

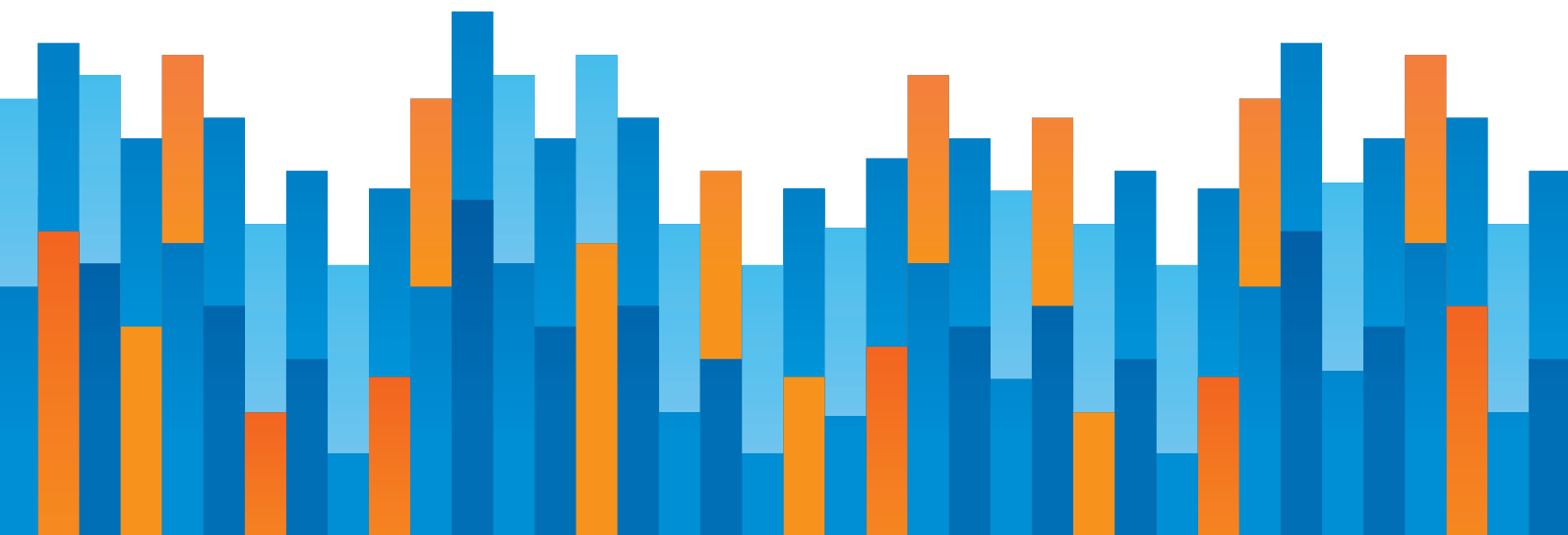


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# 24<sup>TH</sup> ANNUAL HIGHWAY REPORT STATE SUMMARIES

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by Baruch Feigenbaum  
August 2019





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## ALABAMA

### Alabama Ranks 10<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Alabama's best rankings are maintenance disbursements per mile, urban arterial pavement condition and rural arterial pavement condition.*



Alabama's highway system ranks 10<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a seven-spot improvement from the previous report, where Alabama ranked 17<sup>th</sup> overall.

In safety and performance categories, Alabama ranks 43<sup>rd</sup> in overall fatality rate, 22<sup>nd</sup> in structurally deficient bridges, 18<sup>th</sup> in traffic congestion, 30<sup>th</sup> in urban Interstate pavement condition and 16<sup>th</sup> in rural Interstate pavement condition.

On spending, Alabama ranks 16<sup>th</sup> in total spending per mile and 16<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Alabama needs to reduce its fatality rate. Alabama is in the bottom 15 of all states in each of the fatality rankings. Compared to neighboring states, the report finds Alabama's overall highway performance is better than Georgia (ranks 26<sup>th</sup>) and Mississippi (ranks 25<sup>th</sup>) but worse than Tennessee (ranks 7<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Alabama is doing better than comparable states like South Carolina (ranks 20<sup>th</sup>) and Louisiana (ranks 34<sup>th</sup>).”

Alabama's best rankings are in maintenance disbursements (2<sup>nd</sup>) and urban arterial pavement condition (2<sup>nd</sup>).

Alabama's worst rankings are in overall fatality rate (43<sup>rd</sup>) and rural fatality rate (40<sup>th</sup>).

Alabama's state-controlled highway mileage makes it the 24<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Alabama's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	10
Overall Rank Based on 2015 Data:	17
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	16
Capital-Bridge Disbursements per Mile	16
Maintenance Disbursements per Mile	2
Administrative Disbursements per Mile	35
Rural Interstate Percent in Poor Condition	16
Urban Interstate Percent in Poor Condition	30
Rural Other Principal Arterial Percent in Poor Condition	12
Urban Other Principal Arterial Percent in Poor Condition	2
Urban Area Congestion*	18
Structurally Deficient Bridges, Percent*	22
Overall Fatality Rate	43
Rural Fatality Rate	40
Urban Fatality Rate	36

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## ALASKA

### Alaska Ranks 49<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Alaska's best rankings are traffic congestion, urban Interstate pavement condition and urban arterial pavement condition.*



Alaska's highway system ranks 49<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a one-spot decrease from the previous report, where Alaska ranked 48<sup>th</sup> overall.

In safety and performance categories, Alaska ranks 47<sup>th</sup> in overall fatality rate, 36<sup>th</sup> in structurally deficient bridges, 6<sup>th</sup> in traffic congestion, 19<sup>th</sup> in urban Interstate pavement condition and 48<sup>th</sup> in rural Interstate pavement condition.

On spending, Alaska ranks 29<sup>th</sup> in total spending per mile and 41<sup>st</sup> in capital and bridge costs per mile.

“To improve in the rankings, Alaska needs to improve its rural pavement condition and reduce its fatality rate. Alaska ranks in the bottom three states for rural Interstate pavement condition and rural arterial pavement condition and in the bottom 15 states for each of the fatality rankings. Compared to neighboring states, the report finds Alaska's overall highway performance is worse than Idaho (ranks 13<sup>th</sup>), Oregon (ranks 12<sup>th</sup>) and Washington (ranks 37<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Alaska is doing worse than comparable states like Montana (ranks 8<sup>th</sup>) and Hawaii (ranks 47<sup>th</sup>).”

Alaska's best rankings are in traffic congestion (6<sup>th</sup>) and urban Interstate pavement condition (19<sup>th</sup>).

Alaska's worst rankings are rural arterial pavement condition (50<sup>th</sup>) and rural Interstate pavement condition (48<sup>th</sup>).

Alaska's state-controlled highway mileage makes it the 35<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Alaska's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	49
Overall Rank Based on 2015 Data:	48
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	29
Capital-Bridge Disbursements per Mile	41
Maintenance Disbursements per Mile	30
Administrative Disbursements per Mile	32
Rural Interstate Percent in Poor Condition	48
Urban Interstate Percent in Poor Condition	19
Rural Other Principal Arterial Percent in Poor Condition	50
Urban Other Principal Arterial Percent in Poor Condition	19
Urban Area Congestion*	6
Structurally Deficient Bridges, Percent*	36
Overall Fatality Rate	47
Rural Fatality Rate	37
Urban Fatality Rate	41

\*2017 data

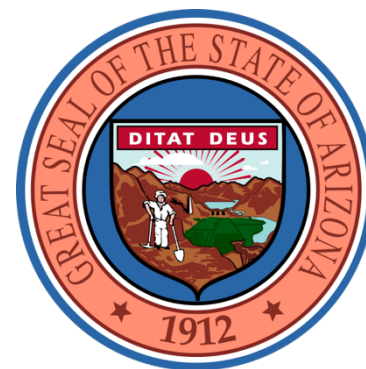
The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.



## ARIZONA

### Arizona Ranks 29<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Arizona's best rankings are structurally deficient bridges, urban Interstate pavement condition and maintenance disbursements per mile.*



Arizona's highway system ranks 29<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 13-spot decrease from the previous report, where Arizona ranked 16<sup>th</sup> overall, as the state was negatively affected by the report's increased emphasis on fatality rate (Arizona ranked 40<sup>th</sup>, 36<sup>th</sup> and 49<sup>th</sup> in Overall Fatality Rate, Rural Fatality Rate and Urban Fatality Rate) and elimination of the Narrow Rural Arterial Lanes category (Arizona ranked 1<sup>st</sup> last year). Arizona's previous rankings (using 2015 data) may have been an aberration as several years ago it ranked 24<sup>th</sup> (using 2013 data).

In safety and performance categories, Arizona ranks 40<sup>th</sup> in overall fatality rate, 4<sup>th</sup> in structurally deficient bridges, 36<sup>th</sup> in traffic congestion, 6<sup>th</sup> in urban Interstate pavement condition and 29<sup>th</sup> in rural Interstate pavement condition.

On spending, Arizona ranks 32<sup>nd</sup> in total spending per mile and 35<sup>th</sup> in capital and bridge costs per mile.

"To improve in the rankings, Arizona needs to reduce its fatality rate. Arizona is in the bottom 15 of all states in each of the fatality rankings. Compared to neighboring states, the report finds Arizona's overall highway performance is better than California (ranks 43<sup>rd</sup>) but worse than New Mexico (ranks 21<sup>st</sup>) and Utah (ranks 9<sup>th</sup>)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. "Arizona is about equal to comparable states, ranking better than Colorado (ranks 36<sup>th</sup>) but lower than Nevada (ranks 27<sup>th</sup>)."

Arizona's best rankings are in structurally deficient bridges (4<sup>th</sup>) and urban Interstate pavement condition (6<sup>th</sup>).

Arizona's worst rankings are in urban fatality rate (49<sup>th</sup>) and overall fatality rate (40<sup>th</sup>).

Arizona's state-controlled highway mileage makes it the 36<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Arizona's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	29
Overall Rank Based on 2015 Data:	16
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	32
Capital-Bridge Disbursements per Mile	35
Maintenance Disbursements per Mile	14
Administrative Disbursements per Mile	42
Rural Interstate Percent in Poor Condition	29
Urban Interstate Percent in Poor Condition	6
Rural Other Principal Arterial Percent in Poor Condition	17
Urban Other Principal Arterial Percent in Poor Condition	17
Urban Area Congestion*	36
Structurally Deficient Bridges, Percent*	4
Overall Fatality Rate	40
Rural Fatality Rate	36
Urban Fatality Rate	49

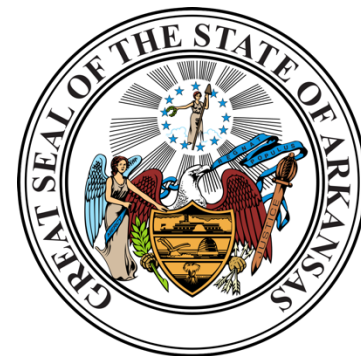
\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## ARKANSAS

### Arkansas Ranks 32<sup>nd</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Arkansas' best rankings are administrative disbursements per mile, total disbursements per mile and maintenance disbursements per mile.*



Arkansas' highway system ranks 32<sup>nd</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a three-spot decrease from the previous report, where Arkansas ranked 29<sup>th</sup> overall.

In safety and performance categories, Arkansas ranks 45<sup>th</sup> in overall fatality rate, 17<sup>th</sup> in structurally deficient bridges, 13<sup>th</sup> in traffic congestion, 44<sup>th</sup> in urban Interstate pavement condition and 40<sup>th</sup> in rural Interstate pavement condition.

On spending, Arkansas ranks 10<sup>th</sup> in total spending per mile and 12<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Arkansas needs to reduce its fatality rate and improve its pavement conditions. Arkansas is in the bottom 15 of all states in all three of the fatality categories and in all four of the pavement categories. Compared to neighboring states, the report finds Arkansas' overall highway performance is better than Oklahoma (ranks 41<sup>st</sup>) but worse than Mississippi (ranks 25<sup>th</sup>) and Tennessee (ranks 7<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Arkansas is doing better than some comparable states like Louisiana (ranks 34<sup>th</sup>) but worse than other comparable states such as Missouri (ranks 3<sup>rd</sup>).”

Arkansas' best rankings are in administrative disbursements (3<sup>rd</sup>) and total disbursements (10<sup>th</sup>).

Arkansas' worst rankings are in urban fatality rate (46<sup>th</sup>) and overall fatality rate (45<sup>th</sup>).

Arkansas' state-controlled highway mileage makes it the 14<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Arkansas' Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	32
Overall Rank Based on 2015 Data:	29
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	10
Capital-Bridge Disbursements per Mile	12
Maintenance Disbursements per Mile	11
Administrative Disbursements per Mile	3
Rural Interstate Percent in Poor Condition	40
Urban Interstate Percent in Poor Condition	44
Rural Other Principal Arterial Percent in Poor Condition	44
Urban Other Principal Arterial Percent in Poor Condition	38
Urban Area Congestion*	13
Structurally Deficient Bridges, Percent*	17
Overall Fatality Rate	45
Rural Fatality Rate	39
Urban Fatality Rate	46

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## CALIFORNIA

### California Ranks 43<sup>rd</sup> in the Nation in Highway Performance and Cost-Effectiveness

*California's best rankings are overall fatality rate, structurally deficient bridges and urban fatality rate.*



California's highway system ranks 43<sup>rd</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a one-spot decrease from the previous report, where California ranked 42<sup>nd</sup> overall.

In safety and performance categories, California ranks 18<sup>th</sup> in overall fatality rate, 19<sup>th</sup> in structurally deficient bridges, 48<sup>th</sup> in traffic congestion, 47<sup>th</sup> in urban Interstate pavement condition and 45<sup>th</sup> in rural Interstate pavement condition.

On spending, California ranks 40<sup>th</sup> in total spending per mile and 30<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, California needs to improve its pavement conditions, reduce its urban area congestion, lower its maintenance and administrative disbursements per mile, and reduce its rural fatality rate. California is in the bottom 10 of all states in seven of the 13 total metrics. Compared to neighboring states, the report finds California's overall highway performance is worse than Arizona (ranks 29<sup>th</sup>), Nevada (ranks 27<sup>th</sup>) and Oregon (ranks 12<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “California is doing worse than comparable states such as New York (ranks 45<sup>th</sup>) and Texas (ranks 23<sup>rd</sup>).”

California's best rankings are in overall fatality rate (18<sup>th</sup>) and structurally deficient bridges (19<sup>th</sup>).

California's worst rankings are in urban arterial pavement condition (49<sup>th</sup>) and urban area congestion (48<sup>th</sup>).

California's state-controlled highway mileage makes it the 15<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>California's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	43
Overall Rank Based on 2015 Data:	42
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	40
Capital-Bridge Disbursements per Mile	30
Maintenance Disbursements per Mile	44
Administrative Disbursements per Mile	44
Rural Interstate Percent in Poor Condition	45
Urban Interstate Percent in Poor Condition	47
Rural Other Principal Arterial Percent in Poor Condition	35
Urban Other Principal Arterial Percent in Poor Condition	49
Urban Area Congestion*	48
Structurally Deficient Bridges, Percent*	19
Overall Fatality Rate	18
Rural Fatality Rate	47
Urban Fatality Rate	21

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## COLORADO

### Colorado Ranks 36<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness



*Colorado's best rankings are structurally deficient bridges, overall fatality rate and administrative disbursements per mile.*

Colorado's highway system ranks 36<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a five-spot decrease from the previous report, where Colorado ranked 31<sup>st</sup> overall.

In safety and performance categories, Colorado ranks 23<sup>rd</sup> in overall fatality rate, 13<sup>th</sup> in structurally deficient bridges, 37<sup>th</sup> in traffic congestion, 28<sup>th</sup> in urban Interstate pavement condition and 47<sup>th</sup> in rural Interstate pavement condition.

On spending, Colorado ranks 33<sup>rd</sup> in total spending per mile and 34<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Colorado needs to improve its rural Interstate pavement condition. Colorado is in the bottom five of all states in rural Interstate pavement condition. Compared to neighboring states, the report finds Colorado's overall highway performance is worse than New Mexico (ranks 21<sup>st</sup>), Utah (ranks 9<sup>th</sup>) and Wyoming (ranks 11<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Colorado is better than some comparable states like Washington (ranks 37<sup>th</sup>), but worse than others such as Arizona (ranks 29<sup>th</sup>).”

Colorado's best rankings are in structurally deficient bridges (13<sup>th</sup>) and overall fatality rate (23<sup>rd</sup>).

Colorado's worst rankings are in rural Interstate pavement condition (47<sup>th</sup>) and urbanized area congestion (37<sup>th</sup>).

Colorado's state-controlled highway mileage makes it the 29<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic

congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

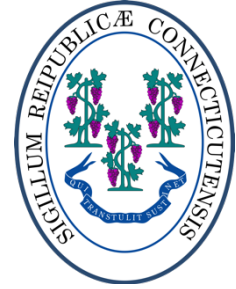
<b>Colorado's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	36
Overall Rank Based on 2015 Data:	31
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	33
Capital-Bridge Disbursements per Mile	34
Maintenance Disbursements per Mile	32
Administrative Disbursements per Mile	27
Rural Interstate Percent in Poor Condition	47
Urban Interstate Percent in Poor Condition	28
Rural Other Principal Arterial Percent in Poor Condition	27
Urban Other Principal Arterial Percent in Poor Condition	33
Urban Area Congestion*	37
Structurally Deficient Bridges, Percent*	13
Overall Fatality Rate	23
Rural Fatality Rate	33
Urban Fatality Rate	32

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.



## CONNECTICUT



### **Connecticut Ranks 44<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness**

*Connecticut's best rankings are rural fatality rate, overall fatality rate and urban Interstate pavement condition.*

Connecticut's highway system ranks 44<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a two-spot increase from the previous report, where Connecticut ranked 46<sup>th</sup> overall.

In safety and performance categories, Connecticut ranks 11<sup>th</sup> in overall fatality rate, 24<sup>th</sup> in structurally deficient bridges, 30<sup>th</sup> in traffic congestion, 18<sup>th</sup> in urban Interstate pavement condition and 42<sup>nd</sup> in rural Interstate pavement condition.

On spending, Connecticut ranks 46<sup>th</sup> in total spending per mile and 47<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Connecticut needs to reduce its spending. Connecticut is in the bottom five of all states in three of the four disbursement categories (total spending per mile, capital and bridge costs per mile and administrative costs per mile). Compared to nearby states, the report finds Connecticut's overall highway performance is better than New York (ranks 45<sup>th</sup>) and Massachusetts (ranks 46<sup>th</sup>) but worse than New Hampshire (ranks 24<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Connecticut is doing better than comparable states such as New Jersey (ranks 50<sup>th</sup>) and Rhode Island (ranks 48<sup>th</sup>).”

Connecticut's best rankings are rural fatality rate (4<sup>th</sup>) and overall fatality rate (11<sup>th</sup>).

Connecticut's worst rankings are in administrative disbursements per mile (50<sup>th</sup>) and capital and bridge disbursements per mile (47<sup>th</sup>).

Connecticut's state-controlled highway mileage makes it the 44<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic

congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Connecticut's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	44
Overall Rank Based on 2015 Data:	46
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	46
Capital-Bridge Disbursements per Mile	47
Maintenance Disbursements per Mile	33
Administrative Disbursements per Mile	50
Rural Interstate Percent in Poor Condition	42
Urban Interstate Percent in Poor Condition	18
Rural Other Principal Arterial Percent in Poor Condition	34
Urban Other Principal Arterial Percent in Poor Condition	22
Urban Area Congestion*	30
Structurally Deficient Bridges, Percent*	24
Overall Fatality Rate	11
Rural Fatality Rate	4
Urban Fatality Rate	26

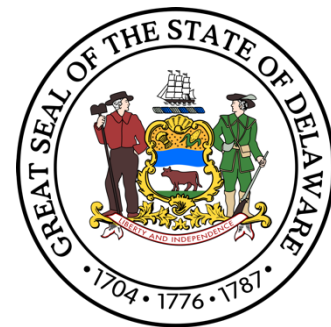
\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## DELAWARE

### Delaware Ranks 42<sup>nd</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Delaware's best rankings are rural arterial pavement condition, structurally deficient bridges and urban arterial pavement condition.*



Delaware's highway system ranks 42<sup>nd</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 23-spot decrease from the previous report, where Delaware ranked 19<sup>th</sup> overall, as disbursements increased significantly and urban Interstate pavement condition deteriorated significantly. Delaware's previous ranking (using 2015 data) may have been an aberration as several years ago it ranked 37<sup>th</sup> (using 2013 data).

In safety and performance categories, Delaware ranks 24<sup>th</sup> in overall fatality rate, 6<sup>th</sup> in structurally deficient bridges, 38<sup>th</sup> in traffic congestion and 48<sup>th</sup> in urban Interstate pavement condition. Delaware has no rural Interstate mileage.

On spending, Delaware ranks 43<sup>rd</sup> in total spending per mile and 28<sup>th</sup> in capital and bridge costs per mile.

"To improve in the rankings, Delaware needs to reduce its spending and improve its urban Interstate pavement condition. The state is in the bottom 10 in three of the four disbursement rankings (total spending, maintenance, and administrative) and in the bottom five in urban Interstate pavement condition. Compared to neighboring states, the report finds Delaware's overall highway performance is better than New Jersey (ranks 50<sup>th</sup>) but worse than Maryland (ranks 39<sup>th</sup>) and Pennsylvania (ranks 35<sup>th</sup>)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. "Delaware is doing better than comparable states such as Connecticut (ranks 44<sup>th</sup>) but worse than others such as New Hampshire (ranks 24<sup>th</sup>)."

Delaware's best rankings are in rural arterial pavement condition (1<sup>st</sup>) and structurally deficient bridges (6<sup>th</sup>).

Delaware's worst rankings are in administrative disbursements per mile (49<sup>th</sup>), and maintenance disbursements per mile (49<sup>th</sup>).

Delaware's state-controlled highway mileage makes it the 40<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Delaware's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	42
Overall Rank Based on 2015 Data:	23
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	43
Capital-Bridge Disbursements per Mile	28
Maintenance Disbursements per Mile	49
Administrative Disbursements per Mile	49
Rural Interstate Percent in Poor Condition	NA
Urban Interstate Percent in Poor Condition	48
Rural Other Principal Arterial Percent in Poor Condition	1
Urban Other Principal Arterial Percent in Poor Condition	13
Urban Area Congestion*	38
Structurally Deficient Bridges, Percent*	6
Overall Fatality Rate	24
Rural Fatality Rate	19
Urban Fatality Rate	29

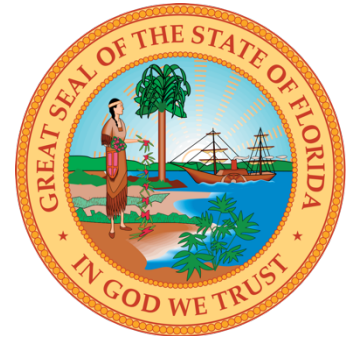
\*2017 data

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## FLORIDA

### Florida Ranks 40<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Florida's best rankings are urban arterial pavement condition, rural arterial pavement condition and structurally deficient bridges.*



Florida's highway system ranks 40<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a five-spot decrease from the previous report, where Florida ranked 35<sup>th</sup> overall.

In safety and performance categories, Florida ranks 42<sup>nd</sup> in overall fatality rate, 3<sup>rd</sup> in structurally deficient bridges, 40<sup>th</sup> in traffic congestion, 5<sup>th</sup> in urban Interstate pavement condition and 6<sup>th</sup> in rural Interstate pavement condition.

On spending, Florida ranks 49<sup>th</sup> in total spending per mile and 49<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Florida needs to reduce its spending per mile and its fatality rate. Florida is in the bottom 10 of all states in three of the four disbursement categories (total costs per mile, capital and bridge spending per mile and maintenance spending per mile) and bottom five in all three fatality rates. Compared to neighboring states, the report finds Florida's overall highway performance is worse than Georgia (ranks 26<sup>th</sup>), Alabama (ranks 10<sup>th</sup>) and South Carolina (ranks 20<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Florida is doing worse than comparable states such as Texas (ranks 23<sup>rd</sup>) and Pennsylvania (ranks 35<sup>th</sup>).”

Florida's best rankings are in urban arterial pavement condition (1<sup>st</sup>) and rural arterial pavement condition (2<sup>nd</sup>).

Florida's worst rankings are in total disbursements per mile (49<sup>th</sup>) and capital and bridge disbursements per mile (49<sup>th</sup>).

Florida's state-controlled highway mileage makes it the 20<sup>th</sup> largest highway system in the country.

Florida ranks 40<sup>th</sup> in this year's *Annual Highway Report*, a decline from last year's ranking of 35<sup>th</sup>. The state excels in some parts of the rankings but still ranks poorly overall. And in other state DOT quality rankings, Florida places higher. Why is there a discrepancy? While Florida's pavement condition is excellent (its worst ranking in the four pavement categories is 6<sup>th</sup>) and it has few structurally deficient bridges (3<sup>rd</sup> overall), its average disbursements are high (ranging from 37<sup>th</sup> to 49<sup>th</sup>) and its fatality rate is very high (ranging from 42<sup>nd</sup> to 48<sup>th</sup>). Florida excels in some rankings but it trails in many others, leading to its overall ranking of 40<sup>th</sup>. If the state can reduce its average disbursements and fatality rate even slightly, its ranking will improve significantly.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Florida's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	40
Overall Rank Based on 2015 Data:	35
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	49
Capital-Bridge Disbursements per Mile	49
Maintenance Disbursements per Mile	41
Administrative Disbursements per Mile	37
Rural Interstate Percent in Poor Condition	6
Urban Interstate Percent in Poor Condition	5
Rural Other Principal Arterial Percent in Poor Condition	2
Urban Other Principal Arterial Percent in Poor Condition	1
Urban Area Congestion*	40
Structurally Deficient Bridges, Percent*	3
Overall Fatality Rate	42
Rural Fatality Rate	48
Urban Fatality Rate	47

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## GEORGIA

### Georgia Ranks 26<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Georgia's best rankings are urban arterial pavement condition, structurally deficient bridges and rural arterial pavement condition.*



Georgia's highway system ranks 26<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is an eight-spot decrease from the previous report, where Georgia ranked 18<sup>th</sup> overall.

In safety and performance categories, Georgia ranks 31<sup>st</sup> in overall fatality rate, 7<sup>th</sup> in structurally deficient bridges, 47<sup>th</sup> in traffic congestion, 4<sup>th</sup> in urban Interstate pavement condition and 14<sup>th</sup> in rural Interstate pavement condition.

On spending, Georgia ranks 22<sup>nd</sup> in total spending per mile and 30<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Georgia needs to improve its urbanized area congestion. Georgia is in the bottom five of all states for its urbanized area congestion and has three of the most congested Interstate corridors in the country. Compared to neighboring states, the report finds Georgia's overall highway performance is better than Florida (ranks 40<sup>th</sup>), but worse than Alabama (ranks 10<sup>th</sup>) and South Carolina (ranks 20<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Georgia is doing worse than comparable states such as North Carolina (ranks 17<sup>th</sup>), and Virginia (ranks 2<sup>nd</sup>).”

Georgia's best rankings are in urban arterial pavement condition (4<sup>th</sup>) and structurally deficient bridges (7<sup>th</sup>).

Georgia's worst rankings are in urbanized area congestion (47<sup>th</sup>) and administrative disbursements per mile (41<sup>st</sup>).

Georgia's state-controlled highway mileage makes it the 10<sup>th</sup> largest highway system in the country.

Georgia has historically ranked in the top 20 of the *Annual Highway Report* but this year it slipped to 26<sup>th</sup>. While this may sound troubling, it reaffirms Georgia’s 2015 decision to revamp its transportation funding system. Prior to 2015, Georgia had county gasoline sales taxes that went to the county general fund instead of to the Department of Transportation for roadway funding. As part of the 2015 change, including the imposition of an electric vehicle fee, Georgia dedicated substantially more money to transportation with a minimal gas tax increase. Due to the lag in the data, Georgia’s numbers are expected to start improving with 2017 and 2018 data. The worsening of Georgia’s pavement conditions between 2012 and 2016 shows the importance of dedicating gas tax revenue to highways.

Reason Foundation’s *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Georgia’s Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	26
Overall Rank Based on 2015 Data:	18
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	22
Capital-Bridge Disbursements per Mile	30
Maintenance Disbursements per Mile	15
Administrative Disbursements per Mile	41
Rural Interstate Percent in Poor Condition	30
Urban Interstate Percent in Poor Condition	21
Rural Other Principal Arterial Percent in Poor Condition	14
Urban Other Principal Arterial Percent in Poor Condition	4
Urban Area Congestion*	47
Structurally Deficient Bridges, Percent*	7
Overall Fatality Rate	31
Rural Fatality Rate	28
Urban Fatality Rate	35

\*2017 data

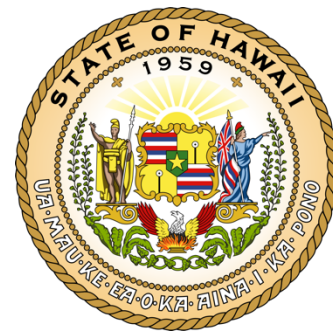
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## HAWAII

### Hawaii Ranks 47<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Hawaii's best rankings are structurally deficient bridges, urbanized area congestion and overall fatality rate.*



Hawaii's highway system ranks 47<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. There is no change from the previous report, where Hawaii ranked 47<sup>th</sup> overall.

In safety and performance categories, Hawaii ranks 21<sup>st</sup> in overall fatality rate, 15<sup>th</sup> in structurally deficient bridges, 19<sup>th</sup> in traffic congestion and 50<sup>th</sup> in urban Interstate pavement condition. Hawaii has no rural Interstate pavement condition.

On spending, Hawaii ranks 41<sup>st</sup> in total spending per mile and 42<sup>nd</sup> in capital and bridge costs per mile.

“To improve in the rankings, Hawaii needs to improve its pavement condition and reduce its fatality rate. The state ranks in the bottom 15 in all three pavement categories as well as in the bottom five in rural and urban fatality rates. The state has the worst urban Interstate pavement condition and rural fatality rate in the country. Compared to neighboring states, the report finds Hawaii's overall highway performance is worse than Arizona (ranks 29<sup>th</sup>), California (ranks 43<sup>rd</sup>) and Oregon (ranks 12<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Hawaii is doing better than some comparable states such as Alaska (ranks 49<sup>th</sup>) but worse than others such as New Hampshire (ranks 24<sup>th</sup>).”

Hawaii's best rankings are in structurally deficient bridges (15<sup>th</sup>) and urbanized area congestion (19<sup>th</sup>).

Hawaii's worst rankings are in urban Interstate pavement condition (50<sup>th</sup>) and rural fatality rate (50<sup>th</sup>).

Hawaii's state-controlled highway mileage makes it the smallest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Hawaii's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	47
Overall Rank Based on 2015 Data:	47
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	41
Capital-Bridge Disbursements per Mile	42
Maintenance Disbursements per Mile	39
Administrative Disbursements per Mile	34
Rural Interstate Percent in Poor Condition	NA
Urban Interstate Percent in Poor Condition	50
Rural Other Principal Arterial Percent in Poor Condition	48
Urban Other Principal Arterial Percent in Poor Condition	39
Urban Area Congestion*	19
Structurally Deficient Bridges, Percent*	15
Overall Fatality Rate	21
Rural Fatality Rate	50
Urban Fatality Rate	48

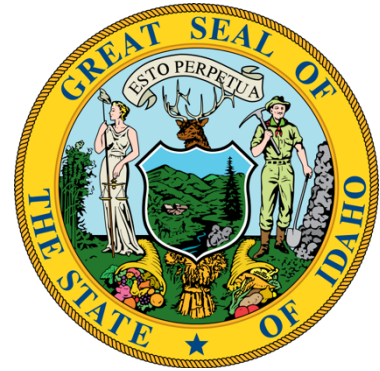
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## IDAHO

### Idaho Ranks 13<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Idaho's best rankings are capital and bridge disbursements per mile, urbanized area congestion and administrative disbursements per mile.*



Idaho's highway system ranks 13<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This a six-spot decrease from the previous report, where Idaho ranked 7<sup>th</sup> overall.

In safety and performance categories, Idaho ranks 41<sup>st</sup> in overall fatality rate, 28<sup>th</sup> in structurally deficient bridges, 11<sup>th</sup> in traffic congestion, 14<sup>th</sup> in urban Interstate pavement condition and 26<sup>th</sup> in rural Interstate pavement condition.

On spending, Idaho ranks 23<sup>rd</sup> in total spending per mile and 11<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Idaho needs to improve its overall and rural fatality rate. Idaho is in the bottom 10 for both its overall and rural fatality rate. Compared to neighboring states, the report finds Idaho's overall highway performance is better than Washington (ranks 37<sup>th</sup>) but worse than Oregon (ranks 12<sup>th</sup>) and Utah (ranks 9<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Idaho is doing worse than comparable states such as Montana (ranks 8<sup>th</sup>) and Wyoming (ranks 11<sup>th</sup>).”

Idaho's best rankings are in capital and bridge disbursements per mile (11<sup>th</sup>), and urbanized area congestion (11<sup>th</sup>).

Idaho's worst rankings are in overall fatality rate (41<sup>st</sup>) and rural fatality rate (41<sup>st</sup>).

Idaho's state-controlled highway mileage makes it the 43<sup>rd</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic

congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Idaho's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	13
Overall Rank Based on 2015 Data:	7
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	23
Capital-Bridge Disbursements per Mile	11
Maintenance Disbursements per Mile	17
Administrative Disbursements per Mile	13
Rural Interstate Percent in Poor Condition	26
Urban Interstate Percent in Poor Condition	14
Rural Other Principal Arterial Percent in Poor Condition	20
Urban Other Principal Arterial Percent in Poor Condition	25
Urban Area Congestion*	11
Structurally Deficient Bridges, Percent*	28
Overall Fatality Rate	41
Rural Fatality Rate	41
Urban Fatality Rate	24

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## ILLINOIS

### Illinois Ranks 28<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Illinois' best rankings are rural arterial pavement condition, urban Interstate pavement condition and rural Interstate pavement condition.*



Illinois' highway system ranks 28<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. There is no change from the previous report, where Illinois ranked 28<sup>th</sup> overall.

In safety and performance categories, Illinois ranks 16<sup>th</sup> in overall fatality rate, 26<sup>th</sup> in structurally deficient bridges, 45<sup>th</sup> in traffic congestion, 4<sup>th</sup> in urban Interstate pavement condition and 8<sup>th</sup> in rural Interstate pavement condition.

On spending, Illinois ranks 42<sup>nd</sup> in total spending per mile and 46<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Illinois needs to reduce its total disbursements and capital and bridge disbursements per mile as well as its urbanized area congestion. Illinois is in the bottom 10 for overall disbursements and capital and bridge disbursements per mile as well as the bottom five for traffic congestion. Compared to neighboring states, the report finds Illinois' overall highway performance is better than Indiana (ranks 33<sup>rd</sup>) and Wisconsin (ranks 38<sup>th</sup>), but worse than Missouri (ranks 3<sup>rd</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Illinois is doing better than a comparable state such as Michigan (ranks 30<sup>th</sup>), but worse than a comparable state like Ohio (ranks 18<sup>th</sup>).”

Illinois' best rankings are in rural arterial pavement condition (3<sup>rd</sup>) and urban Interstate pavement condition (4<sup>th</sup>).

Illinois' worst rankings are in capital and bridge disbursements per mile (46<sup>th</sup>) and urbanized area congestion (45<sup>th</sup>).

Illinois' state-controlled highway mileage makes it the 11<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

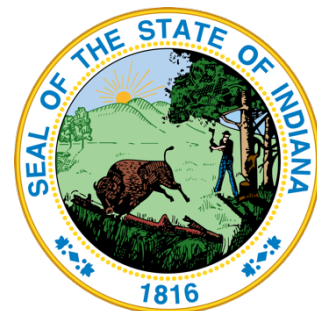
<b>Illinois' Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	28
Overall Rank Based on 2015 Data:	28
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	42
Capital-Bridge Disbursements per Mile	46
Maintenance Disbursements per Mile	35
Administrative Disbursements per Mile	22
Rural Interstate Percent in Poor Condition	8
Urban Interstate Percent in Poor Condition	4
Rural Other Principal Arterial Percent in Poor Condition	3
Urban Other Principal Arterial Percent in Poor Condition	16
Urban Area Congestion*	45
Structurally Deficient Bridges, Percent*	26
Overall Fatality Rate	16
Rural Fatality Rate	15
Urban Fatality Rate	27

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## INDIANA

### Indiana Ranks 33<sup>rd</sup> in the Nation in Highway Performance and Cost-Effectiveness



*Indiana's best rankings are in overall fatality rate, urban fatality rate and administrative disbursements per mile.*

Indiana's highway system ranks 33<sup>rd</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a one spot increase from the previous report, where Indiana ranked 34<sup>th</sup> overall.

In safety and performance categories, Indiana ranks 14<sup>th</sup> in overall fatality rate, 21<sup>st</sup> in structurally deficient bridges, 27<sup>th</sup> in traffic congestion, 43<sup>rd</sup> in urban Interstate pavement condition and 43<sup>rd</sup> in rural Interstate pavement condition.

On spending, Indiana ranks 30<sup>th</sup> in total spending per mile and 36<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Indiana needs to improve its urban and rural Interstate pavement condition. Indiana is in the bottom 10 of all states for its urban and rural Interstate pavement conditions. Compared to neighboring states, the report finds Indiana's overall highway performance is worse than Kentucky (ranks 5<sup>th</sup>), Illinois (ranks 28<sup>th</sup>) and Ohio (ranks 18<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Indiana is doing worse than comparable states such as Minnesota (ranks 22<sup>nd</sup>) and Ohio (ranks 18<sup>th</sup>).”

Indiana's best rankings are in overall fatality rate (14<sup>th</sup>) and urban fatality rate (18<sup>th</sup>).

Indiana's worst rankings are in rural Interstate pavement condition (43<sup>rd</sup>) and urban Interstate pavement condition (43<sup>rd</sup>).

Indiana's state-controlled highway mileage makes it the 23<sup>rd</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic

congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Indiana's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	33
Overall Rank Based on 2015 Data:	34
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	30
Capital-Bridge Disbursements per Mile	36
Maintenance Disbursements per Mile	42
Administrative Disbursements per Mile	21
Rural Interstate Percent in Poor Condition	43
Urban Interstate Percent in Poor Condition	43
Rural Other Principal Arterial Percent in Poor Condition	32
Urban Other Principal Arterial Percent in Poor Condition	21
Urban Area Congestion*	27
Structurally Deficient Bridges, Percent*	21
Overall Fatality Rate	14
Rural Fatality Rate	29
Urban Fatality Rate	18

\*2017 data

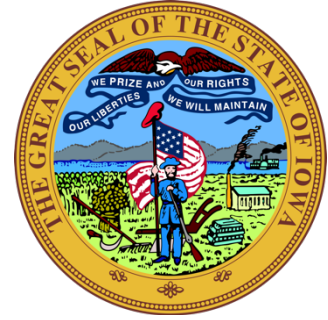
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## IOWA

### Iowa Ranks 31<sup>st</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Iowa's best rankings are in urbanized area congestion, administrative disbursements per mile and urban fatality rate.*



Iowa's highway system ranks 31<sup>st</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 16-spot decrease from the previous report, where Iowa ranked 15<sup>th</sup> overall, as rural arterial pavement condition worsened and the percentage of structurally deficient bridges increased. Iowa's previous ranking (using 2015 data) may have been an aberration as several years ago it ranked 40<sup>th</sup> (using 2013 data).

In safety and performance categories, Iowa ranks 27<sup>th</sup> in overall fatality rate, 49<sup>th</sup> in structurally deficient bridges, 3<sup>rd</sup> in traffic congestion, 36<sup>th</sup> in urban Interstate pavement condition and 33<sup>rd</sup> in rural Interstate pavement condition.

On spending, Iowa ranks 20<sup>th</sup> in total spending per mile and 29<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Iowa needs to reduce its structurally deficient bridges and improve its rural arterial pavement condition. The state is in the bottom 10 for its structurally deficient bridges and rural arterial pavement condition. Compared to neighboring states, the report finds Iowa's overall highway performance is worse than Illinois (ranks 28<sup>th</sup>), Missouri (ranks 3<sup>rd</sup>) and Minnesota (ranks 22<sup>nd</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Iowa is doing better than a comparable state such as Wisconsin (ranks 38<sup>th</sup>) but worse than a comparable state like Nebraska (ranks 15<sup>th</sup>).”

Iowa's best rankings are in urbanized area congestion (3<sup>rd</sup>) and administrative disbursements per mile (15<sup>th</sup>).

Iowa's worst rankings are in structurally deficient bridges (49<sup>th</sup>) and rural arterial pavement condition (43<sup>rd</sup>).

Iowa's state-controlled highway mileage makes it the 31<sup>st</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Iowa's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	31
Overall Rank Based on 2015 Data:	15
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	20
Capital-Bridge Disbursements per Mile	29
Maintenance Disbursements per Mile	19
Administrative Disbursements per Mile	15
Rural Interstate Percent in Poor Condition	33
Urban Interstate Percent in Poor Condition	36
Rural Other Principal Arterial Percent in Poor Condition	43
Urban Other Principal Arterial Percent in Poor Condition	30
Urban Area Congestion*	3
Structurally Deficient Bridges, Percent*	49
Overall Fatality Rate	27
Rural Fatality Rate	21
Urban Fatality Rate	16

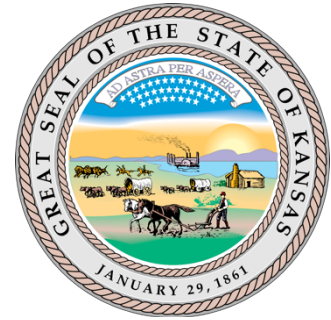
\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## KANSAS

### Kansas Ranks 6<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Kansas' best rankings are in rural arterial pavement condition, rural Interstate pavement condition and urban arterial pavement condition.*



Kansas' highway system ranks 6<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a four-spot decrease from the previous report, where Kansas ranked 2<sup>nd</sup> overall.

In safety and performance categories, Kansas ranks 33<sup>rd</sup> in overall fatality rate, 25<sup>th</sup> in structurally deficient bridges, 16<sup>th</sup> in traffic congestion, 9<sup>th</sup> in urban Interstate pavement condition and 7<sup>th</sup> in rural Interstate pavement condition.

On spending, Kansas ranks 19<sup>th</sup> in total spending per mile and 24<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Kansas needs to improve its rural and urban fatality rate. Kansas is in the bottom 15 of all states for both rural and urban fatality rate. Compared to nearby states, the report finds Kansas' overall highway performance is better than Colorado (ranks 36<sup>th</sup>) and Iowa (ranks 31<sup>st</sup>), but worse than Missouri (ranks 3<sup>rd</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Kansas is doing better than comparable states such as Nebraska (ranks 15<sup>th</sup>) and Oklahoma (ranks 41<sup>st</sup>).”

Kansas' best rankings are in rural arterial pavement condition (4<sup>th</sup>) and rural Interstate pavement condition (7<sup>th</sup>).

Kansas' worst rankings are in rural fatality rate (44<sup>th</sup>) and urban fatality rate (37<sup>th</sup>).

Kansas' state-controlled highway mileage makes it the 27<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic

congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

### Kansas' Complete Results

### Ranking (out of 50 states)

Overall Rank Based on 2016 Data:	6
Overall Rank Based on 2015 Data:	2
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	19
Capital-Bridge Disbursements per Mile	24
Maintenance Disbursements per Mile	10
Administrative Disbursements per Mile	16
Rural Interstate Percent in Poor Condition	7
Urban Interstate Percent in Poor Condition	9
Rural Other Principal Arterial Percent in Poor Condition	4
Urban Other Principal Arterial Percent in Poor Condition	7
Urban Area Congestion*	16
Structurally Deficient Bridges, Percent*	25
Overall Fatality Rate	33
Rural Fatality Rate	44
Urban Fatality Rate	37

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## KENTUCKY

### Kentucky Ranks 5<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Kentucky's best rankings are in administrative disbursements per mile, urban arterial pavement condition and rural arterial pavement condition.*



Kentucky's highway system ranks 5<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is an eight-spot increase from the previous report, where Kentucky ranked 13<sup>th</sup> overall.

In safety and performance categories, Kentucky ranks 48<sup>th</sup> in overall fatality rate, 23<sup>rd</sup> in structurally deficient bridges, 25<sup>th</sup> in traffic congestion, 16<sup>th</sup> in urban Interstate pavement condition and 12<sup>th</sup> in rural Interstate pavement condition.

On spending, Kentucky ranks 18<sup>th</sup> in total spending per mile and 18<sup>th</sup> in capital and bridge costs per mile.

"To improve in the rankings, Kentucky needs to improve its overall and urban fatality rate. Kentucky is in the bottom five of all states for its overall fatality rate and its urban fatality rate. Compared to neighboring states, the report finds Kentucky's overall highway performance is better than Indiana (ranks 33<sup>rd</sup>) and Ohio (ranks 18<sup>th</sup>) but worse than Virginia (ranks 2<sup>nd</sup>)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. "Kentucky is roughly equivalent to comparable states like Missouri (ranks 3<sup>rd</sup>) and Tennessee (ranks 7<sup>th</sup>)."

Kentucky's best rankings are in administrative disbursements per mile (1<sup>st</sup>) and urban arterial pavement condition (8<sup>th</sup>).

Kentucky's worst rankings are in overall fatality rate (48<sup>th</sup>) and urban fatality rate (45<sup>th</sup>).

Kentucky's state-controlled highway mileage makes it the 8<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic

congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Kentucky's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	5
Overall Rank Based on 2015 Data:	13
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	18
Capital-Bridge Disbursements per Mile	18
Maintenance Disbursements per Mile	16
Administrative Disbursements per Mile	1
Rural Interstate Percent in Poor Condition	12
Urban Interstate Percent in Poor Condition	16
Rural Other Principal Arterial Percent in Poor Condition	10
Urban Other Principal Arterial Percent in Poor Condition	8
Urban Area Congestion*	25
Structurally Deficient Bridges, Percent*	23
Overall Fatality Rate	48
Rural Fatality Rate	23
Urban Fatality Rate	45

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## LOUISIANA

### Louisiana Ranks 34<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Louisiana's best rankings are in administrative disbursements per mile, rural fatality rate and total disbursements per mile.*



Louisiana's highway system ranks 34<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a three-spot increase from the previous report, where Louisiana ranked 37<sup>th</sup> overall.

In safety and performance categories, Louisiana ranks 46<sup>th</sup> in overall fatality rate, 44<sup>th</sup> in structurally deficient bridges, 29<sup>th</sup> in traffic congestion, 49<sup>th</sup> in urban Interstate pavement condition and 39<sup>th</sup> in rural Interstate pavement condition.

On spending, Louisiana ranks 17<sup>th</sup> in total spending per mile and 21<sup>st</sup> in capital and bridge costs per mile.

“To improve in the rankings, Louisiana needs to improve its urban Interstate pavement condition and reduce its structurally deficient bridges, overall fatality rate and urban fatality rate. The state is in the bottom 10 for its urban Interstate pavement condition, structurally deficient bridges, overall fatality rate and urban fatality rate. Compared to nearby states, the report finds Louisiana's overall highway performance is better than Oklahoma (ranks 41<sup>st</sup>) but worse than Alabama (ranks 10<sup>th</sup>) and Texas (ranks 23<sup>rd</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Louisiana is doing worse than comparable states such as Arkansas (ranks 32<sup>nd</sup>) and Mississippi (ranks 25<sup>th</sup>).

Louisiana's best rankings are in administrative disbursements per mile (6<sup>th</sup>) and rural fatality rate (16<sup>th</sup>).

Louisiana's worst rankings are in urban Interstate pavement condition (49<sup>th</sup>) and overall fatality rate (46<sup>th</sup>).

Louisiana's state-controlled highway mileage makes it the 12th largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Louisiana's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	34
Overall Rank Based on 2015 Data:	37
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	17
Capital-Bridge Disbursements per Mile	21
Maintenance Disbursements per Mile	24
Administrative Disbursements per Mile	6
Rural Interstate Percent in Poor Condition	39
Urban Interstate Percent in Poor Condition	49
Rural Other Principal Arterial Percent in Poor Condition	38
Urban Other Principal Arterial Percent in Poor Condition	37
Urban Area Congestion*	29
Structurally Deficient Bridges, Percent*	44
Overall Fatality Rate	46
Rural Fatality Rate	16
Urban Fatality Rate	43

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.



## MAINE

### Maine Ranks 4<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Maine's best rankings are in rural Interstate pavement condition, rural arterial pavement condition and urbanized area congestion.*



Maine's highway system ranks 4<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 19-spot increase from the previous report, where Maine ranked 23<sup>rd</sup> overall, as the state benefited from the report no longer measuring narrow rural arterial lanes (the state ranked 42<sup>nd</sup> last year). Maine's previous ranking (using 2015 data) may have been an aberration as several years ago it ranked 5<sup>th</sup> (using 2013 data).

In safety and performance categories, Maine ranks 20<sup>th</sup> in overall fatality rate, 41<sup>st</sup> in structurally deficient bridges, 7<sup>th</sup> in traffic congestion, 26<sup>th</sup> in urban Interstate pavement condition and 1<sup>st</sup> in rural Interstate pavement condition.

On spending, Maine ranks 15<sup>th</sup> in total spending per mile and 10<sup>th</sup> in capital and bridge costs per mile.

"To improve in the rankings, Maine needs to reduce its percentage of structurally deficient bridges. Maine is in the bottom 10 for structurally deficient bridges in the country. Compared to nearby states, the report finds Maine's overall highway performance is better than Connecticut (ranks 44<sup>th</sup>), New York (ranks 45<sup>th</sup>) and Massachusetts (ranks 46<sup>th</sup>)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. "Maine is doing better than comparable states such as New Hampshire (ranks 24<sup>th</sup>) and Vermont (ranks 19<sup>th</sup>)."

Maine's best rankings are in rural Interstate pavement condition (1<sup>st</sup>) and rural arterial pavement condition (7<sup>th</sup>).

Maine's worst rankings are in structurally deficient bridges (41<sup>st</sup>) and maintenance disbursements per mile (28<sup>th</sup>).

Maine's state-controlled highway mileage makes it the 34<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Maine's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	4
Overall Rank Based on 2015 Data:	23
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	15
Capital-Bridge Disbursements per Mile	10
Maintenance Disbursements per Mile	28
Administrative Disbursements per Mile	5
Rural Interstate Percent in Poor Condition	1
Urban Interstate Percent in Poor Condition	26
Rural Other Principal Arterial Percent in Poor Condition	7
Urban Other Principal Arterial Percent in Poor Condition	27
Urban Area Congestion*	7
Structurally Deficient Bridges, Percent*	41
Overall Fatality Rate	20
Rural Fatality Rate	11
Urban Fatality Rate	10

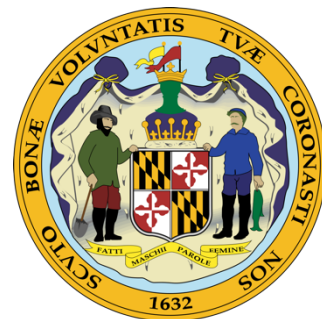
\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## MARYLAND

### Maryland Ranks 39<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Maryland's best rankings are in rural fatality rate, overall fatality rate and structurally deficient bridges.*



Maryland's highway system ranks 39<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a one-spot increase from the previous report, where Maryland ranked 40<sup>th</sup> overall.

In safety and performance categories, Maryland ranks 7<sup>th</sup> in overall fatality rate, 14<sup>th</sup> in structurally deficient bridges, 44<sup>th</sup> in traffic congestion, 39<sup>th</sup> in urban Interstate pavement condition and 27<sup>th</sup> in rural Interstate pavement condition.

On spending, Maryland ranks 44<sup>th</sup> in total spending per mile and 44<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Maryland needs to reduce its spending per mile and its traffic congestion. Maryland is in the bottom 15 in all four disbursement categories and the bottom 10 states in traffic congestion. Compared to neighboring states, the report finds Maryland's overall highway performance is better than Delaware (ranks 42<sup>nd</sup>), but worse than Pennsylvania (ranks 35<sup>th</sup>) and Virginia (ranks 2<sup>nd</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Maryland is doing better than comparable states such as Massachusetts (ranks 48<sup>th</sup>) and New Jersey (ranks 50<sup>th</sup>).”

Maryland's best rankings are in rural fatality rate (3<sup>rd</sup>) and overall fatality rate (7<sup>th</sup>).

Maryland's worst rankings are in maintenance disbursements per mile (45<sup>th</sup>) and traffic congestion (44<sup>th</sup>).

Maryland's state-controlled highway mileage makes it the 42<sup>nd</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic

congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Maryland's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	39
Overall Rank Based on 2015 Data:	40
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	44
Capital-Bridge Disbursements per Mile	44
Maintenance Disbursements per Mile	45
Administrative Disbursements per Mile	36
Rural Interstate Percent in Poor Condition	27
Urban Interstate Percent in Poor Condition	39
Rural Other Principal Arterial Percent in Poor Condition	21
Urban Other Principal Arterial Percent in Poor Condition	34
Urban Area Congestion*	44
Structurally Deficient Bridges, Percent*	14
Overall Fatality Rate	7
Rural Fatality Rate	3
Urban Fatality Rate	23

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## MASSACHUSETTS

### Massachusetts Ranks 46<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness



*Massachusetts' best rankings are in overall fatality rate, rural fatality rate and urban fatality rate.*

Massachusetts' highway system ranks 46<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a two-spot decrease from the previous report, where Massachusetts ranked 44<sup>th</sup> overall.

In safety and performance categories, Massachusetts ranks 1<sup>st</sup> in overall fatality rate, 30<sup>th</sup> in structurally deficient bridges, 46<sup>th</sup> in traffic congestion, 31<sup>st</sup> in urban Interstate pavement condition and 37<sup>th</sup> in rural Interstate pavement condition.

On spending, Massachusetts ranks 48<sup>th</sup> in total spending per mile and 45<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Massachusetts needs to reduce its disbursements, improve its arterial pavement condition and reduce its traffic congestion. The state is in the bottom 10 for all four disbursements metrics, and the bottom five for arterial pavement condition and traffic congestion. Compared to neighboring states, the report finds Massachusetts' overall highway performance is better than Rhode Island (ranks 48<sup>th</sup>), but worse than Connecticut (ranks 44<sup>th</sup>) and Vermont (ranks 19<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation.

“Massachusetts is doing better than some comparable states such as New Jersey (ranks 50<sup>th</sup>), but worse than others like Maryland (ranks 39<sup>th</sup>).”

Massachusetts' best rankings are in overall fatality rate (1<sup>st</sup>) and rural fatality rate (1<sup>st</sup>).

Massachusetts' worst rankings are in total disbursements per mile (48<sup>th</sup>) and its urban arterial pavement condition (48<sup>th</sup>).

Massachusetts' state-controlled highway mileage makes it the 46<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Massachusetts' Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	46
Overall Rank Based on 2015 Data:	44
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	48
Capital-Bridge Disbursements per Mile	45
Maintenance Disbursements per Mile	43
Administrative Disbursements per Mile	48
Rural Interstate Percent in Poor Condition	37
Urban Interstate Percent in Poor Condition	31
Rural Other Principal Arterial Percent in Poor Condition	47
Urban Other Principal Arterial Percent in Poor Condition	48
Urban Area Congestion*	46
Structurally Deficient Bridges, Percent*	30
Overall Fatality Rate	1
Rural Fatality Rate	1
Urban Fatality Rate	12

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## MICHIGAN

### Michigan Ranks 30<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Michigan's best rankings are in rural fatality rate, rural arterial pavement condition and administrative disbursements per mile.*



Michigan's highway system ranks 30<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a two-spot increase from the previous report, where Michigan ranked 32<sup>nd</sup> overall.

In safety and performance categories, Michigan ranks 19<sup>th</sup> in overall fatality rate, 35<sup>th</sup> in structurally deficient bridges, 34<sup>th</sup> in traffic congestion, 42<sup>nd</sup> in urban Interstate pavement condition and 34<sup>th</sup> in rural Interstate pavement condition.

On spending, Michigan ranks 38<sup>th</sup> in total spending per mile and 27<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Michigan needs to improve its urban Interstate pavement condition and urban arterial pavement condition. Michigan is in the bottom 10 for its urban Interstate pavement condition and urban arterial pavement condition. Compared to nearby states, the report finds Michigan's overall highway performance is better than Indiana (ranks 33<sup>rd</sup>), Pennsylvania (ranks 35<sup>th</sup>) and Wisconsin (ranks 38<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Michigan is doing worse than comparable states such as Ohio (ranks 18<sup>th</sup>) and Illinois (ranks 28<sup>th</sup>).”

Michigan's best rankings are in its rural fatality rate (7<sup>th</sup>) and overall fatality rate (19<sup>th</sup>).

Michigan's worst rankings are in urban Interstate pavement condition (42<sup>nd</sup>) and in urban arterial pavement condition (41<sup>st</sup>).

Michigan's state-controlled highway mileage makes it the 30<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic

congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Michigan's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	30
Overall Rank Based on 2015 Data:	32
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	38
Capital-Bridge Disbursements per Mile	27
Maintenance Disbursements per Mile	27
Administrative Disbursements per Mile	25
Rural Interstate Percent in Poor Condition	34
Urban Interstate Percent in Poor Condition	42
Rural Other Principal Arterial Percent in Poor Condition	19
Urban Other Principal Arterial Percent in Poor Condition	41
Urban Area Congestion*	34
Structurally Deficient Bridges, Percent*	35
Overall Fatality Rate	19
Rural Fatality Rate	7
Urban Fatality Rate	30

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.



## MINNESOTA

### Minnesota Ranks 22<sup>nd</sup> in the Nation in Highway Performance and Cost-Effectiveness



*Minnesota's best rankings are in overall fatality rate, urban fatality rate and rural fatality rate.*

Minnesota's highway system ranks 22<sup>nd</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a three-spot increase from the previous report, where Minnesota ranked 25<sup>th</sup> overall.

In safety and performance categories, Minnesota ranks 3<sup>rd</sup> in overall fatality rate, 11<sup>th</sup> in structurally deficient bridges, 41<sup>st</sup> in traffic congestion, 40<sup>th</sup> in urban Interstate pavement condition and 35<sup>th</sup> in rural Interstate pavement condition.

On spending, Minnesota ranks 25<sup>th</sup> in total spending per mile and 31<sup>st</sup> in capital and bridge costs per mile.

“To improve in the rankings, Minnesota needs to reduce its traffic congestion and improve its urban Interstate pavement condition. Minnesota is in the bottom 10 for traffic congestion, and the bottom 15 for urban Interstate pavement condition. Compared to neighboring states, the report finds Minnesota's overall highway performance is better than Iowa (ranks 31<sup>st</sup>) but worse than North Dakota (1<sup>st</sup>) and South Dakota (14<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Minnesota is doing better than comparable states such as Michigan (ranks 30<sup>th</sup>) and Wisconsin (ranks 38<sup>th</sup>).”

Minnesota's best rankings are in its overall fatality rate (3<sup>rd</sup>) and its urban fatality rate (4<sup>th</sup>).

Minnesota's worst rankings are in its traffic congestion (41<sup>st</sup>) and urban Interstate pavement condition (40<sup>th</sup>).

Minnesota's state-controlled highway mileage makes it the 18<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic

congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Minnesota's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	22
Overall Rank Based on 2015 Data:	25
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	25
Capital-Bridge Disbursements per Mile	31
Maintenance Disbursements per Mile	29
Administrative Disbursements per Mile	23
Rural Interstate Percent in Poor Condition	35
Urban Interstate Percent in Poor Condition	40
Rural Other Principal Arterial Percent in Poor Condition	25
Urban Other Principal Arterial Percent in Poor Condition	6
Urban Area Congestion*	41
Structurally Deficient Bridges, Percent*	11
Overall Fatality Rate	3
Rural Fatality Rate	6
Urban Fatality Rate	4

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## MISSISSIPPI

### Mississippi Ranks 25<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Mississippi's best rankings are in urban fatality rate, maintenance disbursements per mile and urban area congestion.*



Mississippi's highway system ranks 25<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 14-spot increase from the previous report, where Mississippi ranked 11<sup>th</sup> overall, as rural Interstate pavement condition declined and the number of structurally deficient bridges increased substantially.

In safety and performance categories, Mississippi ranks 49<sup>th</sup> in overall fatality rate, 39<sup>th</sup> in structurally deficient bridges, 12<sup>th</sup> in traffic congestion, 37<sup>th</sup> in urban Interstate pavement condition and 38<sup>th</sup> in rural Interstate pavement condition.

On spending, Mississippi ranks 9<sup>th</sup> in total spending per mile and 15<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Mississippi needs to decrease its overall fatality rate and its rural fatality rate. Mississippi is in the bottom five for overall fatality rate and for rural fatality rate. Compared to nearby states, the report finds Mississippi's overall highway performance is better than Arkansas (ranks 32<sup>nd</sup>) but worse than Tennessee (ranks 7<sup>th</sup>) and Texas (ranks 23<sup>rd</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Mississippi is doing better than some comparable states such as Louisiana (ranks 34<sup>th</sup>) but worse than other comparable states such as Alabama (ranks 10<sup>th</sup>).”

Mississippi's best rankings are in urban fatality rate (1<sup>st</sup>) and maintenance disbursements per mile (4<sup>th</sup>).

Mississippi's worst rankings are in overall fatality rate (49<sup>th</sup>) and rural fatality rate (46<sup>th</sup>).

Mississippi's state-controlled highway mileage makes it the 26<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Mississippi's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	25
Overall Rank Based on 2015 Data:	11
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	9
Capital-Bridge Disbursements per Mile	15
Maintenance Disbursements per Mile	4
Administrative Disbursements per Mile	14
Rural Interstate Percent in Poor Condition	38
Urban Interstate Percent in Poor Condition	37
Rural Other Principal Arterial Percent in Poor Condition	24
Urban Other Principal Arterial Percent in Poor Condition	29
Urban Area Congestion*	12
Structurally Deficient Bridges, Percent*	39
Overall Fatality Rate	49
Rural Fatality Rate	46
Urban Fatality Rate	1

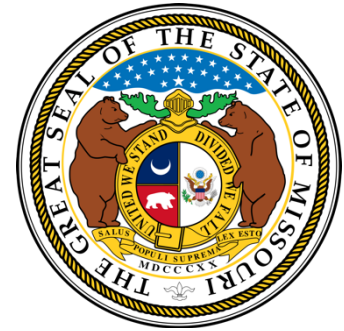
\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## MISSOURI

### Missouri Ranks 3<sup>rd</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Missouri's best rankings are in capital and bridge disbursements per mile, total disbursements per mile and administrative disbursements per mile.*



Missouri's highway system ranks 3<sup>rd</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a six-spot improvement from the previous report, where Missouri ranked 9<sup>th</sup> overall.

In safety and performance categories, Missouri ranks 32<sup>nd</sup> in overall fatality rate, 40<sup>th</sup> in structurally deficient bridges, 24<sup>th</sup> in traffic congestion, 17<sup>th</sup> in urban Interstate pavement condition and 17<sup>th</sup> in rural Interstate pavement condition.

On spending, Missouri ranks 3<sup>rd</sup> in total spending per mile and 2<sup>nd</sup> in capital and bridge costs per mile.

“To improve in the rankings, Missouri needs to reduce its percentage of structurally deficient bridges. The state is in the bottom 15 for structurally deficient bridges. Compared to neighboring states, the report finds Missouri's overall highway performance is better than Arkansas (ranks 32<sup>nd</sup>), Illinois (ranks 28<sup>th</sup>) and Iowa (ranks 31<sup>st</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Missouri is doing better than comparable states such as Kansas (ranks 6<sup>th</sup>) and Minnesota (ranks 22<sup>nd</sup>).”

Missouri's best rankings are in capital and bridge disbursements per mile (2<sup>nd</sup>) and total disbursements per mile (3<sup>rd</sup>).

Missouri's worst rankings are in structurally deficient bridges (40<sup>th</sup>) and urban fatality rate (33<sup>rd</sup>).

Missouri's state-controlled highway mileage makes it the 7<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Missouri's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	3
Overall Rank Based on 2015 Data:	9
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	3
Capital-Bridge Disbursements per Mile	2
Maintenance Disbursements per Mile	12
Administrative Disbursements per Mile	4
Rural Interstate Percent in Poor Condition	17
Urban Interstate Percent in Poor Condition	17
Rural Other Principal Arterial Percent in Poor Condition	5
Urban Other Principal Arterial Percent in Poor Condition	14
Urban Area Congestion*	24
Structurally Deficient Bridges, Percent*	40
Overall Fatality Rate	32
Rural Fatality Rate	24
Urban Fatality Rate	33

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## MONTANA

### Montana Ranks 8<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Montana's best rankings are in urbanized area congestion, total disbursements per mile and capital and bridge disbursements per mile.*



Montana's highway system ranks 8<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a two-spot decrease from the previous report, where Montana ranked 6<sup>th</sup> overall.

In safety and performance categories, Montana ranks 44<sup>th</sup> in overall fatality rate, 31<sup>st</sup> in structurally deficient bridges, 5<sup>th</sup> in traffic congestion, 13<sup>th</sup> in urban Interstate pavement condition and 19<sup>th</sup> in rural Interstate pavement condition.

On spending, Montana ranks 7<sup>th</sup> in total spending per mile and 8<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Montana needs to reduce its overall fatality rate. The state is in the bottom 10 for overall fatality rate. Compared to neighboring states, the report finds Montana's overall highway performance is better than South Dakota (ranks 14<sup>th</sup>) and Washington (ranks 38<sup>th</sup>), but worse than North Dakota (ranks 1<sup>st</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Montana is doing better than comparable states such as Idaho (ranks 13<sup>th</sup>) and Wyoming (ranks 11<sup>th</sup>).

Montana's best rankings are in urbanized area congestion (5<sup>th</sup>) and total disbursements per mile (7<sup>th</sup>).

Montana's worst rankings are overall fatality rate (44<sup>th</sup>) and rural fatality rate (35<sup>th</sup>).

Montana's state-controlled highway mileage makes it the 25<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic

congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Montana's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	8
Overall Rank Based on 2015 Data:	6
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	7
Capital-Bridge Disbursements per Mile	8
Maintenance Disbursements per Mile	8
Administrative Disbursements per Mile	12
Rural Interstate Percent in Poor Condition	19
Urban Interstate Percent in Poor Condition	13
Rural Other Principal Arterial Percent in Poor Condition	31
Urban Other Principal Arterial Percent in Poor Condition	32
Urban Area Congestion*	5
Structurally Deficient Bridges, Percent*	31
Overall Fatality Rate	44
Rural Fatality Rate	35
Urban Fatality Rate	11

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.



## NEBRASKA

### Nebraska Ranks 15<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Nebraska's best rankings are in administrative disbursements per mile, urban fatality rate and urban area congestion.*



Nebraska's highway system ranks 15<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is an 11-spot decrease from the previous report, where Nebraska ranked 4<sup>th</sup> overall, as the state rankings worsened in many categories, with a significant increase in the percentage of structurally deficient bridges.

In safety and performance categories, Nebraska ranks 17<sup>th</sup> in overall fatality rate, 45<sup>th</sup> in structurally deficient bridges, 8<sup>th</sup> in traffic congestion, 24<sup>th</sup> in urban Interstate pavement condition and 18<sup>th</sup> in rural Interstate pavement condition.

On spending, Nebraska ranks 13<sup>th</sup> in total spending per mile and 14<sup>th</sup> in capital and bridge costs per mile.

"To improve in the rankings, Nebraska needs to improve its urban arterial pavement condition and reduce its percentage of structurally deficient bridges. Nebraska is in the bottom 10 states for urban arterial pavement condition and structurally deficient bridges. Compared to neighboring states, the report finds Nebraska's overall highway performance is better than Colorado (ranks 36<sup>th</sup>) and Iowa (ranks 31<sup>st</sup>) but worse than Wyoming (ranks 11<sup>th</sup>)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. "Nebraska is doing worse than comparable states such as Kansas (ranks 6<sup>th</sup>) and South Dakota (ranks 14<sup>th</sup>)."

Nebraska's best rankings are in administrative disbursements per mile (2<sup>nd</sup>) and urban fatality rate (8<sup>th</sup>).

Nebraska's worst rankings are urban arterial pavement condition (45<sup>th</sup>) and structurally deficient bridges (45<sup>th</sup>).

Nebraska's state-controlled highway mileage makes it the 28<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Nebraska's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	15
Overall Rank Based on 2015 Data:	4
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	13
Capital-Bridge Disbursements per Mile	14
Maintenance Disbursements per Mile	23
Administrative Disbursements per Mile	2
Rural Interstate Percent in Poor Condition	18
Urban Interstate Percent in Poor Condition	24
Rural Other Principal Arterial Percent in Poor Condition	29
Urban Other Principal Arterial Percent in Poor Condition	45
Urban Area Congestion*	8
Structurally Deficient Bridges, Percent*	45
Overall Fatality Rate	17
Rural Fatality Rate	25
Urban Fatality Rate	8

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## NEVADA

### Nevada Ranks 27<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Nevada's best rankings are in structurally deficient bridges, urban arterial pavement condition and rural Interstate pavement condition.*



Nevada's highway system ranks 27<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a seven-spot decrease from the previous report, where Nevada ranked 20<sup>th</sup> overall.

In safety and performance categories, Nevada ranks 29<sup>th</sup> in overall fatality rate, 2<sup>nd</sup> in structurally deficient bridges, 33<sup>rd</sup> in traffic congestion, 25<sup>th</sup> in urban Interstate pavement condition and 13<sup>th</sup> in rural Interstate pavement condition.

On spending, Nevada ranks 34<sup>th</sup> in total spending per mile and 32<sup>nd</sup> in capital and bridge costs per mile.

“To improve in the rankings, Nevada needs to decrease its administrative spending per mile. Nevada is in the bottom 10 states for administrative disbursements per mile. Compared to neighboring states, the report finds Nevada's overall highway performance is better than California (ranks 43<sup>rd</sup>) but worse than Idaho (13<sup>th</sup>) and Oregon (12<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Nevada is doing better than some comparable states such as Arizona (29<sup>th</sup>), but worse than others like Utah (ranks 9<sup>th</sup>).”

Nevada's best rankings are in structurally deficient bridges (2<sup>nd</sup>) and urban arterial pavement condition (5<sup>th</sup>).

Nevada's worst rankings are administrative disbursements per mile (45<sup>th</sup>) and urban fatality rate (38<sup>th</sup>).

Nevada's state-controlled highway mileage makes it the 41<sup>st</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Nevada's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	27
Overall Rank Based on 2015 Data:	20
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	34
Capital-Bridge Disbursements per Mile	32
Maintenance Disbursements per Mile	22
Administrative Disbursements per Mile	45
Rural Interstate Percent in Poor Condition	13
Urban Interstate Percent in Poor Condition	25
Rural Other Principal Arterial Percent in Poor Condition	26
Urban Other Principal Arterial Percent in Poor Condition	5
Urban Area Congestion*	33
Structurally Deficient Bridges, Percent*	2
Overall Fatality Rate	29
Rural Fatality Rate	32
Urban Fatality Rate	38

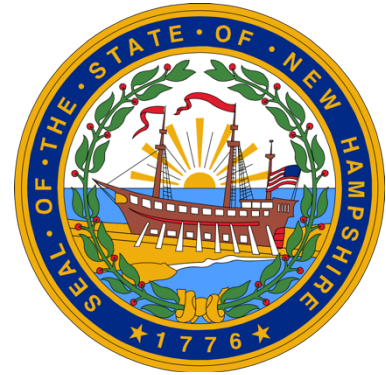
\*2017 data

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## NEW HAMPSHIRE

### **New Hampshire Ranks 24<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness**

*New Hampshire's best rankings are in rural Interstate pavement condition, urban Interstate pavement condition and overall fatality rate.*



New Hampshire's highway system ranks 24<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a six-spot increase from the previous report, where New Hampshire ranked 30<sup>th</sup> overall.

In safety and performance categories, New Hampshire ranks 15<sup>th</sup> in overall fatality rate, 38<sup>th</sup> in structurally deficient bridges, 26<sup>th</sup> in traffic congestion, 7<sup>th</sup> in urban Interstate pavement condition and 1<sup>st</sup> in rural Interstate pavement condition.

On spending, New Hampshire ranks 24<sup>th</sup> in total spending per mile and 22<sup>nd</sup> in capital and bridge costs per mile.

“To improve in the rankings, New Hampshire needs to reduce its percentage of structurally deficient bridges, decrease its maintenance disbursements per mile and improve its rural arterial pavement condition. New Hampshire is in the bottom 15 for structurally deficient bridges, maintenance disbursements per mile and rural arterial pavement condition. Compared to nearby states, the report finds New Hampshire's overall highway performance is better than Connecticut (ranks 44<sup>th</sup>), Massachusetts (ranks 46<sup>th</sup>) and New York (ranks 45<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “New Hampshire is doing worse than comparable states such as Maine (ranks 4<sup>th</sup>) and Vermont (ranks 19<sup>th</sup>).”

New Hampshire's best rankings are in rural Interstate pavement condition (1<sup>st</sup>) and urban Interstate pavement condition (7<sup>th</sup>).

New Hampshire's worst rankings are structurally deficient bridges (38<sup>th</sup>) and maintenance disbursements per mile (37<sup>th</sup>).

New Hampshire's state-controlled highway mileage makes it the 45<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>New Hampshire's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	24
Overall Rank Based on 2015 Data:	30
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	24
Capital-Bridge Disbursements per Mile	22
Maintenance Disbursements per Mile	37
Administrative Disbursements per Mile	26
Rural Interstate Percent in Poor Condition	1
Urban Interstate Percent in Poor Condition	7
Rural Other Principal Arterial Percent in Poor Condition	36
Urban Other Principal Arterial Percent in Poor Condition	23
Urban Area Congestion*	26
Structurally Deficient Bridges, Percent*	38
Overall Fatality Rate	15
Rural Fatality Rate	18
Urban Fatality Rate	25

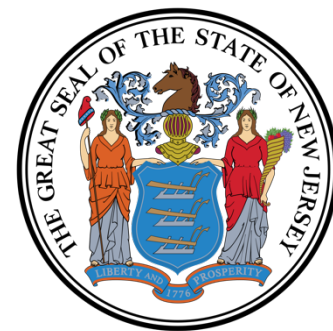
\*2017 data

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## NEW JERSEY

### **New Jersey Ranks 50<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness**

*New Jersey's best rankings are in rural Interstate pavement condition, overall fatality rate and rural fatality rate.*



New Jersey's highway system ranks 50<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. There is no change from the previous report, where New Jersey ranked 50<sup>th</sup> overall.

In safety and performance categories, New Jersey ranks 4<sup>th</sup> in overall fatality rate, 29<sup>th</sup> in structurally deficient bridges, 50<sup>th</sup> in traffic congestion, 45<sup>th</sup> in urban Interstate pavement condition and 1<sup>st</sup> in rural Interstate pavement condition.

On spending, New Jersey ranks 50<sup>th</sup> in total spending per mile and 50<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, New Jersey needs to reduce its total spending per mile, improve its pavement condition and decrease traffic congestion. The state ranks last in three of the four disbursement categories (overall disbursements per mile, capital and bridge disbursements per mile and maintenance disbursements per mile), in the bottom five in three of four pavement categories (urban Interstate pavement condition, rural arterial pavement condition and urban arterial pavement condition), and last in traffic congestion. New Jersey ranks in the bottom five states in eight of the 13 metrics. Compared to neighboring states, the report finds New Jersey's overall highway performance is worse than Delaware (ranks 42<sup>nd</sup>), New York (ranks 45<sup>th</sup>) and Pennsylvania (ranks 35<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “New Jersey is doing worse than comparable states such as Massachusetts (ranks 46<sup>th</sup>) and Maryland (ranks 39<sup>th</sup>).”

New Jersey's best rankings are in rural Interstate pavement condition (1<sup>st</sup>) and overall fatality rate (4<sup>th</sup>).

New Jersey's worst rankings are total disbursements per mile (50<sup>th</sup>) and capital and bridge disbursements per mile (50<sup>th</sup>).

New Jersey's state-controlled highway mileage makes it the 47<sup>th</sup> largest highway system in the country.

For the second year in a row New Jersey ranks 50<sup>th</sup>. This is due to the state's fifth quintile rankings (41<sup>st</sup> to 50<sup>th</sup>) in many categories. New Jersey spends the highest amount of revenue per roadway mile, ranking 50<sup>th</sup> in three of the disbursement categories and 46<sup>th</sup> in the fourth category. The state also ranks last in the country in congestion. It ranks 45<sup>th</sup>, 46<sup>th</sup> and 46<sup>th</sup> in the categories of Urban Interstate Pavement Condition, Rural Principal Arterial Pavement Condition and Urban Principal Arterial Pavement Condition. The state does rank well in several categories. It ties for 1<sup>st</sup> in Rural Interstate Pavement Condition and its Overall Fatality Rate is 4<sup>th</sup>. However, the state ranks poorly on far more categories than it ranks highly. Several years ago, New Jersey increased its gas tax by 23 cents. Unfortunately, due to system inefficiency including high costs, we remain skeptical that the increased revenue will improve the overall system.

<b>New Jersey's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	50
Overall Rank Based on 2015 Data:	50
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	50
Capital-Bridge Disbursements per Mile	50
Maintenance Disbursements per Mile	50
Administrative Disbursements per Mile	46
Rural Interstate Percent in Poor Condition	1
Urban Interstate Percent in Poor Condition	45
Rural Other Principal Arterial Percent in Poor Condition	46
Urban Other Principal Arterial Percent in Poor Condition	46
Urban Area Congestion*	50
Structurally Deficient Bridges, Percent*	29
Overall Fatality Rate	4
Rural Fatality Rate	10
Urban Fatality Rate	22

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.



Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

## NEW MEXICO

### **New Mexico Ranks 21<sup>st</sup> in the Nation in Highway Performance and Cost-Effectiveness**

*New Mexico's best rankings are maintenance disbursements per mile, urban Interstate pavement condition and capital and bridge disbursements per mile.*



New Mexico's highway system ranks 21<sup>st</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a three-spot improvement from the previous report, where New Mexico ranked 24<sup>th</sup> overall.

In safety and performance categories, New Mexico ranks 39<sup>th</sup> in overall fatality rate, 20<sup>th</sup> in structurally deficient bridges, 14<sup>th</sup> in traffic congestion, 3<sup>rd</sup> in urban Interstate pavement condition and 25<sup>th</sup> in rural Interstate pavement condition.

On spending, New Mexico ranks 6<sup>th</sup> in total spending per mile and 4<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, New Mexico needs to reduce its urban fatality rate, its administrative disbursements per mile and its overall fatality rate. The state ranks last in urban fatality rate, and in the bottom 15 for administrative disbursements per mile and overall fatality rate. Compared to neighboring states, the report finds New Mexico's overall highway performance is better than Arizona (ranks 29<sup>th</sup>), Colorado (ranks 36<sup>th</sup>) and Texas (ranks 23<sup>rd</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “New Mexico is doing better than some comparable states such as Nevada (ranks 27<sup>th</sup>) but worse than other comparable states such as Utah (ranks 9<sup>th</sup>).

New Mexico's best rankings are in maintenance disbursements per mile (1<sup>st</sup>) and urban Interstate pavement condition (3<sup>rd</sup>).

New Mexico's worst rankings are urban fatality rate (50<sup>th</sup>) and administrative disbursements per mile (39<sup>th</sup>).

New Mexico's state-controlled highway mileage makes it the 21<sup>st</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>New Mexico's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	21
Overall Rank Based on 2015 Data:	24
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	6
Capital-Bridge Disbursements per Mile	4
Maintenance Disbursements per Mile	1
Administrative Disbursements per Mile	39
Rural Interstate Percent in Poor Condition	25
Urban Interstate Percent in Poor Condition	3
Rural Other Principal Arterial Percent in Poor Condition	22
Urban Other Principal Arterial Percent in Poor Condition	20
Urban Area Congestion*	14
Structurally Deficient Bridges, Percent*	20
Overall Fatality Rate	39
Rural Fatality Rate	34
Urban Fatality Rate	50

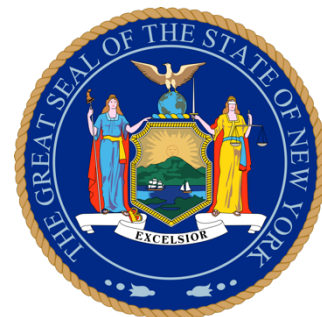
\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## NEW YORK

### **New York Ranks 45<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness**

*New York's best rankings are in overall fatality rate, urban fatality rate and rural arterial pavement condition.*



New York's highway system ranks 45<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. There is no change from the previous report, where New York ranked 45<sup>th</sup> overall.

In safety and performance categories, New York ranks 5<sup>th</sup> in overall fatality rate, 37<sup>th</sup> in structurally deficient bridges, 49<sup>th</sup> in traffic congestion, 46<sup>th</sup> in urban Interstate pavement condition and 41<sup>st</sup> in rural Interstate pavement condition.

On spending, New York ranks 47<sup>th</sup> in total spending per mile and 48<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, New York needs to reduce its traffic congestion, reduce its disbursements per mile and improve its Interstate pavement conditions. New York is in the bottom 10 in all four disbursement categories, traffic congestion, and both Interstate pavement metrics. Compared to neighboring states, the report finds New York's overall highway performance is better than New Jersey (ranks 50<sup>th</sup>), but worse than Connecticut (ranks 44<sup>th</sup>) and Vermont (ranks 19<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “New York is doing worse than comparable states such as Illinois (ranks 28<sup>th</sup>) and Pennsylvania (ranks 35<sup>th</sup>).”

New York's best rankings are in overall fatality rate (5<sup>th</sup>) and urban fatality rate (5<sup>th</sup>).

New York's worst rankings are urban area congestion (49<sup>th</sup>) and capital and bridge disbursements per mile (48<sup>th</sup>).

New York's state-controlled highway mileage makes it the 13<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>New York's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	45
Overall Rank Based on 2015 Data:	45
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	47
Capital-Bridge Disbursements per Mile	48
Maintenance Disbursements per Mile	47
Administrative Disbursements per Mile	43
Rural Interstate Percent in Poor Condition	41
Urban Interstate Percent in Poor Condition	46
Rural Other Principal Arterial Percent in Poor Condition	30
Urban Other Principal Arterial Percent in Poor Condition	44
Urban Area Congestion*	49
Structurally Deficient Bridges, Percent*	37
Overall Fatality Rate	5
Rural Fatality Rate	45
Urban Fatality Rate	5

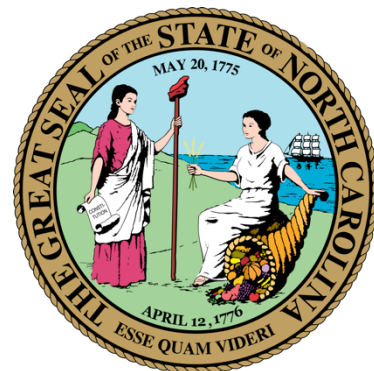
\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## NORTH CAROLINA

### North Carolina Ranks 17<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*North Carolina's best rankings are in total disbursements per mile, capital and bridge disbursements per mile and maintenance disbursements per mile.*



North Carolina's highway system ranks 17<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a three-spot decrease from the previous report, where North Carolina ranked 14<sup>th</sup> overall.

In safety and performance categories, North Carolina ranks 30<sup>th</sup> in overall fatality rate, 34<sup>th</sup> in structurally deficient bridges, 23<sup>rd</sup> in traffic congestion, 15<sup>th</sup> in urban Interstate pavement condition and 20<sup>th</sup> in rural Interstate pavement condition.

On spending, North Carolina ranks 5<sup>th</sup> in total spending per mile and 6<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, North Carolina needs to reduce its rural fatality rate. The state is in the bottom five of all states for rural fatality rate. Compared to neighboring states, the report finds North Carolina's overall highway performance is better than South Carolina (ranks 20<sup>th</sup>), but worse than Kentucky (ranks 5<sup>th</sup>) and Tennessee (ranks 7<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “North Carolina is doing better than some comparable states such as Georgia (ranks 26<sup>th</sup>) but worse than others such as Virginia (ranks 2<sup>nd</sup>).”

North Carolina's best rankings are in total disbursements per mile (5<sup>th</sup>) and capital and bridge disbursements per mile (6<sup>th</sup>).

North Carolina's worst rankings are rural fatality rate (49<sup>th</sup>) and structurally deficient bridges (34<sup>th</sup>).

North Carolina's state-controlled highway mileage makes it the 2<sup>nd</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>North Carolina's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	17
Overall Rank Based on 2015 Data:	14
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	5
Capital-Bridge Disbursements per Mile	6
Maintenance Disbursements per Mile	9
Administrative Disbursements per Mile	10
Rural Interstate Percent in Poor Condition	20
Urban Interstate Percent in Poor Condition	15
Rural Other Principal Arterial Percent in Poor Condition	23
Urban Other Principal Arterial Percent in Poor Condition	18
Urban Area Congestion*	23
Structurally Deficient Bridges, Percent*	34
Overall Fatality Rate	30
Rural Fatality Rate	49
Urban Fatality Rate	13

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## NORTH DAKOTA

### North Dakota Ranks 1<sup>st</sup> in the Nation in Highway Performance and Cost-Effectiveness

*North Dakota's best rankings are in urban Interstate pavement condition, urban fatality rate and maintenance disbursements per mile.*



North Dakota's highway system ranks 1<sup>st</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. There is no change from the previous report, where North Dakota ranked 1<sup>st</sup> overall.

In safety and performance categories, North Dakota ranks 22<sup>nd</sup> in overall fatality rate, 43<sup>rd</sup> in structurally deficient bridges, 4<sup>th</sup> in traffic congestion, 1<sup>st</sup> in urban Interstate pavement condition and 9<sup>th</sup> in rural Interstate pavement condition.

On spending, North Dakota ranks 11<sup>th</sup> in total spending per mile and 25<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, North Dakota needs to reduce its percentage of structurally deficient bridges. North Dakota is in the bottom 10 of all states for structurally deficient bridges. Compared to nearby states, the report finds North Dakota's overall highway performance is better than Minnesota (ranks 22<sup>nd</sup>), Nebraska (ranks 15<sup>th</sup>) and Wyoming (ranks 11<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “North Dakota is doing better than comparable states like Montana (ranks 8<sup>th</sup>) and South Dakota (ranks 14<sup>th</sup>).”

North Dakota's best rankings are in urban Interstate pavement condition (1<sup>st</sup>) and urban fatality rate (2<sup>nd</sup>).

North Dakota's worst rankings are structurally deficient bridges (43<sup>rd</sup>) and urban arterial pavement condition (28<sup>th</sup>).

North Dakota's state-controlled highway mileage makes it the 37<sup>th</sup> largest highway system in the country.



Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>North Dakota's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	1
Overall Rank Based on 2015 Data:	1
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	11
Capital-Bridge Disbursements per Mile	25
Maintenance Disbursements per Mile	3
Administrative Disbursements per Mile	8
Rural Interstate Percent in Poor Condition	9
Urban Interstate Percent in Poor Condition	1
Rural Other Principal Arterial Percent in Poor Condition	15
Urban Other Principal Arterial Percent in Poor Condition	28
Urban Area Congestion*	4
Structurally Deficient Bridges, Percent*	43
Overall Fatality Rate	22
Rural Fatality Rate	22
Urban Fatality Rate	2

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## OHIO

### Ohio Ranks 18<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Ohio's best rankings are in rural fatality rate, overall fatality rate and urban fatality rate.*



Ohio's highway system ranks 18<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is an eight-spot increase from the previous report, where Ohio ranked 26<sup>th</sup> overall.

In safety and performance categories, Ohio ranks 13<sup>th</sup> in overall fatality rate, 18<sup>th</sup> in structurally deficient bridges, 28<sup>th</sup> in traffic congestion, 29<sup>th</sup> in urban Interstate pavement condition and 31<sup>st</sup> in rural Interstate pavement condition.

On spending, Ohio ranks 28<sup>th</sup> in total spending per mile and 39<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Ohio needs to reduce its capital and bridge disbursements per mile. The state is in the bottom 15 in the country for capital and bridge disbursements per mile. Compared to nearby states, the report finds Ohio's overall highway performance is better than Indiana (ranks 33<sup>rd</sup>) and Pennsylvania (ranks 35<sup>th</sup>), but worse than Kentucky (ranks 5<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Ohio is doing better than comparable states such as Michigan (ranks 30<sup>th</sup>) and Illinois (ranks 28<sup>th</sup>).”

Ohio's best rankings are in rural fatality rate (5<sup>th</sup>) and overall fatality rate (13<sup>th</sup>).

Ohio's worst rankings are capital and bridge disbursements per mile (39<sup>th</sup>) and urban arterial pavement condition (35<sup>th</sup>).

Ohio's state-controlled highway mileage makes it the 9<sup>th</sup> largest highway system in the country.

Overall, less populated states may have a slight edge in the rankings. However, many higher population states continue to rank highly. Ohio, 7<sup>th</sup> in population, is one of these states. While Ohio has only one top 10 ranking (Rural Fatality Rate is 5<sup>th</sup>), its high overall

ranking is a result of it not placing in the bottom 10 in any category. It ranks in the second quintile (11<sup>th</sup> to 20<sup>th</sup>) in five categories, the third quintile (21<sup>st</sup> to 30<sup>th</sup>) in four categories and the fourth quintile (31<sup>st</sup> to 40<sup>th</sup>) in three categories. Ohio illustrates two ranking realities. First, a state with large metro areas can rank highly, and second, a state with an absence of poor rankings has a better overall ranking than a state with several excellent rankings but several poor rankings as well.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Ohio's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	18
Overall Rank Based on 2015 Data:	26
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	28
Capital-Bridge Disbursements per Mile	39
Maintenance Disbursements per Mile	21
Administrative Disbursements per Mile	19
Rural Interstate Percent in Poor Condition	31
Urban Interstate Percent in Poor Condition	29
Rural Other Principal Arterial Percent in Poor Condition	18
Urban Other Principal Arterial Percent in Poor Condition	35
Urban Area Congestion*	28
Structurally Deficient Bridges, Percent*	18
Overall Fatality Rate	13
Rural Fatality Rate	5
Urban Fatality Rate	15

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## OKLAHOMA

### Oklahoma Ranks 41<sup>st</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Oklahoma's best rankings are in urban area congestion, rural fatality rate and capital and bridge disbursements per mile.*



Oklahoma's highway system ranks 41<sup>st</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is an eight-spot decrease from the previous report, where Oklahoma ranked 33<sup>rd</sup> overall.

In safety and performance categories, Oklahoma ranks 38<sup>th</sup> in overall fatality rate, 42<sup>nd</sup> in structurally deficient bridges, 15<sup>th</sup> in traffic congestion, 41<sup>st</sup> in urban Interstate pavement condition and 36<sup>th</sup> in rural Interstate pavement condition.

On spending, Oklahoma ranks 37<sup>th</sup> in total spending per mile and 33<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Oklahoma needs to reduce its maintenance costs, reduce its percentage of structurally deficient bridges, improve its urban Interstate pavement condition and reduce its urban fatality rate. Oklahoma is in the bottom 10 for maintenance disbursements per mile, structurally deficient bridges, urban Interstate pavement condition and urban fatality rate. Compared to neighboring states, the report finds Oklahoma's overall highway performance is worse than Colorado (ranks 36<sup>th</sup>), Missouri (ranks 3<sup>rd</sup>) and Texas (ranks 23<sup>rd</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Oklahoma is doing worse than comparable states such as Arkansas (32<sup>nd</sup>) and Kansas (ranks 6<sup>th</sup>).”

Oklahoma's best rankings are in urban area congestion (15<sup>th</sup>) and rural fatality rate (26<sup>th</sup>).

Oklahoma's worst rankings are maintenance disbursements per mile (46<sup>th</sup>) and structurally deficient bridges (42<sup>nd</sup>).

Oklahoma's state-controlled highway mileage makes it the 19<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Oklahoma's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	41
Overall Rank Based on 2015 Data:	33
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	37
Capital-Bridge Disbursements per Mile	33
Maintenance Disbursements per Mile	46
Administrative Disbursements per Mile	38
Rural Interstate Percent in Poor Condition	36
Urban Interstate Percent in Poor Condition	41
Rural Other Principal Arterial Percent in Poor Condition	37
Urban Other Principal Arterial Percent in Poor Condition	40
Urban Area Congestion*	15
Structurally Deficient Bridges, Percent*	42
Overall Fatality Rate	38
Rural Fatality Rate	26
Urban Fatality Rate	42

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## OREGON

### Oregon Ranks 12<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Oregon's best rankings are in rural arterial pavement condition, structurally deficient bridges and rural Interstate pavement condition.*



Oregon's highway system ranks 12<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a nine-spot increase from the previous report, where Oregon ranked 21<sup>st</sup> overall.

In safety and performance categories, Oregon ranks 34<sup>th</sup> in overall fatality rate, 12<sup>th</sup> in structurally deficient bridges, 17<sup>th</sup> in traffic congestion, 23<sup>rd</sup> in urban Interstate pavement condition and 15<sup>th</sup> in rural Interstate pavement condition.

On spending, Oregon ranks 21<sup>st</sup> in total spending per mile and 13<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Oregon needs to reduce its rural fatality rate. Oregon is in the bottom 10 of all states for rural fatality rate. Compared to neighboring states, the report finds Oregon's overall highway performance is better than California (ranks 43<sup>rd</sup>), Idaho (ranks 13<sup>th</sup>), and Nevada (ranks 27<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Oregon is doing better than some comparable states such as Washington (ranks 37<sup>th</sup>) but worse than other comparable states such as Utah (ranks 9<sup>th</sup>).”

Oregon's best rankings are in rural arterial pavement condition (9<sup>th</sup>) and structurally deficient bridges (12<sup>th</sup>).

Oregon's worst rankings are rural fatality rate (42<sup>nd</sup>) and overall fatality rate (34<sup>th</sup>).

Oregon's state-controlled highway mileage makes it the 33<sup>rd</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic

congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Oregon's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	12
Overall Rank Based on 2015 Data:	21
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	21
Capital-Bridge Disbursements per Mile	13
Maintenance Disbursements per Mile	25
Administrative Disbursements per Mile	31
Rural Interstate Percent in Poor Condition	15
Urban Interstate Percent in Poor Condition	23
Rural Other Principal Arterial Percent in Poor Condition	9
Urban Other Principal Arterial Percent in Poor Condition	15
Urban Area Congestion*	17
Structurally Deficient Bridges, Percent*	12
Overall Fatality Rate	34
Rural Fatality Rate	42
Urban Fatality Rate	19

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## PENNSYLVANIA

### **Pennsylvania Ranks 35<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness**

*Pennsylvania's best rankings are in rural fatality rate, overall fatality rate and urban fatality rate.*



Pennsylvania's highway system ranks 35<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a six-spot increase from the previous report, where Pennsylvania ranked 41<sup>st</sup> overall.

In safety and performance categories, Pennsylvania ranks 25<sup>th</sup> in overall fatality rate, 46<sup>th</sup> in structurally deficient bridges, 35<sup>th</sup> in traffic congestion, 32<sup>nd</sup> in urban Interstate pavement condition and 32<sup>nd</sup> in rural Interstate pavement condition.

On spending, Pennsylvania ranks 39<sup>th</sup> in total spending per mile and 38<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Pennsylvania needs to reduce its percentage of structurally deficient bridges and improve its rural arterial pavement condition. Pennsylvania is in the bottom 10 for structurally deficient bridges and rural arterial pavement condition. Compared to neighboring states, the report finds Pennsylvania's overall highway performance is better than Maryland (ranks 39<sup>th</sup>) and New Jersey (ranks 50<sup>th</sup>) but worse than West Virginia (ranks 16<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Pennsylvania is doing better than some comparable states such as New York (ranks 45<sup>th</sup>) but worse than other comparable states such as Ohio (ranks 18<sup>th</sup>).”

Pennsylvania's best rankings are in rural fatality rate (20<sup>th</sup>) and overall fatality rate (25<sup>th</sup>).

Pennsylvania's worst rankings are structurally deficient bridges (46<sup>th</sup>) and rural arterial pavement condition (41<sup>st</sup>).

Pennsylvania's state-controlled highway mileage makes it the 4<sup>th</sup> largest highway system in the country.



Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Pennsylvania's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	35
Overall Rank Based on 2015 Data:	41
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	39
Capital-Bridge Disbursements per Mile	38
Maintenance Disbursements per Mile	34
Administrative Disbursements per Mile	28
Rural Interstate Percent in Poor Condition	32
Urban Interstate Percent in Poor Condition	32
Rural Other Principal Arterial Percent in Poor Condition	41
Urban Other Principal Arterial Percent in Poor Condition	31
Urban Area Congestion*	35
Structurally Deficient Bridges, Percent*	46
Overall Fatality Rate	25
Rural Fatality Rate	20
Urban Fatality Rate	28

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## RHODE ISLAND

### Rhode Island Ranks 48<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness



*Rhode Island's best rankings are in rural Interstate pavement condition, overall fatality rate and rural fatality rate.*

Rhode Island's highway system ranks 48<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a one-spot increase from the previous report, where Rhode Island ranked 49<sup>th</sup> overall.

In safety and performance categories, Rhode Island ranks 2<sup>nd</sup> in overall fatality rate, 50<sup>th</sup> in structurally deficient bridges, 31<sup>st</sup> in traffic congestion, 10<sup>th</sup> in urban Interstate pavement condition and 1<sup>st</sup> in rural Interstate pavement condition.

On spending, Rhode Island ranks 45<sup>th</sup> in total spending per mile and 43<sup>rd</sup> in capital and bridge costs per mile.

“To improve in the rankings, Rhode Island needs to reduce its percentage of structurally deficient bridges, improve its arterial pavement condition and reduce its spending. Rhode Island is last in structurally deficient bridges and urban arterial pavement condition as well as in the bottom 10 for all four disbursement categories and rural arterial pavement condition. Compared to nearby states, the report finds Rhode Island's overall highway performance is worse than New Hampshire (ranks 24<sup>th</sup>), New York (ranks 45<sup>th</sup>) and Massachusetts (ranks 46<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Rhode Island is doing better than some comparable states such as New Jersey (ranks 50<sup>th</sup>), but worse than other comparable states such as Connecticut (ranks 44<sup>th</sup>).”

Rhode Island's best rankings are rural Interstate pavement condition (1<sup>st</sup>) and overall fatality rate (2<sup>nd</sup>).

Rhode Island's worst rankings are urban arterial pavement condition (50<sup>th</sup>) and structurally deficient bridges (50<sup>th</sup>).

Rhode Island's state-controlled highway mileage makes it the 49<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Rhode Island's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	48
Overall Rank Based on 2015 Data:	49
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	45
Capital-Bridge Disbursements per Mile	43
Maintenance Disbursements per Mile	48
Administrative Disbursements per Mile	47
Rural Interstate Percent in Poor Condition	1
Urban Interstate Percent in Poor Condition	10
Rural Other Principal Arterial Percent in Poor Condition	49
Urban Other Principal Arterial Percent in Poor Condition	50
Urban Area Congestion*	31
Structurally Deficient Bridges, Percent*	50
Overall Fatality Rate	2
Rural Fatality Rate	2
Urban Fatality Rate	14

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## SOUTH CAROLINA

### South Carolina Ranks 20<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*South Carolina's best rankings are in total disbursements per mile, capital and bridge disbursements per mile and maintenance disbursements per mile.*



South Carolina's highway system ranks 20<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 15-spot decrease from the previous report, where South Carolina ranked 5<sup>th</sup> overall, as rural Interstate pavement condition and rural arterial pavement condition both worsened significantly. The percentage of deficient bridges also increased significantly. South Carolina also has the highest overall fatality rate in the country for the second year in a row.

In safety and performance categories, South Carolina ranks 50<sup>th</sup> in overall fatality rate, 32<sup>nd</sup> in structurally deficient bridges, 21<sup>st</sup> in traffic congestion, 27<sup>th</sup> in urban Interstate pavement condition and 28<sup>th</sup> in rural Interstate pavement condition.

On spending, South Carolina ranks 1<sup>st</sup> in total spending per mile and 1<sup>st</sup> in capital and bridge costs per mile.

“To improve in the rankings, South Carolina needs to reduce its fatality rate and improve its rural arterial pavement condition. South Carolina is last for overall fatality rate and in the bottom 10 for rural fatality rate, urban fatality rate and rural arterial pavement condition. Compared to nearby states, the report finds South Carolina's overall highway performance is better than Georgia (ranks 26<sup>th</sup>), but worse than Tennessee (ranks 7<sup>th</sup>) and North Carolina (ranks 17<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “South Carolina is doing worse than comparable states such as Alabama (ranks 10<sup>th</sup>) and Kentucky (ranks 5<sup>th</sup>).”

South Carolina's best rankings are in total disbursements per mile (1<sup>st</sup>) and capital and bridge disbursements per mile (1<sup>st</sup>).

South Carolina's worst rankings are overall fatality rate (50<sup>th</sup>) and urban fatality rate (44<sup>th</sup>).

South Carolina's state-controlled highway mileage makes it the 5<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>South Carolina's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	20
Overall Rank Based on 2015 Data:	5
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	1
Capital-Bridge Disbursements per Mile	1
Maintenance Disbursements per Mile	5
Administrative Disbursements per Mile	7
Rural Interstate Percent in Poor Condition	28
Urban Interstate Percent in Poor Condition	27
Rural Other Principal Arterial Percent in Poor Condition	42
Urban Other Principal Arterial Percent in Poor Condition	9
Urban Area Congestion*	21
Structurally Deficient Bridges, Percent*	32
Overall Fatality Rate	50
Rural Fatality Rate	43

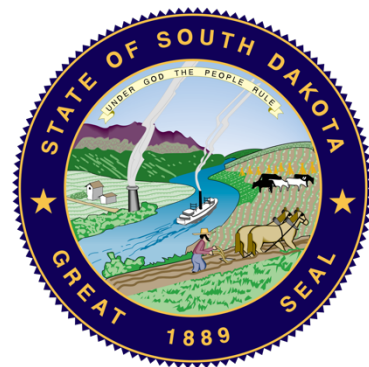
\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## SOUTH DAKOTA

### South Dakota Ranks 14<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*South Dakota's best rankings are in total disbursements per mile, capital and bridge disbursements per mile and maintenance disbursements per mile.*



South Dakota's highway system ranks 14<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is an 11-spot decrease from the previous report, where South Dakota ranked 3<sup>rd</sup> overall, as rural Interstate pavement condition and rural arterial pavement condition declined significantly. The percentage of structurally deficient bridges also increased significantly.

In safety and performance categories, South Dakota ranks 28<sup>th</sup> in overall fatality rate, 47<sup>th</sup> in structurally deficient bridges, 9<sup>th</sup> in traffic congestion, 8<sup>th</sup> in urban Interstate pavement condition and 23<sup>rd</sup> in rural Interstate pavement condition.

On spending, South Dakota ranks 4<sup>th</sup> in total spending per mile and 5<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, South Dakota needs to reduce its percentage of structurally deficient bridges and improve its urban arterial pavement condition. South Dakota is in the bottom five for structurally deficient bridges and the bottom 10 for urban arterial pavement condition. Compared to neighboring states, the report finds South Dakota's overall highway performance is better than Minnesota (ranks 22<sup>nd</sup>) and Iowa (ranks 31<sup>st</sup>), but worse than Wyoming (ranks 11<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “South Dakota is doing better than some comparable state such as Nebraska (ranks 15<sup>th</sup>), but worse than others like North Dakota (ranks 1<sup>st</sup>).”

South Dakota's best rankings are in total disbursements per mile (4<sup>th</sup>) and capital and bridge disbursements per mile (5<sup>th</sup>).

South Dakota's worst rankings are structurally deficient bridges (47<sup>th</sup>), urban arterial pavement condition (42<sup>nd</sup>), and rural arterial pavement condition (33<sup>rd</sup>).

South Dakota's state-controlled highway mileage makes it the 32<sup>nd</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>South Dakota's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	14
Overall Rank Based on 2015 Data:	3
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	4
Capital-Bridge Disbursements per Mile	5
Maintenance Disbursements per Mile	6
Administrative Disbursements per Mile	18
Rural Interstate Percent in Poor Condition	23
Urban Interstate Percent in Poor Condition	8
Rural Other Principal Arterial Percent in Poor Condition	33
Urban Other Principal Arterial Percent in Poor Condition	42
Urban Area Congestion*	9
Structurally Deficient Bridges, Percent*	47
Overall Fatality Rate	28
Rural Fatality Rate	14
Urban Fatality Rate	9

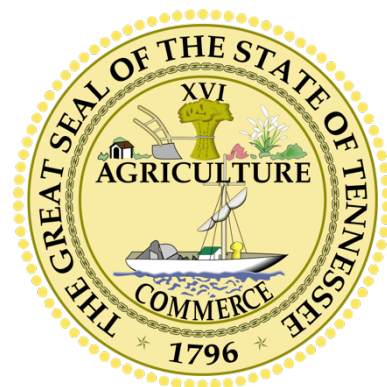
\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## TENNESSEE

### Tennessee Ranks 7<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Tennessee's best rankings are in structurally deficient bridges, rural Interstate pavement condition and urban arterial pavement condition.*



Tennessee's highway system ranks 7<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a five-spot improvement from the previous report, where Tennessee ranked 12<sup>th</sup> overall.

In safety and performance categories, Tennessee ranks 35<sup>th</sup> in overall fatality rate, 8<sup>th</sup> in structurally deficient bridges, 32<sup>nd</sup> in traffic congestion, 12<sup>th</sup> in urban Interstate pavement condition and 11<sup>th</sup> in rural Interstate pavement condition.

On spending, Tennessee ranks 14<sup>th</sup> in total spending per mile and 19<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Tennessee needs to reduce its urban fatality rate. The state is in the bottom 15 of all states in urban fatality rate. Compared to neighboring states, the report finds Tennessee's overall highway performance is better than Georgia (ranks 26<sup>th</sup>) and Mississippi (ranks 25<sup>th</sup>) but worse than Virginia (ranks 2<sup>nd</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Tennessee is doing worse than comparable states like Kentucky (ranks 5<sup>th</sup>) and Missouri (ranks 3<sup>rd</sup>).”

Tennessee's best rankings are in structurally deficient bridges (8<sup>th</sup>) and rural Interstate pavement condition (11<sup>th</sup>).

Tennessee's worst rankings are in urban fatality rate (40<sup>th</sup>) and overall fatality rate (35<sup>th</sup>).

Tennessee's state-controlled highway mileage makes it the 17<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic



congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Tennessee's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	7
Overall Rank Based on 2015 Data:	12
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	14
Capital-Bridge Disbursements per Mile	19
Maintenance Disbursements per Mile	18
Administrative Disbursements per Mile	24
Rural Interstate Percent in Poor Condition	11
Urban Interstate Percent in Poor Condition	12
Rural Other Principal Arterial Percent in Poor Condition	16
Urban Other Principal Arterial Percent in Poor Condition	11
Urban Area Congestion*	32
Structurally Deficient Bridges, Percent*	8
Overall Fatality Rate	35
Rural Fatality Rate	17
Urban Fatality Rate	40

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## TEXAS

### **Texas Ranks 23<sup>rd</sup> in the Nation in Highway Performance and Cost-Effectiveness**

*Texas' best rankings are structurally deficient bridges, rural arterial pavement condition and rural Interstate pavement condition.*



Texas' highway system ranks 23<sup>rd</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a one-spot decrease from the previous report, where Texas ranked 22<sup>nd</sup> overall.

In safety and performance categories, Texas ranks 37<sup>th</sup> in overall fatality rate, 1<sup>st</sup> in structurally deficient bridges, 43<sup>rd</sup> in traffic congestion, 33<sup>rd</sup> in urban Interstate pavement condition and 22<sup>nd</sup> in rural Interstate pavement condition.

On spending, Texas ranks 27<sup>th</sup> in total spending per mile and 26<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Texas needs to reduce its traffic congestion. Texas is in the bottom 10 of all states in traffic congestion and has three of the most congested Interstate corridors in the country. Compared to neighboring states, the report finds Texas' overall highway performance is better than Louisiana (ranks 34<sup>th</sup>) and Oklahoma (ranks 41<sup>st</sup>) but worse than New Mexico (ranks 21<sup>st</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Texas is doing better than some comparable states like California (ranks 43<sup>rd</sup>) but worse than others like Montana (ranks 8<sup>th</sup>).”

Texas' best rankings are structurally deficient bridges (1<sup>st</sup>) and rural arterial pavement condition (13<sup>th</sup>).

Texas' worst rankings are in traffic congestion (43<sup>rd</sup>) and rural fatality rate (38<sup>th</sup>).

Texas' state-controlled highway mileage makes it the largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic

congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Texas' Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	23
Overall Rank Based on 2015 Data:	22
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	27
Capital-Bridge Disbursements per Mile	26
Maintenance Disbursements per Mile	26
Administrative Disbursements per Mile	22
Rural Interstate Percent in Poor Condition	22
Urban Interstate Percent in Poor Condition	33
Rural Other Principal Arterial Percent in Poor Condition	13
Urban Other Principal Arterial Percent in Poor Condition	36
Urban Area Congestion*	43
Structurally Deficient Bridges, Percent*	1
Overall Fatality Rate	37
Rural Fatality Rate	38
Urban Fatality Rate	34

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## UTAH

### Utah Ranks 9<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness



*Utah's best rankings are urban arterial pavement condition, structurally deficient bridges and overall fatality rate.*

Utah's highway system ranks 9<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a one-spot improvement from the previous report, where Utah ranked 10<sup>th</sup> overall.

In safety and performance categories, Utah ranks 9<sup>th</sup> in overall fatality rate, 5<sup>th</sup> in structurally deficient bridges, 20<sup>th</sup> in traffic congestion, 11<sup>th</sup> in urban Interstate pavement condition and 10<sup>th</sup> in rural Interstate pavement condition.

On spending, Utah ranks 31<sup>st</sup> in total spending per mile and 17<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Utah needs to reduce its maintenance disbursements. Utah is in the bottom 15 of all states in maintenance disbursements. Compared to neighboring states, the report finds Utah's overall highway performance is better than Arizona (ranks 29<sup>th</sup>), Idaho (ranks 13<sup>th</sup>) and New Mexico (ranks 21<sup>st</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Utah is doing better than comparable states like Colorado (ranks 36<sup>th</sup>) and Nevada (ranks 27<sup>th</sup>).”

Utah's best rankings are in urban arterial pavement condition (3<sup>rd</sup>) and structurally deficient bridges (5<sup>th</sup>).

Utah's worst rankings are in maintenance disbursements per mile (40<sup>th</sup>) and rural fatality rate (31<sup>st</sup>).

Utah's state-controlled highway mileage makes it the 39<sup>th</sup> largest highway system in the country.

Utah shows that efficient DOTs tend to have higher rankings. The state has long been considered an innovative DOT, winning several national awards for administration and

creativity. The state has been a thought leader in many groups, including the American Association of State Highway and Transportation Officials (AASHTO). Utah's efficiency is the result of having a DOT leader who is a transportation professional rather than a politician, a metric-driven project selection process and a collaborative relationship among the federal, state and local governments.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Utah's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	9
Overall Rank Based on 2015 Data:	10
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	31
Capital-Bridge Disbursements per Mile	17
Maintenance Disbursements per Mile	40
Administrative Disbursements per Mile	29
Rural Interstate Percent in Poor Condition	10
Urban Interstate Percent in Poor Condition	11
Rural Other Principal Arterial Percent in Poor Condition	11
Urban Other Principal Arterial Percent in Poor Condition	3
Urban Area Congestion*	20
Structurally Deficient Bridges, Percent*	5
Overall Fatality Rate	9
Rural Fatality Rate	31
Urban Fatality Rate	17

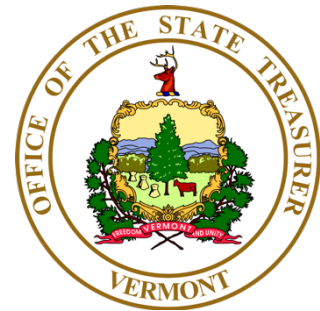
\*2017 data

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## VERMONT

### Vermont Ranks 19<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Vermont's best rankings are rural Interstate pavement condition, urban Interstate pavement condition and urban fatality rate.*



Vermont's highway system ranks 19<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 20-spot improvement from the previous report, where Vermont ranked 39<sup>th</sup> overall, as the state benefited from the report's increased emphasis on fatality rates (Vermont ranked 6<sup>th</sup>, 8<sup>th</sup> and 3<sup>rd</sup> in Fatality Rate, Rural Fatality Rate and Urban Fatality Rate respectively) and the elimination of the Narrow Rural Arterial Lane ranking (Vermont ranked 47<sup>th</sup> last year).

In safety and performance categories, Vermont ranks 6<sup>th</sup> in overall fatality rate, 10<sup>th</sup> in structurally deficient bridges, 10<sup>th</sup> in traffic congestion, 1<sup>st</sup> in urban Interstate pavement condition and 1<sup>st</sup> in rural Interstate pavement condition.

On spending, Vermont ranks 26<sup>th</sup> in total spending per mile and 23<sup>rd</sup> in capital and bridge costs per mile.

"To improve in the rankings, Vermont needs to reduce its maintenance and administrative disbursements and improve its rural arterial pavement condition. Vermont is in the bottom 15 of all states in maintenance disbursements per mile, administrative disbursements per mile and rural arterial pavement condition. Compared to nearby states, the report finds Vermont's overall highway performance is better than Connecticut (ranks 44<sup>th</sup>), Massachusetts (ranks 46<sup>th</sup>) and New York (ranks 45<sup>th</sup>)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. "Vermont is doing better than some comparable states like New Hampshire (ranks 24<sup>th</sup>) but worse than others like Maine (ranks 4<sup>th</sup>)."

Vermont's best rankings are in rural Interstate pavement condition (1<sup>st</sup>) and urban Interstate pavement condition (1<sup>st</sup>).

Vermont's worst rankings are in administrative disbursements per mile (40<sup>th</sup>) and rural arterial pavement condition (39<sup>th</sup>).

Vermont's state-controlled highway mileage makes it the 48<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Vermont's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	19
Overall Rank Based on 2015 Data:	39
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	26
Capital-Bridge Disbursements per Mile	23
Maintenance Disbursements per Mile	38
Administrative Disbursements per Mile	40
Rural Interstate Percent in Poor Condition	1
Urban Interstate Percent in Poor Condition	1
Rural Other Principal Arterial Percent in Poor Condition	39
Urban Other Principal Arterial Percent in Poor Condition	26
Urban Area Congestion*	10
Structurally Deficient Bridges, Percent*	10
Overall Fatality Rate	6
Rural Fatality Rate	8
Urban Fatality Rate	3

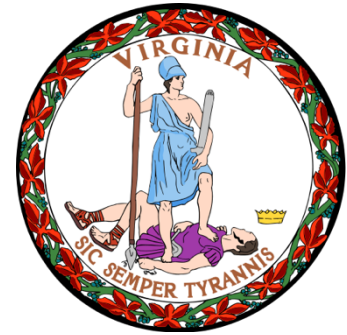
\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## VIRGINIA

### Virginia Ranks 2<sup>nd</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Virginia's best rankings are rural arterial pavement condition, urban fatality rate and capital and bridge disbursements per mile.*



Virginia's highway system ranks 2<sup>nd</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 25-spot improvement from the previous report, where Virginia ranked 27<sup>th</sup> overall, as the number of structurally deficient bridges decreased and the state benefited from the report no longer measuring narrow rural arterial lanes (the state ranked 49<sup>th</sup> last year).

In safety and performance categories, Virginia ranks 10<sup>th</sup> in overall fatality rate, 16<sup>th</sup> in structurally deficient bridges, 39<sup>th</sup> in traffic congestion, 22<sup>nd</sup> in urban Interstate pavement condition and 14<sup>th</sup> in rural Interstate pavement condition.

On spending, Virginia ranks 12<sup>th</sup> in total spending per mile and 7<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Virginia needs to reduce its traffic congestion. Virginia is in the bottom 15 of all states and has three of the most congested Interstate corridors in the country. Compared to neighboring states, the report finds Virginia's overall highway performance is better than Maryland (ranks 39<sup>th</sup>), Tennessee (ranks 7<sup>th</sup>) and West Virginia (ranks 16<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Virginia is doing better than comparable states like Georgia (ranks 26<sup>th</sup>) and North Carolina (ranks 17<sup>th</sup>).”

Virginia's best rankings are rural arterial pavement condition (6<sup>th</sup>) and urban fatality rate (6<sup>th</sup>).

Virginia's worst rankings are urbanized area congestion (39<sup>th</sup>) and maintenance disbursements per mile (31<sup>st</sup>).

Virginia's state-controlled highway mileage makes it the 3<sup>rd</sup> largest highway system in the country.

Virginia ranks 2<sup>nd</sup> in this year's *Annual Highway Report*, a significant increase from last year. The state is able to maintain smooth pavement conditions with low overall disbursements.



Most states that rank in the top 20 are able to maintain a good quality system at a low overall cost. The state has also worked to significantly decrease its percentage of structurally deficient bridges. Virginia also benefited this year due to two changes in the metrics. Both the increased focus on fatality rate (the state typically has one of the lowest fatality rates outside the Northeast) and the elimination of the narrow arterial lanes category (Virginia ranked 49<sup>th</sup> last year) helped the state's rankings. However, the state still has room for improvement. Its urbanized area congestion ranking is 39<sup>th</sup> (or 12<sup>th</sup> worse). Virginia may need to dedicate more of its resources to reducing congestion.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Virginia's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	2
Overall Rank Based on 2015 Data:	27
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	12
Capital-Bridge Disbursements per Mile	7
Maintenance Disbursements per Mile	31
Administrative Disbursements per Mile	20
Rural Interstate Percent in Poor Condition	14
Urban Interstate Percent in Poor Condition	22
Rural Other Principal Arterial Percent in Poor Condition	6
Urban Other Principal Arterial Percent in Poor Condition	12
Urban Area Congestion*	39
Structurally Deficient Bridges, Percent*	16
Overall Fatality Rate	10
Rural Fatality Rate	12
Urban Fatality Rate	6

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## WASHINGTON

### Washington Ranks 37<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Washington's best rankings are overall fatality rate, structurally deficient bridges and rural fatality rate.*



Washington's highway system ranks 37<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a six-spot improvement from the previous report, where Washington ranked 43<sup>rd</sup> overall.

In safety and performance categories, Washington ranks 8<sup>th</sup> in overall fatality rate, 9<sup>th</sup> in structurally deficient bridges, 42<sup>nd</sup> in traffic congestion, 38<sup>th</sup> in urban Interstate pavement condition and 46<sup>th</sup> in rural Interstate pavement condition.

On spending, Washington ranks 35<sup>th</sup> in total spending per mile and 37<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Washington needs to improve its pavement condition and reduce its traffic congestion. The state ranks in the bottom 10 in urban arterial pavement condition, rural Interstate pavement condition and traffic congestion. Compared to nearby states, the report finds Washington's overall highway performance is better than California (ranks 43<sup>rd</sup>) but worse than Idaho (ranks 13<sup>th</sup>) and Montana (ranks 8<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Washington is doing worse than comparable states like Oregon (ranks 12<sup>th</sup>) and Colorado (ranks 36<sup>th</sup>).”

Washington's best rankings are in overall fatality rate (8<sup>th</sup>) and structurally deficient bridges (9<sup>th</sup>).

Washington's worst rankings are in urban arterial pavement condition (47<sup>th</sup>) and rural Interstate pavement condition (46<sup>th</sup>).

Washington's state-controlled highway mileage makes it the 16<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Washington's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	37
Overall Rank Based on 2015 Data:	43
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	35
Capital-Bridge Disbursements per Mile	37
Maintenance Disbursements per Mile	36
Administrative Disbursements per Mile	30
Rural Interstate Percent in Poor Condition	46
Urban Interstate Percent in Poor Condition	38
Rural Other Principal Arterial Percent in Poor Condition	28
Urban Other Principal Arterial Percent in Poor Condition	47
Urban Area Congestion*	42
Structurally Deficient Bridges, Percent*	9
Overall Fatality Rate	8
Rural Fatality Rate	9
Urban Fatality Rate	20

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## WEST VIRGINIA

### West Virginia Ranks 16<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*West Virginia's best rankings are total disbursements per mile, traffic congestion and capital and bridge disbursements per mile.*



West Virginia's highway system ranks 16<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 20-spot improvement from the previous report, where West Virginia ranked 36<sup>th</sup> overall, as the fatality rate decreased somewhat and the state benefited from the report no longer measuring narrow rural arterial lanes (the state ranked 50<sup>th</sup> last year).

In safety and performance categories, West Virginia ranks 36<sup>th</sup> in overall fatality rate, 48<sup>th</sup> in structurally deficient bridges, 2<sup>nd</sup> in traffic congestion, 20<sup>th</sup> in urban Interstate pavement condition and 21<sup>st</sup> in rural Interstate pavement condition.

On spending, West Virginia ranks 2<sup>nd</sup> in total spending per mile and 3<sup>rd</sup> in capital and bridge costs per mile.

"To improve in the rankings, West Virginia needs to reduce its percentage of structurally deficient bridges and its rural arterial pavement condition. The state is in the bottom five for structurally deficient bridges and the bottom 15 for rural arterial pavement condition in the country. Compared to neighboring states, the report finds West Virginia's overall highway performance is better than Ohio (ranks 18<sup>th</sup>) and Maryland (ranks 39<sup>th</sup>) but worse than Virginia (ranks 2<sup>nd</sup>)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. "West Virginia is doing better than some comparable states like Kentucky (ranks 5<sup>th</sup>) and worse than others like Indiana (ranks 33<sup>rd</sup>)."

West Virginia's best rankings are in capital and bridge disbursements (2<sup>nd</sup>) and traffic congestion (2<sup>nd</sup>).

West Virginia's worst rankings are in structurally deficient bridges (48<sup>th</sup>) and rural arterial pavement condition (40<sup>th</sup>).

West Virginia's state-controlled highway mileage makes it the 6<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>West Virginia's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	16
Overall Rank Based on 2015 Data:	36
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	2
Capital-Bridge Disbursements per Mile	3
Maintenance Disbursements per Mile	7
Administrative Disbursements per Mile	9
Rural Interstate Percent in Poor Condition	21
Urban Interstate Percent in Poor Condition	20
Rural Other Principal Arterial Percent in Poor Condition	40
Urban Other Principal Arterial Percent in Poor Condition	10
Urban Area Congestion*	2
Structurally Deficient Bridges, Percent*	48
Overall Fatality Rate	36
Rural Fatality Rate	27
Urban Fatality Rate	31

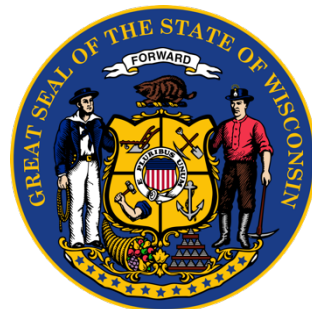
\*2017 data

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## WISCONSIN

### Wisconsin Ranks 38<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Wisconsin's best rankings are urban fatality rate, overall fatality rate and rural fatality rate.*



Wisconsin's highway system ranks 38<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is the same ranking as in the previous report.

In safety and performance categories, Wisconsin ranks 12<sup>th</sup> in overall fatality rate, 27<sup>th</sup> in structurally deficient bridges, 22<sup>nd</sup> in traffic congestion, 35<sup>th</sup> in urban Interstate pavement condition and 44<sup>th</sup> in rural Interstate pavement condition.

On spending, Wisconsin ranks 36<sup>th</sup> in total spending per mile and 40<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Wisconsin needs to improve its pavement conditions. The state is in the bottom 10 in three of the four pavement categories (rural Interstate pavement condition, rural arterial pavement condition, urban arterial pavement condition). Compared to neighboring states, the report finds Wisconsin's overall highway performance is worse than Illinois (ranks 28<sup>th</sup>), Indiana (ranks 33<sup>rd</sup>) and Iowa (ranks 31<sup>st</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Wisconsin is doing worse than comparable states like Michigan (ranks 30<sup>th</sup>) and Minnesota (ranks 22<sup>nd</sup>).”

Wisconsin's best rankings are in urban fatality rate (7<sup>th</sup>) and overall fatality rate (12<sup>th</sup>).

Wisconsin's worst rankings are in rural arterial pavement condition (45<sup>th</sup>) and rural Interstate pavement condition (44<sup>th</sup>).

Wisconsin's state-controlled highway mileage makes it the 22<sup>nd</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic

congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Wisconsin's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	38
Overall Rank Based on 2015 Data:	38
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	36
Capital-Bridge Disbursements per Mile	40
Maintenance Disbursements per Mile	20
Administrative Disbursements per Mile	33
Rural Interstate Percent in Poor Condition	44
Urban Interstate Percent in Poor Condition	35
Rural Other Principal Arterial Percent in Poor Condition	45
Urban Other Principal Arterial Percent in Poor Condition	43
Urban Area Congestion*	22
Structurally Deficient Bridges, Percent*	27
Overall Fatality Rate	12
Rural Fatality Rate	13
Urban Fatality Rate	7

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

## WYOMING

### Wyoming Ranks 11<sup>th</sup> in the Nation in Highway Performance and Cost-Effectiveness

*Wyoming's best rankings are traffic congestion, overall disbursements and rural arterial pavement condition.*



Wyoming's highway system ranks 11<sup>th</sup> in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a three-spot decrease from the previous report, where Wyoming ranked 8<sup>th</sup> overall.

In safety and performance categories, Wyoming ranks 26<sup>th</sup> in overall fatality rate, 33<sup>rd</sup> in structurally deficient bridges, 1<sup>st</sup> in traffic congestion, 34<sup>th</sup> in urban Interstate pavement condition and 24<sup>th</sup> in rural Interstate pavement condition.

On spending, Wyoming ranks 8<sup>th</sup> in total spending per mile and 9<sup>th</sup> in capital and bridge costs per mile.

“To improve in the rankings, Wyoming needs to reduce its urban fatality rate. The state ranks in the bottom 15 of all states in urban fatality rate. Compared to neighboring states, the report finds Wyoming's overall highway performance is better than Colorado (ranks 36<sup>th</sup>) and Nebraska (ranks 15<sup>th</sup>) but worse than Utah (ranks 9<sup>th</sup>),” said Baruch Feigenbaum, lead author of the *Annual Highway Report* and assistant director of transportation at Reason Foundation. “Wyoming is similar to comparable states like Idaho (ranks 13<sup>th</sup>) and Montana (ranks 8<sup>th</sup>).”

Wyoming's best rankings are in traffic congestion (1<sup>st</sup>) and total disbursements (8<sup>th</sup>).

Wyoming's worst rankings are in urban fatality rate (39<sup>th</sup>) and urban Interstate pavement condition (34<sup>th</sup>).

Wyoming's state-controlled highway mileage makes it the 38<sup>th</sup> largest highway system in the country.

Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic



congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

<b>Wyoming's Complete Results</b>	<b>Ranking (out of 50 states)</b>
Overall Rank Based on 2016 Data:	11
Overall Rank Based on 2015 Data:	8
<b>Performance in Each Category Based on 2016 Data</b>	<b>Ranking</b>
Total Disbursements per Mile	8
Capital-Bridge Disbursements per Mile	9
Maintenance Disbursements per Mile	13
Administrative Disbursements per Mile	17
Rural Interstate Percent in Poor Condition	24
Urban Interstate Percent in Poor Condition	34
Rural Other Principal Arterial Percent in Poor Condition	8
Urban Other Principal Arterial Percent in Poor Condition	24
Urban Area Congestion*	1
Structurally Deficient Bridges, Percent*	33
Overall Fatality Rate	26
Rural Fatality Rate	30
Urban Fatality Rate	39

\*2017 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2016 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2017. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

