2
Idaho	6.7	24	30.7	Utah	5.7	20	25.7
Montana	2.3	35	37.3	Washington	1.9	no	1.9
Nebraska	no	24	24.0	Wyoming	3.8	28	31.8

The State matching share requirements for major Federal highway programs are reduced for those 14 States with large Federal land holdings. The reductions are calculated on a sliding scale depending on the size of the Federal holdings.

SOURCE: Office of Technology Assessment, 1991.