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25TH ANNUAL HIGHWAY REPORT STATE SUMMARIES

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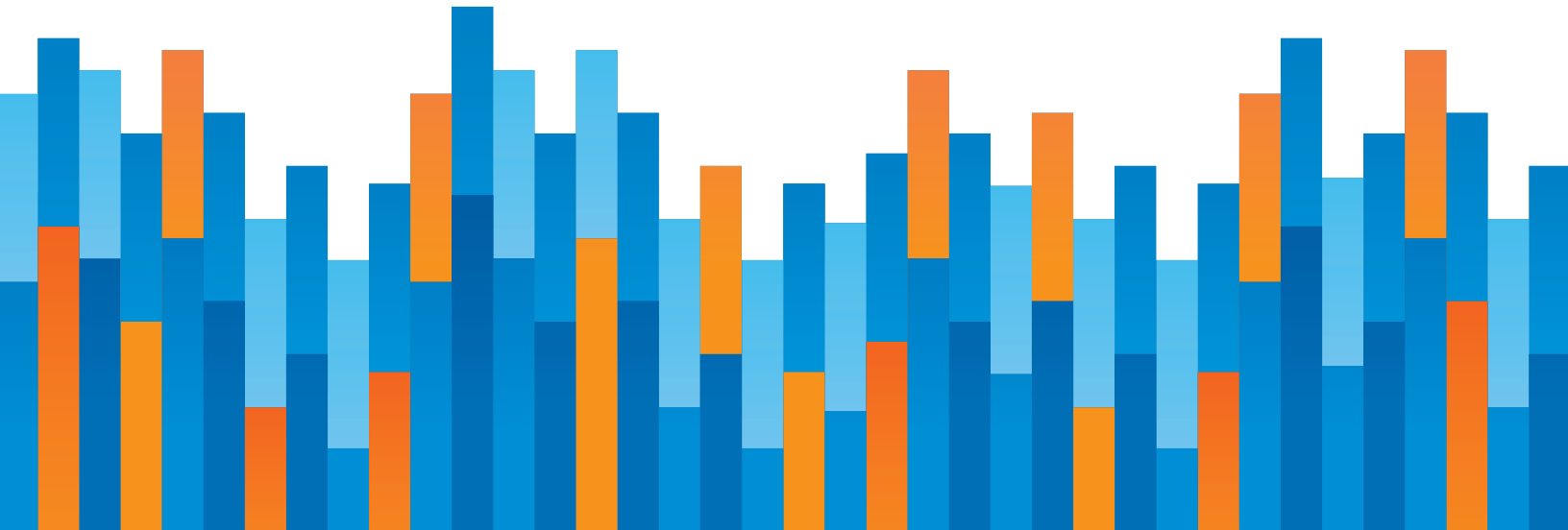

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Reason Foundation's nonpartisan public policy research promotes choice, competition and a dynamic market economy as the foundation for human dignity and progress. Reason produces rigorous, peer-reviewed research and directly engages the policy process, seeking strategies that emphasize cooperation, flexibility, local knowledge and results. Through practical and innovative approaches to complex problems, Reason seeks to change the way people think about issues, and promote policies that allow and encourage individuals and voluntary institutions to flourish.

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In safety and performance categories, Alabama ranks 37th in overall fatality rate, 9th in structurally deficient bridges, 19th in traffic congestion, 36th in urban Interstate pavement condition, and 24th in rural Interstate pavement condition.

On spending, Alabama ranks 18th in total spending per mile and 32nd in capital and bridge costs per mile.

"To improve in the rankings, Alabama needs to reduce its fatality rate. Alabama is in the bottom half 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 26th), but worse than Tennessee (ranks 7th) and Mississippi (ranks 8th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Alabama is doing better than some comparable states like Louisiana (ranks 31th), but worse than others such as South Carolina (ranks 6th)."

Alabama's best rankings are urban arterial pavement condition (3rd) and maintenance disbursements per mile (4th).

Alabama's worst rankings are in overall fatality rate (37th) and urban Interstate pavement condition (36th).

Alabama's state-controlled highway mileage makes it the 27th 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.

Alabama's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	19
Overall Rank Based on 2016 Data:	10
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	18
Capital-Bridge Disbursements per Mile	32
Maintenance Disbursements per Mile	4
Administrative Disbursements per Mile	36
Rural Interstate Percent in Poor Condition	24
Urban Interstate Percent in Poor Condition	36
Rural Other Principal Arterial Percent in Poor Condition	14
Urban Other Principal Arterial Percent in Poor Condition	3
Urban Area Congestion*	19
Structurally Deficient Bridges, Percent*	9
Overall Fatality Rate	37
Rural Fatality Rate	29
Urban Fatality Rate	36

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

ALASKA

Alaska Ranks 49th in the Nation in Highway Performance and Cost-Effectiveness

Alaska's best rankings are urbanized area congestion, urban Interstate pavement condition, and urban arterial pavement condition.

Alaska's highway system ranks 49th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is the same as the previous report, where Alaska ranked 49th overall.

In safety and performance categories, Alaska ranks 44th in overall fatality rate, 38th in structurally deficient bridges, 5th in traffic congestion, 17th in urban Interstate pavement condition, and 48th in rural Interstate pavement condition.

On spending, Alaska ranks 48th in total spending per mile and 49th 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 and rural arterial pavement condition and in the bottom six states for each fatality ranking. Compared to nearby states, the report finds Alaska's overall highway performance is worse than Idaho (ranks 5th), Oregon (ranks 28th), and Washington (ranks 45th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Alaska is doing worse than comparable states like Montana (ranks 10th) and Hawaii (ranks 42nd)."

Alaska's best rankings are in traffic congestion (5th) and urban Interstate pavement condition (17th).

Alaska's worst rankings are rural arterial pavement condition (50th), capital and bridge spending per mile (49th), and urban fatality rate (49th).

Alaska's state-controlled highway mileage makes it the 37th 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.

Alaska's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	49
Overall Rank Based on 2016 Data:	49
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	48
Capital-Bridge Disbursements per Mile	49
Maintenance Disbursements per Mile	46
Administrative Disbursements per Mile	42
Rural Interstate Percent in Poor Condition	48
Urban Interstate Percent in Poor Condition	17
Rural Other Principal Arterial Percent in Poor Condition	50
Urban Other Principal Arterial Percent in Poor Condition	21
Urban Area Congestion*	5
Structurally Deficient Bridges, Percent*	38
Overall Fatality Rate	44
Rural Fatality Rate	46
Urban Fatality Rate	49

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

ARIZONA

Arizona Ranks 23rd in the Nation in Highway Performance and Cost-Effectiveness

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

Arizona's highway system ranks 23rd 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 Arizona ranked 29th.

In safety and performance categories, Arizona ranks 47th in overall fatality rate, 3rd in structurally deficient bridges, 31st in traffic congestion, 10th in urban Interstate pavement condition, and 37th in rural Interstate pavement condition.

On spending, Arizona ranks 17th in total spending per mile and 26th in capital and bridge costs per mile.

"To improve in the rankings, Arizona needs to reduce its fatality rate. Arizona is in the bottom six 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 42nd), but worse than New Mexico (ranks 16th) and Utah (ranks 17th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Arizona ranks better than comparable states Colorado (ranks 38th) and Nevada (ranks 27th)."

Arizona's best rankings are in structurally deficient bridges (3rd) and maintenance spending per mile (5th).

Arizona's worst rankings are in urban fatality rate (48th) and overall fatality rate (47th).

Arizona's state-controlled highway mileage makes it the 26th 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.

Arizona's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	23
Overall Rank Based on 2016 Data:	29
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	17
Capital-Bridge Disbursements per Mile	26
Maintenance Disbursements per Mile	5
Administrative Disbursements per Mile	37
Rural Interstate Percent in Poor Condition	37
Urban Interstate Percent in Poor Condition	10
Rural Other Principal Arterial Percent in Poor Condition	26
Urban Other Principal Arterial Percent in Poor Condition	10
Urban Area Congestion*	31
Structurally Deficient Bridges, Percent*	3
Overall Fatality Rate	47
Rural Fatality Rate	31
Urban Fatality Rate	48

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

ARKANSAS

Arkansas Ranks 9th in the Nation in Highway Performance and Cost-Effectiveness

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

Arkansas' highway system ranks 9th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 23-spot improvement from the previous report, where Arkansas ranked 32nd overall, as the state improved in most categories, most notably in the urban Interstate, urban arterial, and rural arterial pavement condition.

In safety and performance categories, Arkansas ranks 39th in overall fatality rate, 11th in structurally deficient bridges, 19th in traffic congestion, 34th in urban Interstate pavement condition, and 35th in rural Interstate pavement condition.

On spending, Arkansas ranks 9th in total spending per mile and 25th 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 states for all three fatality categories and in the bottom half in three of the four pavement categories. Compared to neighboring states, the report finds Arkansas' overall highway performance is better than Oklahoma (ranks 33rd), but worse than Mississippi (ranks 8th) and Tennessee (ranks 7th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Arkansas is doing better than comparable states like Louisiana (ranks 31st), but worse than others like Missouri (ranks 2nd)."

Arkansas' best rankings are in administrative disbursements (2nd) and maintenance disbursements (6th).

Arkansas' worst rankings are in urban fatality rate (46th) and rural fatality rate (40th).

Arkansas' state-controlled highway mileage makes it the 8th 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.

Arkansas' Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	9
Overall Rank Based on 2016 Data:	32
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	9
Capital-Bridge Disbursements per Mile	25
Maintenance Disbursements per Mile	6
Administrative Disbursements per Mile	2
Rural Interstate Percent in Poor Condition	35
Urban Interstate Percent in Poor Condition	34
Rural Other Principal Arterial Percent in Poor Condition	27
Urban Other Principal Arterial Percent in Poor Condition	19
Urban Area Congestion*	12
Structurally Deficient Bridges, Percent*	11
Overall Fatality Rate	39
Rural Fatality Rate	40
Urban Fatality Rate	46

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

CALIFORNIA

California Ranks 43rd 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 43rd in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is no change from the previous report, where California also ranked 43rd overall.

In safety and performance categories, California ranks 18th in overall fatality rate, 24th in structurally deficient bridges, 45th in traffic congestion, 44th in urban Interstate pavement condition, and 41st in rural Interstate pavement condition.

On spending, California ranks 42nd in total spending per mile and 40th 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 six of the 13 total metrics. Compared to neighboring states, the report finds California's overall highway performance is worse than Arizona (ranks 23rd), Nevada (ranks 27th), and Oregon (ranks 28th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "California is doing better than some comparable states such as New York (ranks 44th) but worse than others like Texas (18th)."

California's best rankings are in overall fatality rate (18th) and structurally deficient bridges (24th).

California's worst rankings are in urban arterial pavement condition (48th) and administrative disbursements per mile (47th).

California's state-controlled highway mileage makes it the 17th 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.

California's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	43
Overall Rank Based on 2016 Data:	43
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	40
Capital-Bridge Disbursements per Mile	40
Maintenance Disbursements per Mile	42
Administrative Disbursements per Mile	47
Rural Interstate Percent in Poor Condition	41
Urban Interstate Percent in Poor Condition	44
Rural Other Principal Arterial Percent in Poor Condition	38
Urban Other Principal Arterial Percent in Poor Condition	48
Urban Area Congestion*	45
Structurally Deficient Bridges, Percent*	24
Overall Fatality Rate	18
Rural Fatality Rate	35
Urban Fatality Rate	29

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

COLORADO

Colorado Ranks 38th in the Nation in Highway Performance and Cost-Effectiveness

Colorado's best rankings are rural arterial pavement condition, structurally deficient bridges, and total disbursements per mile.

Colorado's highway system ranks 38th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a two-spot decline from the previous report, where Colorado ranked 36th overall.

In safety and performance categories, Colorado ranks 29th in overall fatality rate, 18th in structurally deficient bridges, 37th in traffic congestion, 33rd in urban Interstate pavement condition, and 47th in rural Interstate pavement condition.

On spending, Colorado ranks 26th in total spending per mile and 28th 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 16th), Utah (ranks 17th), and Wyoming (ranks 36th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Colorado is better than some comparable states like Washington (ranks 45th), but worse than others such as Arizona (ranks 23rd)."

Colorado's best rankings are in rural arterial pavement condition (16th) and structurally deficient bridges (18th).

Colorado's worst rankings are in rural Interstate pavement condition (47th) and administrative disbursements per mile (40th).

Colorado's state-controlled highway mileage makes it the 31st 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.

Colorado's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	38
Overall Rank Based on 2016 Data:	36
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	26
Capital-Bridge Disbursements per Mile	28
Maintenance Disbursements per Mile	34
Administrative Disbursements per Mile	40
Rural Interstate Percent in Poor Condition	47
Urban Interstate Percent in Poor Condition	33
Rural Other Principal Arterial Percent in Poor Condition	16
Urban Other Principal Arterial Percent in Poor Condition	30
Urban Area Congestion*	37
Structurally Deficient Bridges, Percent*	18
Overall Fatality Rate	29
Rural Fatality Rate	30
Urban Fatality Rate	33

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

CONNECTICUT

Connecticut Ranks 35th in the Nation in Highway Performance and Cost-Effectiveness

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

Connecticut's highway system ranks 35th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a nine-spot improvement from the previous report, where Connecticut ranked 44th overall.

In safety and performance categories, Connecticut ranks 12th in overall fatality rate, 26th in structurally deficient bridges, 28th in traffic congestion, 12th in urban Interstate pavement condition, and 1st in rural Interstate pavement condition.

On spending, Connecticut ranks 42nd in total spending per mile and 43th in capital and bridge costs per mile.

"To improve in the rankings, Connecticut needs to reduce its spending. Connecticut is in the bottom 15 states in three of the four disbursement categories (total, capital and bridge, and administrative). Compared to nearby states, the report finds Connecticut's overall highway performance is better than New York (ranks 44th) and Massachusetts (ranks 47th), but worse than New Hampshire (ranks 29th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Connecticut is doing better than comparable states like New Jersey (ranks 50th) and Rhode Island (ranks 46th)."

Connecticut's best rankings are rural Interstate pavement condition (1st) and rural fatality rate (12th).

Connecticut's worst rankings are in capital and bridge disbursements per mile (43rd) and total disbursements per mile (42nd).

Connecticut's state-controlled highway mileage makes it the 44th 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.

Connecticut's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	35
Overall Rank Based on 2016 Data:	44
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	42
Capital-Bridge Disbursements per Mile	43
Maintenance Disbursements per Mile	38
Administrative Disbursements per Mile	31
Rural Interstate Percent in Poor Condition	1
Urban Interstate Percent in Poor Condition	12
Rural Other Principal Arterial Percent in Poor Condition	35
Urban Other Principal Arterial Percent in Poor Condition	29
Urban Area Congestion*	38
Structurally Deficient Bridges, Percent*	26
Overall Fatality Rate	12
Rural Fatality Rate	7
Urban Fatality Rate	27

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

DELAWARE

Delaware Ranks 48th in the Nation in Highway Performance and Cost-Effectiveness

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

Delaware's highway system ranks 48th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a six-spot decline from the previous report, where Delaware ranked 42nd overall.

In safety and performance categories, Delaware ranks 24th in overall fatality rate, 8th in structurally deficient bridges, 50th in traffic congestion, and 47th in urban Interstate pavement condition. Delaware has no rural Interstate mileage.

On spending, Delaware ranks 47th in total spending per mile and 41st in capital and bridge costs per mile.

"To improve in the rankings, Delaware needs to reduce its spending, decrease congestion and improve its urban Interstate pavement condition. The state ranks last for congestion, in the bottom five for urban Interstate pavement condition, and in the bottom 10 for all four disbursement rankings (total spending, capital and bridge, maintenance, and administrative). Compared to neighboring states, the report finds Delaware's overall highway performance is better than New Jersey (ranks 50th), but worse than Maryland (ranks 41st) and Pennsylvania (ranks 39th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Delaware is doing worse than comparable states like Connecticut (ranks 35th) and New Hampshire (ranks 29th)."

Delaware's best rankings are in rural arterial pavement condition (1st) and structurally deficient bridges (8th).

Delaware's worst rankings are in administrative disbursements per mile (50th), and urbanized area congestion (50th).

Delaware's state-controlled highway mileage makes it the 42nd 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.

Delaware's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	48
Overall Rank Based on 2016 Data:	42
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	47
Capital-Bridge Disbursements per Mile	41
Maintenance Disbursements per Mile	49
Administrative Disbursements per Mile	50
Rural Interstate Percent in Poor Condition	NA
Urban Interstate Percent in Poor Condition	47
Rural Other Principal Arterial Percent in Poor Condition	1
Urban Other Principal Arterial Percent in Poor Condition	20
Urban Area Congestion*	50
Structurally Deficient Bridges, Percent*	8
Overall Fatality Rate	24
Rural Fatality Rate	48
Urban Fatality Rate	17

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

FLORIDA

Florida Ranks 40th 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 40th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is no change from the previous report, where Florida ranked 40th overall.

In safety and performance categories, Florida ranks 40th in overall fatality rate, 6th in structurally deficient bridges, 34th in traffic congestion, 14th in urban Interstate pavement condition, and 9th in rural Interstate pavement condition.

On spending, Florida ranks 45th in total spending per mile and 47th in capital and bridge costs per mile.

"To improve in the rankings, Florida needs to reduce its spending and fatality rate. Florida is ranked in the bottom 10 for three of the four disbursement categories (total, capital and bridge, and maintenance) and the bottom 15 in all three fatality measures. Compared to neighboring states, the report finds Florida's overall highway performance is worse than Georgia (ranks 26th), Alabama (ranks 19th), and South Carolina (ranks 6th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Florida is doing worse than comparable states like Texas (ranks 18th) and Pennsylvania (ranks 39th)."

Florida's best rankings are in urban arterial pavement condition (1st) and rural arterial pavement condition (3rd).

Florida's worst rankings are in capital and bridge disbursements per mile (47th) and total disbursements per mile (45th).

Florida's state-controlled highway mileage makes it the 23rd 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.

Florida's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	40
Overall Rank Based on 2016 Data:	40
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	45
Capital-Bridge Disbursements per Mile	47
Maintenance Disbursements per Mile	41
Administrative Disbursements per Mile	33
Rural Interstate Percent in Poor Condition	9
Urban Interstate Percent in Poor Condition	14
Rural Other Principal Arterial Percent in Poor Condition	3
Urban Other Principal Arterial Percent in Poor Condition	1
Urban Area Congestion*	34
Structurally Deficient Bridges, Percent*	6
Overall Fatality Rate	40
Rural Fatality Rate	38
Urban Fatality Rate	43

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

Georgia

GEORGIA

Georgia Ranks 26th 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 26th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is the same ranking the state had in the previous report.

In safety and performance categories, Georgia ranks 26th in overall fatality rate, 7th in structurally deficient bridges, 42nd in traffic congestion, 15th in urban Interstate pavement condition, and 32nd in rural Interstate pavement condition.

On spending, Georgia ranks 22nd in total spending per mile and 9th 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 10 of all states for 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 40th), but worse than Alabama (ranks 19th) and South Carolina (ranks 6th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Georgia is doing worse than comparable states like North Carolina (ranks 14th) and Virginia (ranks 21st)."

Georgia's best rankings are in urban arterial pavement condition (2nd), structurally deficient bridges (7th), and rural arterial pavement condition (7th).

Georgia's worst rankings are in administration disbursements per mile (43rd) and urbanized area congestion (42nd).

Georgia's state-controlled highway mileage makes it the 13th 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.

Georgia's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	26
Overall Rank Based on 2016 Data:	26
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	22
Capital-Bridge Disbursements per Mile	9
Maintenance Disbursements per Mile	24
Administrative Disbursements per Mile	43
Rural Interstate Percent in Poor Condition	32
Urban Interstate Percent in Poor Condition	15
Rural Other Principal Arterial Percent in Poor Condition	7
Urban Other Principal Arterial Percent in Poor Condition	2
Urban Area Congestion*	42
Structurally Deficient Bridges, Percent*	7
Overall Fatality Rate	26
Rural Fatality Rate	8
Urban Fatality Rate	38

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

HAWAII

Hawaii Ranks 42nd in the Nation in Highway Performance and Cost-Effectiveness

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

Hawaii's highway system ranks 42nd 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 Hawaii ranked 47th overall.

In safety and performance categories, Hawaii ranks 23rd in overall fatality rate, 22nd in structurally deficient bridges, 4th in traffic congestion, and 49th in urban Interstate pavement condition. Hawaii has no rural Interstate mileage.

On spending, Hawaii ranks 35th in total spending per mile and 36th 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 for all three pavement categories and in the bottom five for both rural and urban fatality rate. Compared to neighboring states, the report finds Hawaii's overall highway performance is worse than Arizona (ranks 23rd) and Oregon (ranks 28th), but better than California (ranks 43rd)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Hawaii is doing better than some comparable states like Alaska (ranks 49th), but worse than others like New Hampshire (ranks 29th)."

Hawaii's best rankings are in urbanized area congestion (4th) and structurally deficient bridges (22nd).

Hawaii's worst rankings are in rural fatality rate (50th) and urban Interstate pavement condition (49th).

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.

Hawaii's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	42
Overall Rank Based on 2016 Data:	47
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	35
Capital-Bridge Disbursements per Mile	36
Maintenance Disbursements per Mile	32
Administrative Disbursements per Mile	28
Rural Interstate Percent in Poor Condition	NA
Urban Interstate Percent in Poor Condition	49
Rural Other Principal Arterial Percent in Poor Condition	48
Urban Other Principal Arterial Percent in Poor Condition	38
Urban Area Congestion*	4
Structurally Deficient Bridges, Percent*	22
Overall Fatality Rate	23
Rural Fatality Rate	50
Urban Fatality Rate	47

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

IDAHO

Idaho Ranks 5th in the Nation in Highway Performance and Cost-Effectiveness

Idaho's best rankings are urbanized area congestion, urban Interstate pavement condition, and rural arterial pavement condition.

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

In safety and performance categories, Idaho ranks 35th in overall fatality rate, 23rd in structurally deficient bridges, 1st in traffic congestion, 3rd in urban Interstate pavement condition, and 22nd in rural Interstate pavement condition.

On spending, Idaho ranks 11th in total spending per mile and 11th in capital and bridge costs per mile.

"To improve in the rankings, Idaho needs to improve its fatality rates. Idaho is in the bottom 20 for all three fatality rankings. Compared to neighboring states, the report finds Idaho's overall highway performance is better than Washington (ranks 45th), Oregon (ranks 28th), and Utah (ranks 17th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Idaho is doing better than comparable states like Montana (ranks 10th) and Wyoming (ranks 36th)."

Idaho's best rankings are in urbanized area congestion (1st) and urban Interstate pavement condition.

Idaho's worst rankings are in rural fatality rate (39th) and rural fatality rate (36th).

Idaho'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.

Idaho's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	5
Overall Rank Based on 2016 Data:	13
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	11
Capital-Bridge Disbursements per Mile	11
Maintenance Disbursements per Mile	12
Administrative Disbursements per Mile	9
Rural Interstate Percent in Poor Condition	22
Urban Interstate Percent in Poor Condition	3
Rural Other Principal Arterial Percent in Poor Condition	6
Urban Other Principal Arterial Percent in Poor Condition	11
Urban Area Congestion*	1
Structurally Deficient Bridges, Percent*	23
Overall Fatality Rate	35
Rural Fatality Rate	36
Urban Fatality Rate	39

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

ILLINOIS

Illinois Ranks 37th in the Nation in Highway Performance and Cost-Effectiveness

Illinois' best rankings are overall fatality rate, rural fatality rate, and administrative disbursements per mile.

Illinois' highway system ranks 37th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a nine-spot decline from the previous report, where Illinois ranked 28th overall.

In safety and performance categories, Illinois ranks 15th in overall fatality rate, 32nd in structurally deficient bridges, 49th in traffic congestion, 32nd in urban Interstate pavement condition, and 21st in rural Interstate pavement condition.

On spending, Illinois ranks 37th in total spending per mile and 42nd in capital and bridge costs per mile.

"To improve in the rankings, Illinois needs to reduce its spending and congestion. Illinois is in the bottom 15 for two of the four disbursement categories (total and capital and bridge) and in the bottom five for traffic congestion. Compared to neighboring states, the report finds Illinois' overall highway performance is worse than Indiana (ranks 32nd), Wisconsin (ranks 22nd), and Missouri (ranks 2nd)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Illinois is doing worse than comparable states like Michigan (ranks 24th) and Ohio (ranks 13th)."

Illinois' best rankings are overall fatality rate (15th) and rural fatality rate (16th).

Illinois' worst rankings are in urbanized area congestion (49th) and capital and bridge disbursements per mile (42nd).

Illinois' state-controlled highway mileage makes it the 14th 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.

Illinois' Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	37
Overall Rank Based on 2016 Data:	28
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	37
Capital-Bridge Disbursements per Mile	42
Maintenance Disbursements per Mile	31
Administrative Disbursements per Mile	19
Rural Interstate Percent in Poor Condition	21
Urban Interstate Percent in Poor Condition	32
Rural Other Principal Arterial Percent in Poor Condition	36
Urban Other Principal Arterial Percent in Poor Condition	26
Urban Area Congestion*	49
Structurally Deficient Bridges, Percent*	32
Overall Fatality Rate	15
Rural Fatality Rate	16
Urban Fatality Rate	22

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

INDIANA

Indiana Ranks 32nd in the Nation in Highway Performance and Cost-Effectiveness

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

Indiana's highway system ranks 32nd 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 Indiana ranked 33rd overall.

In safety and performance categories, Indiana ranks 19th in overall fatality rate, 21st in structurally deficient bridges, 32nd in traffic congestion, 43rd in urban Interstate pavement condition, and 45th in rural Interstate pavement condition.

On spending, Indiana ranks 27th in total spending per mile and 24th in capital and bridge costs per mile.

"To improve in the rankings, Indiana needs to improve its Interstate pavement condition. Indiana is in the bottom 10 states for both urban and rural Interstate pavement conditions. Compared to neighboring states, the report finds Indiana's overall highway performance is worse than Kentucky (ranks 4th) and Ohio (ranks 13th), but better than Illinois (ranks 37th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Indiana is doing worse than comparable states like Minnesota (ranks 15th) and Ohio (ranks 13th)."

Indiana's best rankings are in urbanized arterial pavement condition (7th) and administrative disbursements per mile (18th).

Indiana's worst rankings are in rural Interstate pavement condition (45th), urban Interstate pavement condition (43rd), and maintenance disbursements per mile (43rd).

Indiana's state-controlled highway mileage makes it the 25th 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

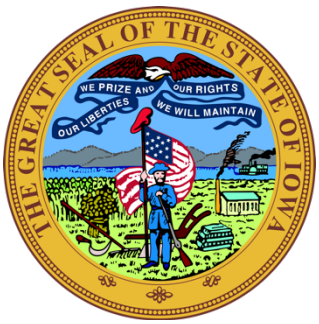
congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

Indiana's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	32
Overall Rank Based on 2016 Data:	33
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	27
Capital-Bridge Disbursements per Mile	24
Maintenance Disbursements per Mile	43
Administrative Disbursements per Mile	18
Rural Interstate Percent in Poor Condition	45
Urban Interstate Percent in Poor Condition	43
Rural Other Principal Arterial Percent in Poor Condition	21
Urban Other Principal Arterial Percent in Poor Condition	7
Urban Area Congestion*	32
Structurally Deficient Bridges, Percent*	21
Overall Fatality Rate	19
Rural Fatality Rate	25
Urban Fatality Rate	21

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

IOWA



Iowa Ranks 20th in the Nation in Highway Performance and Cost-Effectiveness

Iowa's best rankings are in urbanized area congestion, urban fatality rate, and rural fatality rate.

Iowa's highway system ranks 20th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is an 11-spot improvement from the previous report, where Iowa ranked 31st overall, as the state saw noticeable improvement in rural Interstate pavement condition and overall fatality rate. Iowa's previous ranking (using 2016 data) may have been an aberration as previously the state ranked 15th (using 2015 data).

In safety and performance categories, Iowa ranks 16th in overall fatality rate, 48th in structurally deficient bridges, 2nd in traffic congestion, 37th in urban Interstate percent in poor condition, and 18th in rural Interstate pavement condition.

On spending, Iowa ranks 25th in total spending per mile and 34th in capital and bridge costs per mile.

"To improve in the rankings, Iowa needs to reduce its number of structurally deficient bridges and improve its rural arterial pavement condition. The state is in the bottom 10 for structurally deficient bridges and rural arterial pavement condition. Compared to neighboring states, the report finds Iowa's overall highway performance is worse than Missouri (ranks 2nd) and Minnesota (ranks 15th), but better than Illinois (ranks 37th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Iowa is doing better than a comparable state like Wisconsin (ranks 22nd), but worse than Nebraska (ranks 12th)."

Iowa's best rankings are in urbanized area congestion (2nd) and urban fatality rate (7th).

Iowa's worst rankings are in structurally deficient bridges (48th) and rural arterial pavement condition (43rd).

Iowa's state-controlled highway mileage makes it the 34th 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.

Iowa's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	20
Overall Rank Based on 2016 Data:	31
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	25
Capital-Bridge Disbursements per Mile	34
Maintenance Disbursements per Mile	19
Administrative Disbursements per Mile	16
Rural Interstate Percent in Poor Condition	18
Urban Interstate Percent in Poor Condition	27
Rural Other Principal Arterial Percent in Poor Condition	43
Urban Other Principal Arterial Percent in Poor Condition	31
Urban Area Congestion*	2
Structurally Deficient Bridges, Percent*	48
Overall Fatality Rate	16
Rural Fatality Rate	15
Urban Fatality Rate	7

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

KANSAS

Kansas Ranks 3rd in the Nation in Highway Performance and Cost-Effectiveness

Kansas' best rankings are in capital and bridge disbursements per mile, rural arterial pavement condition, total disbursements per mile, and maintenance disbursements per mile.

Kansas' highway system ranks 3rd 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 Kansas ranked 6th overall.

In safety and performance categories, Kansas ranks 32nd in overall fatality rate, 17th in structurally deficient bridges, 11th in traffic congestion, 22nd in urban Interstate pavement condition, and 8th in rural Interstate pavement condition.

On spending, Kansas ranks 7th in total spending per mile and 3rd in capital and bridge costs per mile.

"To improve in the rankings, Kansas needs to decrease its fatality rate. Kansas is in the bottom 20 for both overall and rural fatality rates. Compared to nearby states, the report finds Kansas' overall highway performance is better than Colorado (ranks 38th) and Iowa (ranks 20th), but worse than Missouri (ranks 2nd)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Kansas is doing better than comparable states like Nebraska (ranks 12th) and Oklahoma (ranks 34th)."

Kansas' best rankings are in capital and bridge disbursements per mile (3rd) and rural arterial pavement condition (4th).

Kansas' worst rankings are in its rural fatality rate (45th) and overall fatality rate (32nd).

Kansas' state-controlled highway mileage makes it the 29th 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 2018 Data:	3
Overall Rank Based on 2016 Data:	6
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	7
Capital-Bridge Disbursements per Mile	3
Maintenance Disbursements per Mile	7
Administrative Disbursements per Mile	15
Rural Interstate Percent in Poor Condition	8
Urban Interstate Percent in Poor Condition	22
Rural Other Principal Arterial Percent in Poor Condition	4
Urban Other Principal Arterial Percent in Poor Condition	13
Urban Area Congestion*	11
Structurally Deficient Bridges, Percent*	17
Overall Fatality Rate	32
Rural Fatality Rate	45
Urban Fatality Rate	12

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

KENTUCKY

Kentucky Ranks 4th in the Nation in Highway Performance and Cost-Effectiveness

Kentucky's best rankings are in administrative disbursements per mile, rural arterial pavement condition, total disbursements per mile, and capital and bridge disbursements per mile.

Kentucky's highway system ranks 4th 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 Kentucky ranked 5th overall.

In safety and performance categories, Kentucky ranks 45th in overall fatality rate, 25th in structurally deficient bridges, 13th in traffic congestion, 19th in urban Interstate pavement condition, and 17th in rural Interstate pavement condition.

On spending, Kentucky ranks 10th in total spending per mile and 10th in capital and bridge costs per mile.

"To improve in the rankings, Kentucky needs to improve its fatality rate. Kentucky is in the bottom 20 of all states for its overall and urban fatality rates. Compared to neighboring states, the report finds Kentucky's overall highway performance is better than Indiana (ranks 32nd), Ohio (ranks 13th), and Virginia (ranks 21st)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Kentucky is roughly equivalent to comparable states like Missouri (ranks 2nd) and Tennessee (ranks 7th)."

Kentucky's best rankings are in administrative disbursements per mile (1st), rural arterial pavement condition (10th), total disbursements per mile (10th), and capital and bridge disbursements per mile (10th).

Kentucky's worst rankings are in its overall fatality rate (45th) and urban fatality rate (34th).

Kentucky's state-controlled highway mileage makes it the 9th 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.

Kentucky's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	4
Overall Rank Based on 2016 Data:	5
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	10
Capital-Bridge Disbursements per Mile	10
Maintenance Disbursements per Mile	21
Administrative Disbursements per Mile	1
Rural Interstate Percent in Poor Condition	17
Urban Interstate Percent in Poor Condition	19
Rural Other Principal Arterial Percent in Poor Condition	10
Urban Other Principal Arterial Percent in Poor Condition	14
Urban Area Congestion*	13
Structurally Deficient Bridges, Percent*	25
Overall Fatality Rate	45
Rural Fatality Rate	21
Urban Fatality Rate	34

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

LOUISIANA

Louisiana Ranks 31st in the Nation in Highway Performance and Cost-Effectiveness

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

Louisiana's highway system ranks 31st 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 Louisiana ranked 34th overall.

In safety and performance categories, Louisiana ranks 48th in overall fatality rate, 44th in structurally deficient bridges, 35th in traffic congestion, 48th in urban Interstate pavement condition, and 43rd in rural Interstate pavement condition.

On spending, Louisiana ranks 20th in total spending per mile and 6th in capital and bridge costs per mile.

"To improve in the rankings, Louisiana needs to improve its Interstate pavement condition, reduce its percentage of structurally deficient bridges, and decrease its fatality rate. The state is in the bottom 10 for its urban Interstate pavement condition, rural 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 34th), but worse than Alabama (ranks 19th) and Texas (ranks 18th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Louisiana is doing worse than comparable states like Arkansas (ranks 9th) and Mississippi (ranks 8th).

Louisiana's best rankings are in administrative disbursements per mile (5th) and capital and bridge disbursements per mile (6th).

Louisiana's worst rankings are in its urban Interstate pavement condition (48th) and overall fatality rate (48th).

Louisiana's state-controlled highway mileage makes it the 15th 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.

Louisiana's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	31
Overall Rank Based on 2016 Data:	34
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	20
Capital-Bridge Disbursements per Mile	6
Maintenance Disbursements per Mile	26
Administrative Disbursements per Mile	5
Rural Interstate Percent in Poor Condition	43
Urban Interstate Percent in Poor Condition	48
Rural Other Principal Arterial Percent in Poor Condition	45
Urban Other Principal Arterial Percent in Poor Condition	37
Urban Area Congestion*	35
Structurally Deficient Bridges, Percent*	44
Overall Fatality Rate	48
Rural Fatality Rate	11
Urban Fatality Rate	45

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

MAINE

Maine Ranks 25th in the Nation in Highway Performance and Cost-Effectiveness

Maine's best rankings are in urban fatality rate, urban Interstate pavement condition, and administrative disbursements per mile.

Maine's highway system ranks 25th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 21-spot decline from the previous report, where Maine ranked 4th overall, as the state saw a decline in rural pavement condition and an increase in congestion. Maine's previous ranking (using 2016 data) may have been an aberration as several years ago it ranked 23rd (using 2015 data).

In safety and performance categories, Maine ranks 11th in overall fatality rate, 45th in structurally deficient bridges, 33rd in traffic congestion, 4th in urban Interstate pavement condition, and 28th in rural Interstate pavement condition.

On spending, Maine ranks 24th in total spending per mile and 20th in capital and bridge costs per mile.

"To improve in the rankings, Maine needs to reduce its percentage of structurally deficient bridges and improve its rural arterial pavement condition. Maine is in the bottom 10 for both categories. Compared to nearby states, the report finds Maine's overall highway performance is better than Connecticut (ranks 35th), New York (ranks 44th), and Massachusetts (ranks 47th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Maine is doing better than comparable states like New Hampshire (ranks 29th) and Vermont (ranks 30th)."

Maine's best rankings are urban fatality rate (1st) and urban Interstate pavement condition (4th).

Maine's worst rankings are in rural arterial pavement condition (47th) and structurally deficient bridges (45th).

Maine's state-controlled highway mileage makes it the 36th 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.

Maine's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	25
Overall Rank Based on 2016 Data:	4
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	24
Capital-Bridge Disbursements per Mile	20
Maintenance Disbursements per Mile	33
Administrative Disbursements per Mile	6
Rural Interstate Percent in Poor Condition	28
Urban Interstate Percent in Poor Condition	4
Rural Other Principal Arterial Percent in Poor Condition	47
Urban Other Principal Arterial Percent in Poor Condition	34
Urban Area Congestion*	33
Structurally Deficient Bridges, Percent*	45
Overall Fatality Rate	11
Rural Fatality Rate	9
Urban Fatality Rate	1

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

MARYLAND

Maryland Ranks 41st in the Nation in Highway Performance and Cost-Effectiveness

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

Maryland's highway system ranks 41st in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a two-spot decline from the previous report, where Maryland ranked 39th overall.

In safety and performance categories, Maryland ranks 7th in overall fatality rate, 15th in structurally deficient bridges, 47th in traffic congestion, 41st in urban Interstate pavement condition, and 27th in rural Interstate pavement condition.

On spending, Maryland ranks 46th in total spending per mile and 45th in capital and bridge costs per mile.

"To improve in the rankings, Maryland needs to reduce its spending per mile and traffic congestion. Maryland is in the bottom 10 for three of the four disbursement categories (total, capital and bridge, and maintenance) and the bottom five states for traffic congestion. Compared to neighboring states, the report finds Maryland's overall highway performance is better than Delaware (ranks 48th), but worse than Pennsylvania (ranks 39th) and Virginia (ranks 21st)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Maryland is doing better than comparable states like Massachusetts (ranks 47th) and New Jersey (ranks 50th)."

Maryland's best rankings are in its rural fatality rate (1st) and overall fatality rate (7th).

Maryland's worst rankings are in its traffic congestion (47th) and total disbursements per mile (46th).

Maryland's state-controlled highway mileage makes it the 43rd 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.

Maryland's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	41
Overall Rank Based on 2016 Data:	39
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	46
Capital-Bridge Disbursements per Mile	45
Maintenance Disbursements per Mile	44
Administrative Disbursements per Mile	29
Rural Interstate Percent in Poor Condition	27
Urban Interstate Percent in Poor Condition	41
Rural Other Principal Arterial Percent in Poor Condition	22
Urban Other Principal Arterial Percent in Poor Condition	35
Urban Area Congestion*	47
Structurally Deficient Bridges, Percent*	15
Overall Fatality Rate	7
Rural Fatality Rate	1
Urban Fatality Rate	24

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

MASSACHUSETTS

Massachusetts Ranks 47th 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 47th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a one-spot decline from the previous report, where Massachusetts ranked 46th overall.

In safety and performance categories, Massachusetts ranks 1st in overall fatality rate, 36th in structurally deficient bridges, 48th in traffic congestion, 26th in urban Interstate pavement condition, and 30th in rural Interstate pavement condition.

On spending, Massachusetts ranks 49th in total spending per mile and 48th in capital and bridge costs per mile.

"To improve in the rankings, Massachusetts needs to decrease spending, improve arterial pavement condition, and reduce traffic congestion. The state is in the bottom 15 for all four disbursements metrics and the bottom five for urban arterial pavement condition and traffic congestion. Compared to neighboring states, the report finds Massachusetts' overall highway performance is worse than Rhode Island (ranks 46th), Connecticut (ranks 35th), and Vermont (ranks 30th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Massachusetts is doing better than some comparable states like New Jersey (ranks 50th), while worse than others like Maryland (ranks 41st)."

Massachusetts' best rankings are in its overall fatality rate (1st) and rural fatality rate (2nd).

Massachusetts' worst rankings are in its total disbursements per mile (49th) and administrative disbursements per mile (49th).

Massachusetts' state-controlled highway mileage makes it the 46th 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.

Massachusetts' Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	47
Overall Rank Based on 2016 Data:	46
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	49
Capital-Bridge Disbursements per Mile	48
Maintenance Disbursements per Mile	40
Administrative Disbursements per Mile	49
Rural Interstate Percent in Poor Condition	30
Urban Interstate Percent in Poor Condition	26
Rural Other Principal Arterial Percent in Poor Condition	39
Urban Other Principal Arterial Percent in Poor Condition	45
Urban Area Congestion*	48
Structurally Deficient Bridges, Percent*	36
Overall Fatality Rate	1
Rural Fatality Rate	2
Urban Fatality Rate	8

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

MICHIGAN

Michigan Ranks 24th in the Nation in Highway Performance and Cost-Effectiveness

Michigan's best rankings are in rural fatality rate, overall fatality rate, and total disbursements per mile.

Michigan's highway system ranks 24th 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 Michigan ranked 30th overall.

In safety and performance categories, Michigan ranks 14th in overall fatality rate, 41st in structurally deficient bridges, 26th in traffic congestion, 46th in urban Interstate percent in poor condition, and 42nd in rural Interstate pavement condition.

On spending, Michigan ranks 15th in total spending per mile and 19th in capital and bridge costs per mile.

"To improve in the rankings, Michigan needs to improve its pavement condition and reduce its percentage of structurally deficient bridges. Michigan is in the bottom 10 for urban Interstate pavement condition, rural Interstate pavement condition, and structurally deficient bridges. Compared to nearby states, the report finds Michigan's overall highway performance is better than Indiana (ranks 32nd) and Pennsylvania (ranks 39th), but worse than Wisconsin (ranks 22nd)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Michigan is doing worse than a comparable state like Ohio (ranks 13th), but better than others like Illinois (ranks 37th)."

Michigan's best rankings are in its rural fatality rate (6th) and overall fatality rate (14th).

Michigan's worst rankings are in urban Interstate pavement condition (46th) and rural Interstate pavement condition (42nd)

Michigan's state-controlled highway mileage makes it the 32nd 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.

Michigan's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	24
Overall Rank Based on 2016 Data:	30
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	15
Capital-Bridge Disbursements per Mile	19
Maintenance Disbursements per Mile	22
Administrative Disbursements per Mile	20
Rural Interstate Percent in Poor Condition	42
Urban Interstate Percent in Poor Condition	46
Rural Other Principal Arterial Percent in Poor Condition	17
Urban Other Principal Arterial Percent in Poor Condition	39
Urban Area Congestion*	26
Structurally Deficient Bridges, Percent*	41
Overall Fatality Rate	14
Rural Fatality Rate	6
Urban Fatality Rate	25

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

MINNESOTA

Minnesota Ranks 15th in the Nation in Highway Performance and Cost-Effectiveness

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

Minnesota's highway system ranks 15th 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 Minnesota ranked 22nd overall.

In safety and performance categories, Minnesota ranks 2nd in overall fatality rate, 14th in structurally deficient bridges, 36th in traffic congestion, 35th in urban Interstate percent in poor condition, and 33rd in rural Interstate pavement condition.

On spending, Minnesota ranks 19th in total spending per mile and 14th 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 ranks in the bottom 15 for traffic congestion and the bottom 20 for urban Interstate pavement condition. Compared to neighboring states, the report finds Minnesota's overall highway performance is better than Iowa (ranks 20th) but worse than North Dakota (1st) and South Dakota (11th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Minnesota is doing better than comparable states like Michigan (ranks 24th) and Wisconsin (ranks 22nd)."

Minnesota's best rankings are in its overall fatality rate (2nd) and its rural fatality rate (3rd).

Minnesota's worst rankings are in its traffic congestion (36th) and urban Interstate pavement condition (35th).

Minnesota's state-controlled highway mileage makes it the 21st 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.

Minnesota's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	15
Overall Rank Based on 2016 Data:	22
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	19
Capital-Bridge Disbursements per Mile	14
Maintenance Disbursements per Mile	30
Administrative Disbursements per Mile	23
Rural Interstate Percent in Poor Condition	33
Urban Interstate Percent in Poor Condition	35
Rural Other Principal Arterial Percent in Poor Condition	24
Urban Other Principal Arterial Percent in Poor Condition	6
Urban Area Congestion*	36
Structurally Deficient Bridges, Percent*	14
Overall Fatality Rate	2
Rural Fatality Rate	3
Urban Fatality Rate	4

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

MISSISSIPPI

Mississippi Ranks 8th in the Nation in Highway Performance and Cost-Effectiveness

Mississippi's best rankings are total disbursements per mile, maintenance disbursements per mile, and capital and bridge disbursements per mile.

Mississippi's highway system ranks 8th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 17-spot improvement from the previous report, where Mississippi ranked 25th overall, as the state improved in all but one category, with the most dramatic improvement in its urban Interstate pavement condition.

In safety and performance categories, Mississippi ranks 49th in overall fatality rate, 37th in structurally deficient bridges, 9th in traffic congestion, 23rd in urban Interstate pavement condition, and 31st in rural Interstate pavement condition.

On spending, Mississippi ranks 2nd in total spending per mile and 8th in capital and bridge costs per mile.

"To improve in the rankings, Mississippi needs to decrease its fatality rate. Mississippi is in the bottom 10 states for each fatality measure (overall, rural, and urban). Compared to nearby states, the report finds Mississippi's overall highway performance is better than Arkansas (ranks 9th) and Texas (ranks 18th), but worse than Tennessee (ranks 7th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Mississippi is doing better than some comparable states like Louisiana (ranks 31st) and Alabama (ranks 19th)."

Mississippi's best rankings are total disbursements per mile (2nd) and maintenance disbursements per mile (3rd).

Mississippi's worst rankings are in overall fatality rate (49th), rural fatality rate (42nd), and urban fatality rate (42nd).

Mississippi's state-controlled highway mileage makes it the 28th 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.

Mississippi's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	8
Overall Rank Based on 2016 Data:	25
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	2
Capital-Bridge Disbursements per Mile	8
Maintenance Disbursements per Mile	3
Administrative Disbursements per Mile	12
Rural Interstate Percent in Poor Condition	31
Urban Interstate Percent in Poor Condition	23
Rural Other Principal Arterial Percent in Poor Condition	23
Urban Other Principal Arterial Percent in Poor Condition	27
Urban Area Congestion*	9
Structurally Deficient Bridges, Percent*	37
Overall Fatality Rate	49
Rural Fatality Rate	42
Urban Fatality Rate	42

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

MISSOURI

Missouri Ranks 2nd 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 2nd 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 Missouri ranked 3rd overall.

In safety and performance categories, Missouri ranks 31st in overall fatality rate, 33rd in structurally deficient bridges, 20th in traffic congestion, 16th in urban Interstate pavement condition, and 10th in rural Interstate pavement condition.

On spending, Missouri ranks 1st in total spending per mile and 1st in capital and bridge costs per mile.

"To improve in the rankings, Missouri needs to reduce its percentage of structurally deficient bridges and overall fatality rate. The state is in the bottom 20 for both categories. Compared to neighboring states, the report finds Missouri's overall highway performance is better than Arkansas (ranks 9th), Illinois (ranks 37th), and Iowa (ranks 20th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Missouri is doing better than comparable states like Kansas (ranks 3rd) and Minnesota (ranks 15th)."

Missouri's best rankings are in capital and bridge disbursements per mile (1st) and total disbursements per mile (1st).

Missouri's worst rankings are in structurally deficient bridges (33rd) and overall fatality rate (31st)

Missouri's state-controlled highway mileage makes it the 7th 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.

Missouri's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	2
Overall Rank Based on 2016 Data:	3
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	1
Capital-Bridge Disbursements per Mile	1
Maintenance Disbursements per Mile	9
Administrative Disbursements per Mile	4
Rural Interstate Percent in Poor Condition	10
Urban Interstate Percent in Poor Condition	16
Rural Other Principal Arterial Percent in Poor Condition	12
Urban Other Principal Arterial Percent in Poor Condition	22
Urban Area Congestion*	20
Structurally Deficient Bridges, Percent*	33
Overall Fatality Rate	31
Rural Fatality Rate	23
Urban Fatality Rate	30

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

MONTANA

Montana Ranks 10th in the Nation in Highway Performance and Cost-Effectiveness

Montana's best rankings are in urban fatality rate, urban Interstate pavement condition, maintenance disbursements per mile, and total disbursements per mile.

Montana's highway system ranks 10th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a two-spot decline from the previous report, where Montana ranked 8th overall.

In safety and performance categories, Montana ranks 42nd in overall fatality rate, 28th in structurally deficient bridges, 14th in traffic congestion, 11th in urban Interstate pavement condition, and 24th in rural Interstate pavement condition.

On spending, Montana ranks 13th in total spending per mile and 18th in capital and bridge costs per mile.

"To improve in the rankings, Montana needs to reduce its fatality rate. The state is in the bottom 15 for overall and rural fatality rates. Compared to neighboring states, the report finds Montana's overall highway performance is better than South Dakota (11th) and Washington (45th), but worse than North Dakota (ranks 1st)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Montana is doing better than some comparable states like Wyoming (ranks 36th), but worse than others like Idaho (ranks 5th)."

Montana's best rankings are in urban fatality rate (2nd) and urban Interstate pavement condition (11th).

Montana's worst rankings are overall fatality rate (42nd) and rural fatality rate (37th).

Montana's state-controlled highway mileage makes it the 19th 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.

Montana's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	10
Overall Rank Based on 2016 Data:	8
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	13
Capital-Bridge Disbursements per Mile	18
Maintenance Disbursements per Mile	13
Administrative Disbursements per Mile	14
Rural Interstate Percent in Poor Condition	24
Urban Interstate Percent in Poor Condition	11
Rural Other Principal Arterial Percent in Poor Condition	34
Urban Other Principal Arterial Percent in Poor Condition	36
Urban Area Congestion*	14
Structurally Deficient Bridges, Percent*	28
Overall Fatality Rate	42
Rural Fatality Rate	37
Urban Fatality Rate	2

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

NEBRASKA

Nebraska Ranks 12th in the Nation in Highway Performance and Cost-Effectiveness

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

Nebraska's highway system ranks 12th 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 Nebraska ranked 15th overall.

In safety and performance categories, Nebraska ranks 25th in overall fatality rate, 34th in structurally deficient bridges, 7th in traffic congestion, 31st in urban Interstate pavement condition, and 16th in rural Interstate pavement condition.

On spending, Nebraska ranks 8th in total spending per mile and 16th in capital and bridge costs per mile.

"To improve in the rankings, Nebraska needs to improve its urban arterial pavement condition. Nebraska is in the bottom five states for urban arterial pavement condition. Compared to neighboring states, the report finds Nebraska's overall highway performance is better than Colorado (ranks 38th), Iowa (ranks 20th), and Wyoming (ranks 36th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Nebraska is doing worse than comparable states like Kansas (ranks 3rd) and South Dakota (ranks 11th)."

Nebraska's best rankings are in administrative disbursements per mile (3rd) and urban area congestion (7th).

Nebraska's worst rankings are urban arterial pavement condition (47th) and structurally deficient bridges (34th).

Nebraska's state-controlled highway mileage makes it the 30th 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.

Nebraska's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	12
Overall Rank Based on 2016 Data:	15
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	8
Capital-Bridge Disbursements per Mile	16
Maintenance Disbursements per Mile	25
Administrative Disbursements per Mile	3
Rural Interstate Percent in Poor Condition	16
Urban Interstate Percent in Poor Condition	31
Rural Other Principal Arterial Percent in Poor Condition	32
Urban Other Principal Arterial Percent in Poor Condition	47
Urban Area Congestion*	7
Structurally Deficient Bridges, Percent*	34
Overall Fatality Rate	25
Rural Fatality Rate	22
Urban Fatality Rate	14

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

NEVADA

Nevada Ranks 27th in the Nation in Highway Performance and Cost-Effectiveness

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

Nevada's highway system ranks 27th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is no change from the previous report, where Nevada also ranked 27th overall.

In safety and performance categories, Nevada ranks 27th in overall fatality rate, 2nd in structurally deficient bridges, 18th in traffic congestion, 24th in urban Interstate pavement condition, and 20th in rural Interstate pavement condition.

On spending, Nevada ranks 30th in total spending per mile and 33rd in capital and bridge costs per mile.

"To improve in the rankings, Nevada needs to decrease its administrative spending per mile and rural fatality rate. Nevada is in the bottom 10 states for both categories. Compared to neighboring states, the report finds Nevada's overall highway performance is better than California (ranks 43rd) and Oregon (28th), but worse than Idaho (5th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Nevada is doing worse than comparable states like Arizona (23rd) and Utah (ranks 17th)."

Nevada's best rankings are in structurally deficient bridges (2nd) and rural arterial pavement condition (2nd).

Nevada's worst rankings are administrative disbursements per mile (41st) and rural fatality rate (41st).

Nevada's state-controlled highway mileage makes it the 41st 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.

Nevada's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	27
Overall Rank Based on 2016 Data:	27
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	30
Capital-Bridge Disbursements per Mile	33
Maintenance Disbursements per Mile	20
Administrative Disbursements per Mile	41
Rural Interstate Percent in Poor Condition	20
Urban Interstate Percent in Poor Condition	24
Rural Other Principal Arterial Percent in Poor Condition	2
Urban Other Principal Arterial Percent in Poor Condition	5
Urban Area Congestion*	18
Structurally Deficient Bridges, Percent*	2
Overall Fatality Rate	27
Rural Fatality Rate	41
Urban Fatality Rate	37

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

NEW HAMPSHIRE

New Hampshire Ranks 29th 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 capital and bridge disbursements per mile.

New Hampshire's highway system ranks 29th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a five-spot decline from the previous report, where New Hampshire ranked 24th overall.

In safety and performance categories, New Hampshire ranks 22nd in overall fatality rate, 35th in structurally deficient bridges, 27th in traffic congestion, 1st in urban Interstate pavement condition, and 1st in rural Interstate pavement condition.

On spending, New Hampshire ranks 23rd in total spending per mile and 15th in capital and bridge costs per mile.

"To improve in the rankings, New Hampshire needs to reduce its percentage of structurally deficient bridges, administrative spending, and rural fatality rate. New Hampshire is in the bottom 10 states for administrative spending and the bottom 20 for rural fatality rate and structurally deficient bridges. Compared to nearby states, the report finds New Hampshire's overall highway performance is better than Connecticut (ranks 35th), Massachusetts (ranks 47th), and New York (ranks 44th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "New Hampshire is doing worse than a comparable state like Maine (ranks 25th), but better than others like Vermont (ranks 30th)."

New Hampshire's best rankings are in rural Interstate pavement condition (1st) and urban Interstate pavement condition (1st).

New Hampshire's worst rankings are administrative disbursements per mile (44th) and structurally deficient bridges (35th).

New Hampshire's state-controlled highway mileage makes it the 45th 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.

New Hampshire's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	29
Overall Rank Based on 2016 Data:	24
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	23
Capital-Bridge Disbursements per Mile	15
Maintenance Disbursements per Mile	27
Administrative Disbursements per Mile	44
Rural Interstate Percent in Poor Condition	1
Urban Interstate Percent in Poor Condition	1
Rural Other Principal Arterial Percent in Poor Condition	30
Urban Other Principal Arterial Percent in Poor Condition	25
Urban Area Congestion*	27
Structurally Deficient Bridges, Percent*	35
Overall Fatality Rate	22
Rural Fatality Rate	34
Urban Fatality Rate	18

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

NEW JERSEY

New Jersey Ranks 50th in the Nation in Highway Performance and Cost-Effectiveness

New Jersey's best rankings are in overall fatality rate, rural fatality rate, and urban fatality rate.

New Jersey's highway system ranks 50th 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 also ranked 50th overall.

In safety and performance categories, New Jersey ranks 3rd in overall fatality rate, 29th in structurally deficient bridges, 40th in traffic congestion, 45th in urban Interstate pavement condition, and 36th in rural Interstate pavement condition.

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

"To improve in the rankings, New Jersey needs to reduce spending, improve pavement condition, and decrease traffic congestion. The state ranks 50th in three of the four disbursement categories (overall, capital and bridge, and maintenance), the bottom 10 in three of four pavement categories (urban Interstate, rural arterial, and urban arterial), and 40th in traffic congestion. New Jersey ranks in the bottom 10 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 48th), New York (ranks 44th), and Pennsylvania (ranks 39th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "New Jersey is doing worse than comparable states like Massachusetts (ranks 47th) and Maryland (ranks 41st)."

New Jersey's best rankings are in overall fatality rate (3rd) and rural fatality rate (4th).

New Jersey's worst rankings are total disbursements per mile (50th), capital and bridge disbursements per mile (50th), and maintenance disbursements per mile (50th).

New Jersey's state-controlled highway mileage makes it the 47th 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.

New Jersey's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	50
Overall Rank Based on 2016 Data:	50
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	50
Capital-Bridge Disbursements per Mile	50
Maintenance Disbursements per Mile	50
Administrative Disbursements per Mile	48
Rural Interstate Percent in Poor Condition	36
Urban Interstate Percent in Poor Condition	45
Rural Other Principal Arterial Percent in Poor Condition	46
Urban Other Principal Arterial Percent in Poor Condition	44
Urban Area Congestion*	40
Structurally Deficient Bridges, Percent*	29
Overall Fatality Rate	3
Rural Fatality Rate	4
Urban Fatality Rate	23

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

NEW MEXICO

New Mexico Ranks 16th in the Nation in Highway Performance and Cost-Effectiveness

New Mexico's best rankings are maintenance disbursements per mile, capital and bridge disbursements per mile, and total disbursements per mile.

New Mexico's highway system ranks 16th 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 New Mexico ranked 21st overall.

In safety and performance categories, New Mexico ranks 41st in overall fatality rate, 20th in structurally deficient bridges, 17th in traffic congestion, 18th in urban Interstate pavement condition, and 23rd in rural Interstate pavement condition.

On spending, New Mexico ranks 16th in total spending per mile and 2nd in capital and bridge costs per mile.

"To improve in the rankings, New Mexico needs to reduce its urban fatality rate, its overall fatality rate, and its administrative spending. The state ranks last in urban fatality rate, in the bottom 10 for overall fatality rate, and in the bottom 15 for administrative disbursements per mile. Compared to neighboring states, the report finds New Mexico's overall highway performance is better than Arizona (ranks 23rd), Colorado (ranks 38th), and Texas (ranks 18th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "New Mexico is doing better than comparable states like Nevada (ranks 27th) and Utah (ranks 17th).

New Mexico's best rankings are in maintenance disbursements per mile (1st) and capital and bridge disbursements per mile (2nd).

New Mexico's worst rankings are urban fatality rate (50th) and overall fatality rate (41st).

New Mexico's state-controlled highway mileage makes it the 11th 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.

New Mexico's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	16
Overall Rank Based on 2016 Data:	21
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	16
Capital-Bridge Disbursements per Mile	2
Maintenance Disbursements per Mile	1
Administrative Disbursements per Mile	38
Rural Interstate Percent in Poor Condition	23
Urban Interstate Percent in Poor Condition	18
Rural Other Principal Arterial Percent in Poor Condition	28
Urban Other Principal Arterial Percent in Poor Condition	33
Urban Area Congestion*	17
Structurally Deficient Bridges, Percent*	20
Overall Fatality Rate	41
Rural Fatality Rate	27
Urban Fatality Rate	50

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st 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 44th in the Nation in Highway Performance and Cost-Effectiveness

New York's best rankings are in overall fatality rate, urban fatality rate, and urban area congestion.

New York's highway system ranks 44th 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 New York ranked 45th overall.

In safety and performance categories, New York ranks 5th in overall fatality rate, 39th in structurally deficient bridges, 29th in traffic congestion, 42nd in urban Interstate pavement condition, and 40th in rural Interstate pavement condition.

On spending, New York ranks 44th in total spending per mile and 39th in capital and bridge costs per mile.

"To improve in the rankings, New York needs to reduce its spending and improve its Interstate pavement condition. New York is in the bottom 20 in all four disbursement categories and both Interstate pavement metrics. Compared to neighboring states, the report finds New York's overall highway performance is better than New Jersey (ranks 50th), but worse than Connecticut (ranks 35th) and Vermont (ranks 30th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "New York is doing worse than comparable states like Illinois (ranks 37th) and Pennsylvania (ranks 39th)."

New York's best rankings are in overall fatality rate (5th) and its urban fatality rate (5th).

New York's worst rankings are maintenance disbursements per mile (48th) and urban arterial pavement condition (46th).

New York's state-controlled highway mileage makes it the 16th 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.

New York's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	44
Overall Rank Based on 2016 Data:	45
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	44
Capital-Bridge Disbursements per Mile	39
Maintenance Disbursements per Mile	48
Administrative Disbursements per Mile	34
Rural Interstate Percent in Poor Condition	40
Urban Interstate Percent in Poor Condition	42
Rural Other Principal Arterial Percent in Poor Condition	40
Urban Other Principal Arterial Percent in Poor Condition	46
Urban Area Congestion*	29
Structurally Deficient Bridges, Percent*	39
Overall Fatality Rate	5
Rural Fatality Rate	44
Urban Fatality Rate	5

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st 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 14th in the Nation in Highway Performance and Cost-Effectiveness

North Carolina's best rankings are in urban Interstate pavement condition, administrative disbursements per mile, total disbursements per mile, and maintenance disbursements per mile.

North Carolina's highway system ranks 14th 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 North Carolina ranked 17th overall.

In safety and performance categories, North Carolina ranks 30th in overall fatality rate, 40th in structurally deficient bridges, 25th in traffic congestion, 6th in urban Interstate pavement condition, and 19th in rural Interstate pavement condition.

On spending, North Carolina ranks 14th in total spending per mile and 21st in capital and bridge costs per mile.

"To improve in the rankings, North Carolina needs to reduce its rural fatality rate and percentage of structurally deficient bridges. The state ranks in the bottom five for rural fatality rate and ranks 40th for structurally deficient bridges. Compared to neighboring states, the report finds North Carolina's overall highway performance is worse than South Carolina (ranks 6th), Kentucky (ranks 4th), and Tennessee (ranks 7th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "North Carolina is doing better than comparable states like Georgia (ranks 26th) and Virginia (ranks 21st)."

North Carolina's best rankings are in urban Interstate pavement condition (6th) and administrative disbursements per mile (8th).

North Carolina's worst rankings are rural fatality rate (49th) and structurally deficient bridges (40th).

North Carolina's 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.

North Carolina's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	14
Overall Rank Based on 2016 Data:	17
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	14
Capital-Bridge Disbursements per Mile	21
Maintenance Disbursements per Mile	14
Administrative Disbursements per Mile	8
Rural Interstate Percent in Poor Condition	19
Urban Interstate Percent in Poor Condition	6
Rural Other Principal Arterial Percent in Poor Condition	20
Urban Other Principal Arterial Percent in Poor Condition	16
Urban Area Congestion*	25
Structurally Deficient Bridges, Percent*	40
Overall Fatality Rate	30
Rural Fatality Rate	49
Urban Fatality Rate	26

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st 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 1st in the Nation in Highway Performance and Cost-Effectiveness

North Dakota's best rankings are in maintenance disbursements per mile, urban traffic congestion, and total disbursements per mile.

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

In safety and performance categories, North Dakota ranks 21st in overall fatality rate, 42nd in structurally deficient bridges, 3rd in traffic congestion, 5th in urban Interstate pavement condition, and 5th in rural Interstate pavement condition.

On spending, North Dakota ranks 4th in total spending per mile and 12th 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 ranks in the bottom 10 for structurally deficient bridges. Compared to nearby states, the report finds North Dakota's overall highway performance is better than Minnesota (ranks 15th), Nebraska (ranks 12th), and Wyoming (ranks 36th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "North Dakota is doing better than comparable states like Montana (ranks 10th) and South Dakota (ranks 11th)."

North Dakota's best rankings are in maintenance disbursements per mile (2nd) and urban area traffic congestion (3rd).

North Dakota's worst rankings are structurally deficient bridges (42nd), urban arterial pavement condition (28th), and rural fatality rate (28th).

North Dakota's state-controlled highway mileage makes it the 38th 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.

North Dakota's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	1
Overall Rank Based on 2016 Data:	1
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	4
Capital-Bridge Disbursements per Mile	12
Maintenance Disbursements per Mile	2
Administrative Disbursements per Mile	7
Rural Interstate Percent in Poor Condition	5
Urban Interstate Percent in Poor Condition	5
Rural Other Principal Arterial Percent in Poor Condition	19
Urban Other Principal Arterial Percent in Poor Condition	28
Urban Area Congestion*	3
Structurally Deficient Bridges, Percent*	42
Overall Fatality Rate	21
Rural Fatality Rate	28
Urban Fatality Rate	10

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

OHIO

Ohio Ranks 13th 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 13th 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 Ohio ranked 18th overall.

In safety and performance categories, Ohio ranks 13th in overall fatality rate, 19th in structurally deficient bridges, 21st in traffic congestion, 29th in urban Interstate pavement condition, and 29th in rural Interstate pavement condition.

On spending, Ohio ranks 21st in total spending per mile and 22nd in capital and bridge costs per mile.

"To improve in the rankings, Ohio needs to improve its pavement condition. The state ranks in the bottom 10 for urban arterial pavement condition and the bottom half for both urban and rural Interstate pavement condition. Compared to nearby states, the report finds Ohio's overall highway performance is better than Indiana (ranks 32nd) and Pennsylvania (ranks 39th), but worse than Kentucky (ranks 3rd)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Ohio is doing better than comparable states like Michigan (ranks 24th) and Illinois (ranks 37th)."

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

Ohio's worst rankings are urban arterial pavement condition (42nd), rural Interstate pavement condition (29th), and urban Interstate pavement condition (29th).

Ohio's state-controlled highway mileage makes it the 10th 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.

Ohio's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	13
Overall Rank Based on 2016 Data:	18
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	21
Capital-Bridge Disbursements per Mile	22
Maintenance Disbursements per Mile	16
Administrative Disbursements per Mile	21
Rural Interstate Percent in Poor Condition	29
Urban Interstate Percent in Poor Condition	29
Rural Other Principal Arterial Percent in Poor Condition	18
Urban Other Principal Arterial Percent in Poor Condition	42
Urban Area Congestion*	21
Structurally Deficient Bridges, Percent*	19
Overall Fatality Rate	13
Rural Fatality Rate	5
Urban Fatality Rate	15

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

OKLAHOMA

Oklahoma Ranks 34th in the Nation in Highway Performance and Cost-Effectiveness

Oklahoma's best rankings are in urban area congestion, rural fatality rate, and rural arterial pavement condition.

Oklahoma's highway system ranks 34th 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 Oklahoma ranked 41st overall.

In safety and performance categories, Oklahoma ranks 43rd in overall fatality rate, 43rd in structurally deficient bridges, 16th in traffic congestion, 39th in urban Interstate pavement condition, and 34th in rural Interstate pavement condition.

On spending, Oklahoma ranks 31st in total spending per mile and 31st in capital and bridge costs per mile.

"To improve in the rankings, Oklahoma needs to reduce its overall fatality rate and its percentage of structurally deficient bridges. Oklahoma ranks in the bottom 10 for both categories. Compared to neighboring states, the report finds Oklahoma's overall highway performance is better than Colorado (ranks 38th), but worse than Missouri (ranks 2nd) and Texas (ranks 18th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Oklahoma is doing worse than comparable states like Arkansas (9th) and Kansas (ranks 3rd)."

Oklahoma's best rankings are in urban area congestion (16th) and rural fatality rate (20th).

Oklahoma's worst rankings are overall fatality rate (43rd) and structurally deficient bridges (43rd).

Oklahoma's state-controlled highway mileage makes it the 22nd 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.

Oklahoma's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	34
Overall Rank Based on 2016 Data:	41
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	31
Capital-Bridge Disbursements per Mile	31
Maintenance Disbursements per Mile	35
Administrative Disbursements per Mile	35
Rural Interstate Percent in Poor Condition	34
Urban Interstate Percent in Poor Condition	39
Rural Other Principal Arterial Percent in Poor Condition	42
Urban Other Principal Arterial Percent in Poor Condition	24
Urban Area Congestion*	16
Structurally Deficient Bridges, Percent*	43
Overall Fatality Rate	43
Rural Fatality Rate	20
Urban Fatality Rate	31

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

OREGON

Oregon Ranks 28th in the Nation in Highway Performance and Cost-Effectiveness

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

Oregon's highway system ranks 28th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 16-spot decline from the previous report, where Oregon ranked 12th overall, as the state's congestion ranking and bridge and capital disbursements ranking fell by 21 and 16 spots respectively.

In safety and performance categories, Oregon ranks 38th in overall fatality rate, 16th in structurally deficient bridges, 38th in traffic congestion, 25th in urban Interstate pavement condition, and 11th in rural Interstate pavement condition.

On spending, Oregon ranks 34th in total spending per mile and 29th in capital and bridge costs per mile.

"To improve in the rankings, Oregon needs to reduce its rural fatality rate. Oregon ranks in the bottom 10 for rural fatality rate. Compared to neighboring states, the report finds Oregon's overall highway performance is better than California (ranks 43rd), but worse than Nevada (ranks 27th) and Idaho (ranks 5th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Oregon is doing better than some comparable states like Washington (ranks 45th), but worse than others like Utah (ranks 17th)."

Oregon's best rankings are in rural Interstate pavement condition (11th) and rural arterial pavement condition (13th).

Oregon's worst rankings are rural fatality rate (43rd), overall fatality rate (38th), and urban area congestion (38th).

Oregon's state-controlled highway mileage makes it the 35th 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.

Oregon's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	28
Overall Rank Based on 2016 Data:	12
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	34
Capital-Bridge Disbursements per Mile	29
Maintenance Disbursements per Mile	28
Administrative Disbursements per Mile	32
Rural Interstate Percent in Poor Condition	11
Urban Interstate Percent in Poor Condition	25
Rural Other Principal Arterial Percent in Poor Condition	13
Urban Other Principal Arterial Percent in Poor Condition	18
Urban Area Congestion*	38
Structurally Deficient Bridges, Percent*	16
Overall Fatality Rate	38
Rural Fatality Rate	43
Urban Fatality Rate	19

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

PENNSYLVANIA

Pennsylvania Ranks 39th in the Nation in Highway Performance and Cost-Effectiveness

Pennsylvania's best rankings are in rural fatality rate, overall fatality rate, and administrative disbursements per mile.

Pennsylvania's highway system ranks 39th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a four-spot decline from the previous report, where Pennsylvania ranked 35th overall.

In safety and performance categories, Pennsylvania ranks 28th in overall fatality rate, 46th in structurally deficient bridges, 43rd in traffic congestion, 40th in urban Interstate pavement condition, and 38nd in rural Interstate pavement condition.

On spending, Pennsylvania ranks 43rd in total spending per mile and 37th in capital and bridge costs per mile.

"To improve in the rankings, Pennsylvania needs to reduce its percentage of structurally deficient bridges, total disbursements per mile, and urban area congestion. Pennsylvania is in the bottom 10 for those three categories. Compared to neighboring states, the report finds Pennsylvania's overall highway performance is better than Maryland (ranks 41st) and New Jersey (ranks 50th), but worse than West Virginia (ranks 33rd)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Pennsylvania is doing better than some comparable states like New York (ranks 44th), but worse than others like Ohio (ranks 13th)."

Pennsylvania's best rankings are in rural fatality rate (10th) and overall fatality rate (28th).

Pennsylvania's worst rankings are structurally deficient bridges (46th), total disbursements per mile (43rd), and urbanized area congestion (43rd).

Pennsylvania's state-controlled highway mileage makes it the 4th 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.

Pennsylvania's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	39
Overall Rank Based on 2016 Data:	35
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	43
Capital-Bridge Disbursements per Mile	37
Maintenance Disbursements per Mile	39
Administrative Disbursements per Mile	30
Rural Interstate Percent in Poor Condition	38
Urban Interstate Percent in Poor Condition	40
Rural Other Principal Arterial Percent in Poor Condition	33
Urban Other Principal Arterial Percent in Poor Condition	32
Urban Area Congestion*	43
Structurally Deficient Bridges, Percent*	46
Overall Fatality Rate	28
Rural Fatality Rate	10
Urban Fatality Rate	32

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st 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 46th in the Nation in Highway Performance and Cost-Effectiveness

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

Rhode Island's highway system ranks 46th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a two-spot improvement from the previous report, where Rhode Island ranked 48th overall.

In safety and performance categories, Rhode Island ranks 4th in overall fatality rate, 50th in structurally deficient bridges, 46th in traffic congestion, 7th in urban Interstate pavement condition, and 1st in rural Interstate pavement condition.

On spending, Rhode Island ranks 41st in total spending per mile and 44th in capital and bridge costs per mile.

"To improve in the rankings, Rhode Island needs to reduce its percentage of structurally deficient bridges and improve its arterial pavement condition. Rhode Island is last in structurally deficient bridges and ranks in the bottom two for both arterial pavement categories. Compared to nearby states, the report finds Rhode Island's overall highway performance is worse than New Hampshire (ranks 29th) and New York (ranks 44th), but better than Massachusetts (ranks 47th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Rhode Island is doing better than some comparable states like New Jersey (ranks 50th), but worse than others like Connecticut (ranks 35th)."

Rhode Island's best rankings are rural Interstate pavement condition (1st) and overall fatality rate (4th).

Rhode Island's worst rankings are structurally deficient bridges (50th), urban arterial pavement condition (49th), and rural arterial pavement condition (49th).

Rhode Island's state-controlled highway mileage makes it the 49th 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.

Rhode Island's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	46
Overall Rank Based on 2016 Data:	48
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	41
Capital-Bridge Disbursements per Mile	44
Maintenance Disbursements per Mile	45
Administrative Disbursements per Mile	39
Rural Interstate Percent in Poor Condition	1
Urban Interstate Percent in Poor Condition	7
Rural Other Principal Arterial Percent in Poor Condition	49
Urban Other Principal Arterial Percent in Poor Condition	49
Urban Area Congestion*	46
Structurally Deficient Bridges, Percent*	50
Overall Fatality Rate	4
Rural Fatality Rate	26
Urban Fatality Rate	16

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st 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 6th 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 6th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 14-spot improvement from the previous report, where South Carolina ranked 20th overall, as the state made notable improvements in rural Interstate and arterial pavement conditions. Last year's ranking may have been an aberration, as South Carolina previously ranked 5th overall in 2015.

In safety and performance categories, South Carolina ranks 50th in overall fatality rate, 31st in structurally deficient bridges, 15th in traffic congestion, 20th in urban Interstate pavement condition, and 14th in rural Interstate pavement condition.

On spending, South Carolina ranks 3rd in total spending per mile and 5th in capital and bridge costs per mile.

"To improve in the rankings, South Carolina needs to reduce its fatality rates. South Carolina is last in overall fatality and in the bottom 10 for urban and rural fatality. Compared to nearby states, the report finds South Carolina's overall highway performance is better than Georgia (ranks 26th), Tennessee (ranks 7th), and North Carolina (ranks 14th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "South Carolina is doing worse than some comparable states like Kentucky (ranks 4th), but better than others like Alabama (ranks 19th)."

South Carolina's best rankings are in total disbursements per mile (3rd) and capital and bridge disbursements per mile (5th).

South Carolina's worst rankings are overall fatality rate (50th) and rural fatality rate (47th).

South Carolina's state-controlled highway mileage makes it the 5th 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.

South Carolina's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	6
Overall Rank Based on 2016 Data:	20
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	3
Capital-Bridge Disbursements per Mile	5
Maintenance Disbursements per Mile	8
Administrative Disbursements per Mile	11
Rural Interstate Percent in Poor Condition	14
Urban Interstate Percent in Poor Condition	20
Rural Other Principal Arterial Percent in Poor Condition	29
Urban Other Principal Arterial Percent in Poor Condition	9
Urban Area Congestion*	15
Structurally Deficient Bridges, Percent*	31
Overall Fatality Rate	50
Rural Fatality Rate	47

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st 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 11th in the Nation in Highway Performance and Cost-Effectiveness

South Dakota's best rankings are in capital and bridge disbursements per mile, total disbursements per mile, and urban fatality rate.

South Dakota's highway system ranks 11th 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 South Dakota ranked 14th overall.

In safety and performance categories, South Dakota ranks 36th in overall fatality rate, 47th in structurally deficient bridges, 23rd in traffic congestion, 13th in urban Interstate pavement condition, and 13th in rural Interstate pavement condition.

On spending, South Dakota ranks 6th in total spending per mile and 4th in capital and bridge costs per mile.

"To improve in the rankings, South Dakota needs to reduce its percentage of structurally deficient bridges. South Dakota ranks in the bottom five for structurally deficient bridges. Compared to neighboring states, the report finds South Dakota's overall highway performance is better than Minnesota (ranks 15th), Iowa (ranks 20th), and Wyoming (ranks 36th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "South Dakota is doing worse than some comparable states like North Dakota (ranks 1st), but better than ithers like Nebraska (ranks 12th)."

South Dakota's best rankings are in capital and bridge disbursements per mile (4th) and total disbursements per mile (6th).

South Dakota's worst rankings are structurally deficient bridges (47th) and overall fatality rate (36th).

South Dakota's state-controlled highway mileage makes it the 33rd 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.

South Dakota's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	11
Overall Rank Based on 2016 Data:	14
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	6
Capital-Bridge Disbursements per Mile	4
Maintenance Disbursements per Mile	10
Administrative Disbursements per Mile	26
Rural Interstate Percent in Poor Condition	13
Urban Interstate Percent in Poor Condition	13
Rural Other Principal Arterial Percent in Poor Condition	25
Urban Other Principal Arterial Percent in Poor Condition	17
Urban Area Congestion*	23
Structurally Deficient Bridges, Percent*	47
Overall Fatality Rate	36
Rural Fatality Rate	32
Urban Fatality Rate	9

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

TENNESSEE

Tennessee Ranks 7th in the Nation in Highway Performance and Cost-Effectiveness

Tennessee's best rankings are in total disbursements per mile, capital and bridge disbursements per mile, rural arterial pavement condition, urban arterial pavement condition, and urban Interstate pavement condition.

Tennessee's highway system ranks 7th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This represents no change from the previous report, where Tennessee also ranked 7th overall.

In safety and performance categories, Tennessee ranks 33rd in overall fatality rate, 10th in structurally deficient bridges, 24th in traffic congestion, 8th in urban Interstate pavement condition, and 12th in rural Interstate pavement condition.

On spending, Tennessee ranks 5th in total spending per mile and 7th in capital and bridge costs per mile.

"To improve in the rankings, Tennessee needs to reduce its fatality rate. The state ranks in the bottom 15 for urban fatality rate and the bottom 20 for overall fatality rate. Compared to neighboring states, the report finds Tennessee's overall highway performance is better than Georgia (ranks 26th), Mississippi (ranks 8th), and Virginia (ranks 21st)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Tennessee is doing worse than comparable states like Kentucky (ranks 4th) and Missouri (ranks 2nd)."

Tennessee's best rankings are in total disbursements per mile (5th) and capital and bridge disbursements per mile (7th).

Tennessee's worst rankings are in urban fatality rate (35th) and overall fatality rate (33rd).

Tennessee's state-controlled highway mileage makes it the 20th 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.

Tennessee's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	7
Overall Rank Based on 2016 Data:	7
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	5
Capital-Bridge Disbursements per Mile	7
Maintenance Disbursements per Mile	18
Administrative Disbursements per Mile	27
Rural Interstate Percent in Poor Condition	12
Urban Interstate Percent in Poor Condition	8
Rural Other Principal Arterial Percent in Poor Condition	9
Urban Other Principal Arterial Percent in Poor Condition	8
Urban Area Congestion*	24
Structurally Deficient Bridges, Percent*	10
Overall Fatality Rate	33
Rural Fatality Rate	18
Urban Fatality Rate	35

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

TEXAS

Texas Ranks 18th in the Nation in Highway Performance and Cost-Effectiveness

Texas' best rankings are in structurally deficient bridges, rural arterial pavement condition, and administrative disbursements per mile.

Texas' highway system ranks 18th 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 Texas ranked 23rd overall.

In safety and performance categories, Texas ranks 34th in overall fatality rate, 1st in structurally deficient bridges, 41st in traffic congestion, 28th in urban Interstate pavement condition, and 15th in rural Interstate pavement condition.

On spending, Texas ranks 28th in total spending per mile and 30th in capital and bridge costs per mile.

"To improve in the rankings, Texas needs to reduce its traffic congestion. Texas ranks in the bottom 10 states for traffic congestion with 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 31st) and Oklahoma (ranks 34th), but worse than New Mexico (ranks 16th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Texas is doing better than some comparable states like California (ranks 43rd), but worse than others like Montana (ranks 10th)."

Texas' best rankings are structurally deficient bridges (1st), rural arterial pavement condition (10th), and administrative disbursements per mile (10th).

Texas' worst rankings are in traffic congestion (41st), urban fatality rate (40th), and urban arterial pavement condition (40th).

Texas' state-controlled highway mileage makes it the 2nd 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.

Texas' Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	18
Overall Rank Based on 2016 Data:	23
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	28
Capital-Bridge Disbursements per Mile	30
Maintenance Disbursements per Mile	23
Administrative Disbursements per Mile	10
Rural Interstate Percent in Poor Condition	15
Urban Interstate Percent in Poor Condition	28
Rural Other Principal Arterial Percent in Poor Condition	11
Urban Other Principal Arterial Percent in Poor Condition	40
Urban Area Congestion*	41
Structurally Deficient Bridges, Percent*	1
Overall Fatality Rate	34
Rural Fatality Rate	33
Urban Fatality Rate	40

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

UTAH

Utah Ranks 17th in the Nation in Highway Performance and Cost-Effectiveness

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

Utah's highway system ranks 17th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is an eight-spot decline from the previous report, where Utah ranked 9th overall.

In safety and performance categories, Utah ranks 6th in overall fatality rate, 4th in structurally deficient bridges, 6th in traffic congestion, 9th in urban Interstate pavement condition, and 7th in rural Interstate pavement condition.

On spending, Utah ranks 36th in total spending per mile and 35th in capital and bridge costs per mile.

"To improve in the rankings, Utah needs to reduce its spending. Utah ranks in the bottom 20 states for both total and capital and bridge disbursements per mile. Compared to neighboring states, the report finds Utah's overall highway performance is better than Arizona (ranks 23rd), but worse than Idaho (ranks 5th) and New Mexico (ranks 16th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Utah is doing better than comparable states like Colorado (ranks 38th) and Nevada (ranks 27th)."

Utah's best rankings are in urban arterial pavement condition (4th) and structurally deficient bridges (4th).

Utah's worst rankings are in total disbursements per mile (36th) and capital and bridge maintenance per mile (35th).

Utah's state-controlled highway mileage makes it the 40th 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.

Utah's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	17
Overall Rank Based on 2016 Data:	9
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	36
Capital-Bridge Disbursements per Mile	35
Maintenance Disbursements per Mile	29
Administrative Disbursements per Mile	24
Rural Interstate Percent in Poor Condition	7
Urban Interstate Percent in Poor Condition	9
Rural Other Principal Arterial Percent in Poor Condition	15
Urban Other Principal Arterial Percent in Poor Condition	4
Urban Area Congestion*	6
Structurally Deficient Bridges, Percent*	4
Overall Fatality Rate	6
Rural Fatality Rate	17
Urban Fatality Rate	28

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

VERMONT

Vermont Ranks 30th in the Nation in Highway Performance and Cost-Effectiveness

Vermont's best rankings are in urban Interstate pavement condition, urban fatality rate, rural Interstate pavement condition, and structurally deficient bridges.

Vermont's highway system ranks 30th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is an 11-spot improvement from the previous report, where Vermont ranked 19th overall, as the state dropped 21 spots in congestion and 7 in total disbursements per mile.

In safety and performance categories, Vermont ranks 10th in overall fatality rate, 5th in structurally deficient bridges, 30th in traffic congestion, 1st in urban Interstate pavement condition, and 5th in rural Interstate pavement condition.

On spending, Vermont ranks 33rd in total spending per mile and 27th in capital and bridge costs per mile.

"To improve in the rankings, Vermont needs to reduce its administrative disbursements and improve its rural arterial pavement condition. Vermont ranks in the bottom 10 states for both categories. Compared to nearby states, the report finds Vermont's overall highway performance is better than Connecticut (ranks 35th), Massachusetts (ranks 47th), and New York (ranks 44th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Vermont is doing worse than comparable states like New Hampshire (ranks 29th) and Maine (ranks 25th)."

Vermont's best rankings are in urban Interstate pavement condition (1st) and urban fatality rate (3rd).

Vermont's worst rankings are in administrative disbursements per mile (45th) and rural arterial pavement condition (44th).

Vermont's state-controlled highway mileage makes it the 48th 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.

Vermont's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	30
Overall Rank Based on 2016 Data:	19
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	33
Capital-Bridge Disbursements per Mile	27
Maintenance Disbursements per Mile	37
Administrative Disbursements per Mile	45
Rural Interstate Percent in Poor Condition	5
Urban Interstate Percent in Poor Condition	1
Rural Other Principal Arterial Percent in Poor Condition	44
Urban Other Principal Arterial Percent in Poor Condition	23
Urban Area Congestion*	30
Structurally Deficient Bridges, Percent*	5
Overall Fatality Rate	10
Rural Fatality Rate	12
Urban Fatality Rate	3

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

VIRGINIA

Virginia Ranks 21st in the Nation in Highway Performance and Cost-Effectiveness

Virginia's best rankings are rural Interstate pavement condition, rural arterial pavement condition, and urban fatality rate.

Virginia's highway system ranks 21st in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 19-spot decline from the previous report, where Virginia ranked 2nd overall, as the state declined in most categories, with a notable 20-spot drop in total disbursements per mile. Virginia's ranking last year may have been an aberration as the state ranked 27th the year prior.

In safety and performance categories, Virginia ranks 17th in overall fatality rate, 13th in structurally deficient bridges, 44th in traffic congestion, 21st in urban Interstate pavement condition, and 4th in rural Interstate pavement condition.

On spending, Virginia ranks 32nd in total spending per mile and 17th in capital and bridge costs per mile.

"To improve in the rankings, Virginia needs to reduce its traffic congestion. Virginia ranks in the bottom 10 states for congestion 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 41st) and West Virginia (ranks 33rd), but worse than Tennessee (7th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Virginia is doing better than some comparable states like Georgia (ranks 26th), but worse than others like North Carolina (ranks 14th)."

Virginia's best rankings are rural Interstate pavement condition (4th) and rural arterial pavement condition (5th).

Virginia's worst rankings are urbanized area congestion (44th) and maintenance disbursements per mile (36th).

Virginia's state-controlled highway mileage makes it the 3rd 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.

Virginia's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	21
Overall Rank Based on 2016 Data:	2
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	32
Capital-Bridge Disbursements per Mile	17
Maintenance Disbursements per Mile	36
Administrative Disbursements per Mile	22
Rural Interstate Percent in Poor Condition	4
Urban Interstate Percent in Poor Condition	21
Rural Other Principal Arterial Percent in Poor Condition	5
Urban Other Principal Arterial Percent in Poor Condition	15
Urban Area Congestion*	44
Structurally Deficient Bridges, Percent*	13
Overall Fatality Rate	17
Rural Fatality Rate	13
Urban Fatality Rate	11

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

WASHINGTON

Washington Ranks 45th in the Nation in Highway Performance and Cost-Effectiveness

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

Washington's highway system ranks 45th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is an eight-spot decline from the previous report, where Washington ranked 37th overall.

In safety and performance categories, Washington ranks 8th in overall fatality rate, 12th in structurally deficient bridges, 39th in traffic congestion, 38th in urban Interstate pavement condition, and 46th in rural Interstate pavement condition.

On spending, Washington ranks 39th in total spending per mile and 38th in capital and bridge costs per mile.

"To improve in the rankings, Washington needs to improve its pavement condition and reduce spending. The state ranks in the bottom 10 for urban arterial pavement condition, rural Interstate pavement condition, maintenance disbursements, and administrative disbursements. Compared to nearby states, the report finds Washington's overall highway performance is worse than California (ranks 43rd), Idaho (ranks 5th), and Montana (ranks 10th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Washington is doing worse than comparable states like Oregon (ranks 28th) and Colorado (ranks 38th)."

Washington's best rankings are in overall fatality rate (8th) and structurally deficient bridges (12th).

Washington's worst rankings are in maintenance disbursements per mile (47th), administrative disbursements per mile (46th), and rural Interstate pavement condition (46th).

Washington's state-controlled highway mileage makes it the 18th 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.

Washington's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	45
Overall Rank Based on 2016 Data:	37
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	39
Capital-Bridge Disbursements per Mile	38
Maintenance Disbursements per Mile	47
Administrative Disbursements per Mile	46
Rural Interstate Percent in Poor Condition	46
Urban Interstate Percent in Poor Condition	38
Rural Other Principal Arterial Percent in Poor Condition	31
Urban Other Principal Arterial Percent in Poor Condition	43
Urban Area Congestion*	39
Structurally Deficient Bridges, Percent*	12
Overall Fatality Rate	8
Rural Fatality Rate	19
Urban Fatality Rate	20

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st 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 33rd in the Nation in Highway Performance and Cost-Effectiveness

West Virginia's best rankings are in urban area congestion, urban arterial pavement condition, and administrative disbursements per mile.

West Virginia's highway system ranks 33rd in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 17-spot decline from the previous report, where West Virginia ranked 16th overall, as the state saw notable drops in total disbursements per mile and capital and bridge disbursements per mile rankings of 43 and 36 spots respectively.

In safety and performance categories, West Virginia ranks 46th in overall fatality rate, 49th in structurally deficient bridges, 10th in traffic congestion, 30th in urban Interstate pavement condition, and 39th in rural Interstate pavement condition.

On spending, West Virginia ranks 38th in total spending per mile and 46th in capital and bridge costs per mile.

"To improve in the rankings, West Virginia needs to reduce its percentage of structurally deficient bridges, its overall fatality rate, and its capital and bridge spending. The state is in the bottom five for structurally deficient bridges, overall fatality rate, and capital and bridge disbursements per mile. Compared to neighboring states, the report finds West Virginia's overall highway performance is better than Maryland (ranks 41st), but worse than Virginia (ranks 21st) and Ohio (ranks 13th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "West Virginia is doing worse than comparable states like Kentucky (ranks 4th) and Indiana (ranks 32nd)."

West Virginia's best rankings are in traffic congestion (10th) and urban arterial pavement condition (12th).

West Virginia's worst rankings are in structurally deficient bridges (49th), overall fatality rate (46th), and capital and bridge disbursements per mile (46th).

West Virginia's state-controlled highway mileage makes it the 6th 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.

West Virginia's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	33
Overall Rank Based on 2016 Data:	16
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	38
Capital-Bridge Disbursements per Mile	46
Maintenance Disbursements per Mile	17
Administrative Disbursements per Mile	13
Rural Interstate Percent in Poor Condition	39
Urban Interstate Percent in Poor Condition	30
Rural Other Principal Arterial Percent in Poor Condition	41
Urban Other Principal Arterial Percent in Poor Condition	12
Urban Area Congestion*	10
Structurally Deficient Bridges, Percent*	49
Overall Fatality Rate	46
Rural Fatality Rate	24
Urban Fatality Rate	41

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

WISCONSIN

Wisconsin Ranks 22nd in the Nation in Highway Performance and Cost-Effectiveness

Wisconsin's best rankings are in overall fatality rate, maintenance disbursements per mile, capital and bridge disbursements per mile, and urban fatality rate.

Wisconsin's highway system ranks 22nd in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 16-spot improvement from the previous report, where Wisconsin ranked 38th overall, as the state moved up 27 positions in the capital and bridge disbursements category.

In safety and performance categories, Wisconsin ranks 9th in overall fatality rate, 27th in structurally deficient bridges, 22nd in traffic congestion, 37th in urban Interstate pavement condition, and 44th in rural Interstate pavement condition.

On spending, Wisconsin ranks 29th in total spending per mile and 13th 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 two of the pavement categories (rural Interstate and urban arterial) and the bottom 15 in the other two (urban Interstate and rural arterial). Compared to neighboring states, the report finds Wisconsin's overall highway performance is better than Illinois (ranks 36th) and Indiana (ranks 32nd), but worse than Iowa (ranks 19th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Wisconsin is doing better than some comparable states like Michigan (ranks 24th), but worse than others like Minnesota (ranks 15th)."

Wisconsin's best rankings are in overall fatality rate (9th) and maintenance disbursements per mile (11th).

Wisconsin's worst rankings are in rural Interstate pavement condition (44th) and urban arterial pavement condition (41st).

Wisconsin's state-controlled highway mileage makes it the 24th 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.

Wisconsin's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	22
Overall Rank Based on 2016 Data:	38
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	29
Capital-Bridge Disbursements per Mile	13
Maintenance Disbursements per Mile	11
Administrative Disbursements per Mile	25
Rural Interstate Percent in Poor Condition	44
Urban Interstate Percent in Poor Condition	37
Rural Other Principal Arterial Percent in Poor Condition	37
Urban Other Principal Arterial Percent in Poor Condition	41
Urban Area Congestion*	22
Structurally Deficient Bridges, Percent*	27
Overall Fatality Rate	9
Rural Fatality Rate	14
Urban Fatality Rate	13

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

WYOMING

Wyoming Ranks 36th in the Nation in Highway Performance and Cost-Effectiveness

Wyoming's best rankings are in urban fatality rate, urban congestion, and total disbursements per mile.

Wyoming's highway system ranks 36th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 25-spot decline from the previous report, where Wyoming ranked 11th overall. Wyoming's urban Interstate and urban arterial pavement condition rankings dropped to 50th this year.

In safety and performance categories, Wyoming ranks 20th in overall fatality rate, 30th in structurally deficient bridges, 8th in traffic congestion, 50th in urban Interstate pavement condition, and 26th in rural Interstate pavement condition.

On spending, Wyoming ranks 12th in total spending per mile and 23rd in capital and bridge costs per mile.

"To improve in the rankings, Wyoming needs to improve its pavement condition. The state ranks last in urban Interstate and urban arterial pavement condition. Compared to neighboring states, the report finds Wyoming's overall highway performance is better than Colorado (ranks 38th), but worse than Nebraska (ranks 12th) and Utah (ranks 17th)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Wyoming is ranked worse than comparable states like Idaho (ranks 5th) and Montana (ranks 10th)."

Wyoming's best rankings are in urban fatality rate (6th) and traffic congestion (8th).

Wyoming's worst rankings are in urban Interstate pavement condition (50th) and urban arterial pavement condition (50th).

Wyoming's state-controlled highway mileage makes it the 39th 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.

Wyoming's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2018 Data:	36
Overall Rank Based on 2016 Data:	11
Performance in Each Category Based on 2018 Data	**Ranking**
Total Disbursements per Mile	12
Capital-Bridge Disbursements per Mile	23
Maintenance Disbursements per Mile	15
Administrative Disbursements per Mile	17
Rural Interstate Percent in Poor Condition	26
Urban Interstate Percent in Poor Condition	50
Rural Other Principal Arterial Percent in Poor Condition	8
Urban Other Principal Arterial Percent in Poor Condition	50
Urban Area Congestion*	8
Structurally Deficient Bridges, Percent*	30
Overall Fatality Rate	20
Rural Fatality Rate	39
Urban Fatality Rate	6

*2019 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2019. 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 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

ABOUT THE AUTHORS

Baruch Feigenbaum is the senior managing director of transportation policy at Reason Foundation, a non-profit think tank advancing free minds and free markets. Feigenbaum has a diverse background researching and implementing surface transportation policy issues including revenue and finance, congestion pricing, managed lanes public-private partnerships, highways operations, transit planning and operations, automated vehicles, intelligent transportation systems, and land use.

Feigenbaum has testified before Congress on funding, financing, and high-speed rail. He has appeared on NBC Nightly News and CNBC. His work has been featured in the *Washington Post* and *The Wall Street Journal*. He is a frequent contributor to the *Atlanta Journal-Constitution*.

Feigenbaum is involved with various transportation organizations. He is a member of the Transportation Research Board Intelligent Transportation Systems Committee, secretary of the Bus Transit Committee, and chairs the Bus Transit Conference Subcommittee. He is president of the Transportation and Research Forum, a reviewer for the *Journal of the American Planning Association* (*JAPA*), and a contributor to *Planetizen*.

Prior to joining Reason, Feigenbaum handled transportation issues on Capitol Hill for Representative Lynn Westmoreland. He earned his master's degree in transportation planning with a focus in engineering from the Georgia Institute of Technology.

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