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26TH ANNUAL HIGHWAY REPORT STATE SUMMARIES

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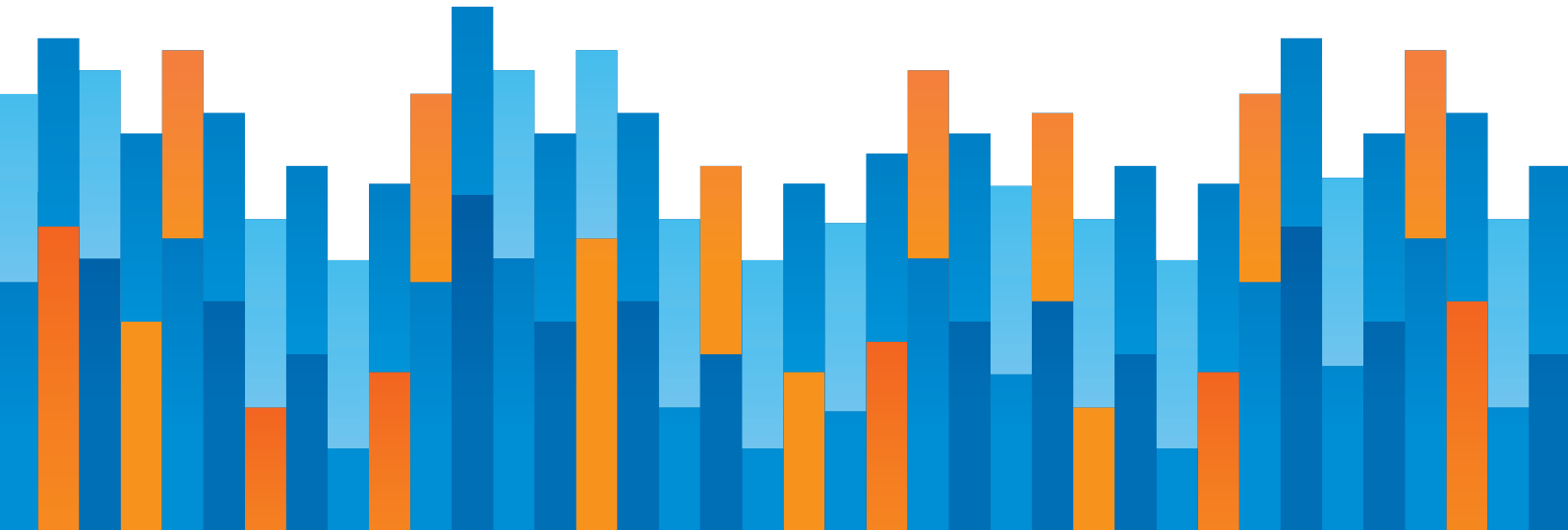

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TABLE OF CONTENTS

ALABAMA

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

Alabama'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 nine-spot decrease from 19th in the previous report.

Alabama ranks in the bottom 15 nationally in five of the report's 13 metrics. Fatality rates are a major problem. The state's urban fatality rate of 1.05 trails peer states Louisiana and South Carolina noticeably. The state's 1.67 rural fatality rate is 1.5 times higher than Louisiana's rate but somewhat better than South Carolina's. Administrative costs are also disproportionately high. Alabama's $11,364 disbursement per lane-mile is eight times higher than South Carolina and Louisiana.

In safety and performance categories, Alabama ranks 36th in overall fatality rate, 9th in structurally deficient bridges, 20th in traffic congestion, 38th in urban Interstate pavement condition, and 24th in rural Interstate pavement condition.

The state spends $74,015 per state-controlled mile of highway. It ranks 23rd in total spending per mile and 29th in capital and bridge costs per mile.

Alabama's best rankings are in urban arterial pavement condition (5th) and structurally deficient bridges (9th).

Alabama's worst rankings are in urban fatality rate (43rd), administrative disbursements per mile (40th), and rural fatality rate (40th).

Alabama's drivers waste 7.19 hours a year in traffic congestion, ranking 20th in the nation.

Alabama's state-controlled highway mileage makes it the 20th largest highway system in the country.

"To improve in the report's overall rankings, Alabama could reduce its urban and rural fatality rate and reduce its administrative costs," said Baruch Feigenbaum, lead author of

the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state held steady or worsened in each of those three categories."

Additional Analysis

Compared to nearby states, Alabama's overall highway performance is worse than Tennessee (ranks 10th), Georgia (ranks 14th), and Mississippi (ranks 15th).

Alabama ranks ahead of some comparable states like Louisiana (ranks 35th) but behind others like South Carolina (ranks 23rd).

Alabama has fallen 18 places over the past two reports from a state ranked in the top 10 to one ranked average. In previous reports Alabama had low spending with good quality pavement. In the *26th Annual Highway Report,* the state has average spending with average pavement. In order to improve its rankings, Alabama needs to improve its efficiency and/or its pavement quality. Alabama's strong rankings in urban arterial pavement condition and deficient bridges are countered by poor rankings in fatality rate and administrative disbursements per mile with most other rankings being about average.

Alabama is one of 11 states that have urban fatality rates of 1.0 or higher per 100 million vehicle-miles. The other 10 states are New Mexico, Arizona, Florida, Alaska, Tennessee, Hawaii, Arkansas, South Carolina, Georgia, and Texas.

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, total) per mile.

Alabama's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	28
Overall Rank Based on 2018 Data:	19
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	23
Capital-Bridge Disbursements per Mile	29
Maintenance Disbursements per Mile	11
Administrative Disbursements per Mile	40
Rural Interstate Percent in Poor Condition	24
Urban Interstate Percent in Poor Condition	38
Rural Other Principal Arterial Percent in Poor Condition	26
Urban Other Principal Arterial Percent in Poor Condition	5
Urban Area Congestion*	20
Structurally Deficient Bridges, Percent*	9
Overall Fatality Rate	36
Rural Fatality Rate	40
Urban Fatality Rate	43

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 48th in the Nation in Highway Performance and Cost-Effectiveness

Alaska'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 one-spot improvement from 49th in the previous report.

Alaska ranks in the bottom 15 in seven categories. The state ranks last in both rural Interstate and rural arterial pavement quality. More than 8% of Alaska's rural Interstate pavement quality is poor, eight times higher than peer state Montana. Almost 16% of Alaska's rural arterial pavement quality is poor, more than double peer state Hawaii, and 11 times higher than Montana. The state ranks in the bottom five in both rural fatality rate and urban fatality rate. Alaska's rural fatality rate of 2.01 is 1.5 times higher than Montana's rate but somewhat lower than Hawaii's rate. Alaska's urban fatality rate of 1.16 is three times higher than Montana's rate and slightly higher than Hawaii's rate.

In safety and performance categories, Alaska ranks 30th in overall fatality rate, 38th in structurally deficient bridges, 7th in traffic congestion, 6th in urban Interstate pavement condition, and 48th in rural Interstate pavement condition.

On spending, Alaska spends $98,683 per state-controlled mile of highway. It ranks 34th in total spending per mile and 38th in capital and bridge costs per mile.

Alaska's best rankings are in urban arterial pavement condition (4th) and urbanized area congestion (7th).

Alaska's worst rankings are in rural arterial pavement condition (50th) and rural Interstate pavement condition (48th).

Alaska's drivers waste 5.38 hours a year in traffic congestion, ranking 7th in the nation.

Alaska's state-controlled highway mileage makes it the 43rd largest highway system in the country.

"To improve in the report's overall rankings, Alaska could improve its rural Interstate pavement condition, rural arterial pavement condition, rural fatality rate, and urban fatality rate," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state made progress improving its efficiency."

Additional Analysis

Compared to nearby states, Alaska's overall highway performance is worse than Idaho (ranks 8th), Oregon (ranks 24th), and Washington (ranks 42nd).

Alaska ranks behind other comparable states, like Montana (ranks 11th) and Hawaii (ranks 47th).

Alaska is a unique state bounded on three sides by water and with a very low population density. However, the state has long had a problem with its rural pavement quality. In addition its roadways have very high rural and urban fatality rates. The fatality rates are partially explained by the long distance to hospitals in many parts of the state, although the state should develop a strategy to reduce both rates. But the pavement quality is another matter. The state has ranked last in both rural Interstate pavement quality and rural arterial pavement quality for many years. To its credit, Alaska took steps to make its highway system more efficient. The state also improved its pavement quality somewhat. But to rise in the rankings it needs a greater focus on eliminating poor rural pavement quality.

Alaska is one of three states with more than 5% of their rural Interstate system pavement in poor condition. Colorado and Washington are the other two states.

Alaska is one of five states with more than 5% of their rural arterial system pavement in poor condition. Rhode Island, Hawaii, New Jersey, and Maine are the other four states. However, Alaska has by far the biggest problem, accounting for 7.4% of all of the poor rural arterial pavement in the country.

Alaska is one of five states that have rural fatality rates of 2.0 or higher per 100 million vehicle-miles. The other four are Hawaii, Nevada, South Carolina, and Arkansas.

Alaska is one of 11 states that have urban fatality rates of 1.0 or higher per 100 million vehicle-miles. The other 10 states are New Mexico, Arizona, Florida, Tennessee, Hawaii, Arkansas, Alabama, South Carolina, Georgia and Texas.

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, total) per mile.

Alaska's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	48
Overall Rank Based on 2018 Data:	49
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	34
Capital-Bridge Disbursements per Mile	38
Maintenance Disbursements per Mile	36
Administrative Disbursements per Mile	20
Rural Interstate Percent in Poor Condition	48
Urban Interstate Percent in Poor Condition	6
Rural Other Principal Arterial Percent in Poor Condition	50
Urban Other Principal Arterial Percent in Poor Condition	4
Urban Area Congestion*	7
Structurally Deficient Bridges, Percent*	38
Overall Fatality Rate	30
Rural Fatality Rate	46
Urban Fatality Rate	47

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 29th in the Nation in Highway Performance and Cost-Effectiveness

Arizona'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 six-spot decrease from 23rd in the previous report.

Arizona ranks in the bottom 10 of all states in overall fatality rate and urban fatality rate. Arizona's 1.40 overall fatality rate is 1.5 times higher than peer states Colorado and Nevada. Arizona's urban fatality rate is two times higher than Nevada and almost twice as high as Colorado.

In safety and performance categories, Arizona ranks 41st in overall fatality rate, 3rd in structurally deficient bridges, 31st in traffic congestion, 13th in urban Interstate pavement condition, and 32nd in rural Interstate pavement condition.

On spending, Arizona spends $108,044 per state-controlled mile of highway. It ranks 37th in total spending per mile and 39th in capital and bridge costs per mile.

Arizona's best rankings are in structurally deficient bridges (3rd) and urban arterial pavement condition (12th).

Arizona's worst rankings are in urban fatality rate (49th) and overall fatality rate (41st).

Arizona's drivers waste 11.21 hours a year in traffic congestion, ranking 31st in the nation.

Arizona's state-controlled highway mileage makes it the 31st largest highway system in the country.

"To improve in the report's overall rankings, Arizona could reduce its overall fatality rate and its urban fatality rate," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state has a low percentage of structurally deficient bridges but three of its four spending categories rank in the bottom 15 of all states."

Additional Analysis

Compared to nearby states, Arizona's overall highway performance is better than California (ranks 45th) but worse than Utah (ranks 6th) and New Mexico (ranks 27th).

Arizona ranks ahead of some comparable states, like Colorado (ranks 37th) and behind others such as Nevada (ranks 20th).

Arizona ranks lower than many of its peer states, because while it shines in some areas it struggles in others. It has a very low percentage of structurally deficient bridges, smooth urban highways, and low maintenance spending. On the other hand, the state ranks in the bottom 10 in overall and rural fatality rates and has a high level of capital disbursements, administrative disbursements, and total disbursements. The state ranks in the middle of most other categories. Arizona would climb in the rankings if it could decrease its fatality rates.

Arizona is one of 11 states that have urban fatality rates of 1.0 or higher per 100 million vehicle-miles. The other 10 are New Mexico, Florida, Alaska, Tennessee, Hawaii, Arkansas, Alabama, South Carolina, Georgia and Texas.

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, total) per mile.

Arizona's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	29
Overall Rank Based on 2018 Data:	23
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	37
Capital-Bridge Disbursements per Mile	39
Maintenance Disbursements per Mile	15
Administrative Disbursements per Mile	39
Rural Interstate Percent in Poor Condition	32
Urban Interstate Percent in Poor Condition	13
Rural Other Principal Arterial Percent in Poor Condition	31
Urban Other Principal Arterial Percent in Poor Condition	12
Urban Area Congestion*	31
Structurally Deficient Bridges, Percent*	3
Overall Fatality Rate	41
Rural Fatality Rate	33
Urban Fatality Rate	49

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 17th in the Nation in Highway Performance and Cost-Effectiveness

Arkansas' 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 decrease from 9th in the previous report.

Arkansas ranks in the bottom 10 in both rural fatality rate and urban fatality rate. Arkansas' 2.06 rural fatality rate is roughly twice as high as peer states Missouri and Louisiana. Arkansas' 1.07 urban fatality rate is significantly higher than both Missouri and Louisiana.

In safety and performance categories, Arkansas ranks 37th in overall fatality rate, 14th in structurally deficient bridges, 5th in traffic congestion, 37th in urban Interstate pavement condition, and 33rd in rural Interstate pavement condition.

On spending, Arkansas spends $35,410 per state-controlled mile of highway. It ranks 9th in total spending per mile and 14th in capital and bridge costs per mile.

Arkansas' best rankings are in administrative disbursements per mile (4th) and traffic congestion (5th).

Arkansas' worst rankings are in rural fatality rate (47th) and urban fatality rate (44th).

Arkansas' drivers waste 5.16 hours a year in traffic congestion, ranking 5th in the nation.

Arkansas' state-controlled highway mileage makes it the 16th largest highway system in the country.

"To improve in the report's overall rankings, Arkansas could reduce its rural fatality rate and urban fatality rate," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Arkansas' low overall spending remains a strength of the system."

Additional Analysis

Compared to nearby states, Arkansas' overall highway performance is better than Oklahoma (ranks 36th) but worse than Tennessee (ranks 10th), and Mississippi (ranks 15th).

Arkansas ranks behind some comparable states, like Missouri (ranks 3rd) but ahead of others such as Louisiana (ranks 35th).

Arkansas is a high-performing state with many strengths. Its system is very efficient, traffic congestion is low, and bridge quality is good. Pavement quality varies with urban arterials ranking highly, urban Interstates ranking lower, and rural highways in between. What is preventing Arkansas from a top-10 ranking? The state's fatality rate is high in all three categories (overall, rural, and urban). If Arkansas is able to reduce its fatality rate, even slightly, it will improve in the rankings.

Arkansas is one of five states that have rural fatality rates of 2.0 or higher per 100 million vehicle-miles. Hawaii, Nevada, South Carolina, and Alaska are the others.

Arkansas is one of 11 states that have urban fatality rates of 1.0 or higher per 100 million vehicle-miles. New Mexico, Arizona, Florida, Alaska, Tennessee, Hawaii, Alabama, South Carolina, Georgia, and Texas are the others.

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, total) per mile.

Arkansas' Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	17
Overall Rank Based on 2018 Data:	9
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	9
Capital-Bridge Disbursements per Mile	14
Maintenance Disbursements per Mile	7
Administrative Disbursements per Mile	4
Rural Interstate Percent in Poor Condition	33
Urban Interstate Percent in Poor Condition	37
Rural Other Principal Arterial Percent in Poor Condition	28
Urban Other Principal Arterial Percent in Poor Condition	18
Urban Area Congestion*	5
Structurally Deficient Bridges, Percent*	14
Overall Fatality Rate	37
Rural Fatality Rate	47
Urban Fatality Rate	44

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 45th in the Nation in Highway Performance and Cost-Effectiveness

California'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 a two-spot decrease from 43rd in the previous report.

California ranks in the bottom 10 nationally in six categories. The state does not rank higher than average (25th) in any category. Put simply, the state does many things poorly and nothing well. California's per mile spending ($206,924) is three times that of Texas ($75,153). And what is California receiving for that high spending? It's not smooth roads. On rural Interstates, 3.05% of pavement is in poor condition while in Texas the percentage is 0.75. On urban Interstates 8.08% of pavement is in poor condition while in Texas the percentage is 3.43.

In safety and performance categories, California ranks 25th in overall fatality rate, 25th in structurally deficient bridges, 43rd in traffic congestion, 44th in urban Interstate pavement condition, and 40th in rural Interstate pavement condition.

On spending, California spends $206,924 per state-controlled mile of highway. It ranks 44th in total spending per mile and 41st in capital and bridge costs per mile.

California's best rankings are in structurally deficient bridges (25th) and overall fatality rate (25th).

California's worst rankings are in urban arterial pavement condition (49th) and maintenance disbursements per mile (47th).

California's drivers waste 14.75 hours a year in traffic congestion, ranking 43rd in the nation.

California's state-controlled highway mileage makes it the 9th largest highway system in the country.

"To improve in the report's overall rankings, California needs its high spending to translate into better system quality. For example, the state is in the bottom 10 in three of the spending categories yet also in the bottom 10 in three of the pavement categories. The state also needs to find a way to decrease its traffic congestion somewhat," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While it may be challenging for California to reduce its spending, if the state could improve its pavement quality to the national average it would move the up in the overall rankings substantially. As it is, the state has the worst of both worlds: high spending and poor roadways."

Additional Analysis

Compared to nearby states, California's overall highway performance is worse than Nevada (ranks 20th), Oregon (ranks 25th), and Arizona (ranks 29th).

California ranks behind some comparable states, like Texas (ranks 16th) and ahead of others such as New York (ranks 46th).

While costs in California may be higher than they are in Texas, there is still no reason why the state should spend three times as much per mile. Both states have large geographic areas with urban and rural parts. California may have the larger metro areas, but Texas is growing more rapidly and has a need for additional highways. California is also unique in that it does not rank higher than 25 in any category. Only one other state, Oklahoma, does so poorly in all 13 categories. Even last place New Jersey has high rankings in some of the fatality and pavement quality categories.

California is one of five states to spend more than $40,000 per mile on maintenance costs. New Jersey, Washington, New York, and Rhode Island are the others.

California is one of nine states to spend more than $200,000 per mile on total costs. New Jersey, New York, Massachusetts, Florida, Rhode Island, Maryland, Connecticut, and Washington are the others.

California is one of six states to have more than 20% of their urban arterial pavement condition in poor condition. The others are Rhode Island, Nebraska, Massachusetts, New York, and New Jersey.

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, total) per mile.

California's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	45
Overall Rank Based on 2018 Data:	43
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	44
Capital-Bridge Disbursements per Mile	41
Maintenance Disbursements per Mile	47
Administrative Disbursements per Mile	38
Rural Interstate Percent in Poor Condition	40
Urban Interstate Percent in Poor Condition	44
Rural Other Principal Arterial Percent in Poor Condition	32
Urban Other Principal Arterial Percent in Poor Condition	49
Urban Area Congestion*	43
Structurally Deficient Bridges, Percent*	25
Overall Fatality Rate	25
Rural Fatality Rate	32
Urban Fatality Rate	32

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 37th in the Nation in Highway Performance and Cost-Effectiveness

Colorado's 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 one-spot improvement from 38th in the previous report.

Colorado's Interstate pavement quality ranks in the bottom 15 of all states. More than 6% of Colorado's rural Interstate pavement quality is poor. This percent is three times more than peer state Arizona and significantly higher than peer state Washington. Almost 6% of Colorado's urban Interstate pavement is in poor condition. This is twice the percentage of Washington and three times the percentage of Arizona.

In safety and performance categories, Colorado ranks 26th in overall fatality rate, 18th in structurally deficient bridges, 35th in traffic congestion, 36th in urban Interstate pavement condition, and 47th in rural Interstate pavement condition.

On spending, Colorado spends $84,554 per state-controlled mile of highway. It ranks 28th in total spending per mile and 27th in capital and bridge costs per mile.

Colorado's best rankings are in structurally deficient bridges (18th) and rural arterial pavement condition (23rd).

Colorado's worst rankings are in rural Interstate pavement condition (47th) and maintenance disbursements (38th).

Colorado's drivers waste 16.52 hours a year in traffic congestion, ranking 35th in the nation.

Colorado's state-controlled highway mileage makes it the 28th largest highway system in the country.

"To improve in the report's overall rankings, Colorado could improve its rural Interstate pavement condition and increase its efficiency," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason

Foundation. "Colorado has the fourth highest percentage of rural Interstate pavement. In addition, Colorado's spending numbers are average-high and its overall pavement quality is average-poor. For the amount the state spends, the pavement quality should be better."

Additional Analysis

Compared to nearby states, Colorado's overall highway performance is worse than Utah (ranks 6th), Wyoming (ranks 12th), and New Mexico (ranks 27th).

Colorado is better than some comparable states, like Washington (ranks 42nd) and worse than others such as Arizona (ranks 29th).

Colorado ranks poorly, not because it is worst in any one category. Rather the state ranks middle to poor in most every category, with the lowest ranking of 47th and highest of 18th. Disbursements are average to high with pavement quality average to poor. Traffic congestion is poor while bridge quality and fatality rates are average. Simply put, Colorado needs to get more bang for the buck for its system.

Colorado is one of three states to have more than 5% of its rural Interstate mileage in poor condition. Alaska and Washington are the other two states.

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, total) per mile.

Colorado's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	37
Overall Rank Based on 2018 Data:	38
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	28
Capital-Bridge Disbursements per Mile	27
Maintenance Disbursements per Mile	38
Administrative Disbursements per Mile	33
Rural Interstate Percent in Poor Condition	47
Urban Interstate Percent in Poor Condition	36
Rural Other Principal Arterial Percent in Poor Condition	23
Urban Other Principal Arterial Percent in Poor Condition	33
Urban Area Congestion*	35
Structurally Deficient Bridges, Percent*	18
Overall Fatality Rate	26
Rural Fatality Rate	26
Urban Fatality Rate	33

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 31st in the Nation in Highway Performance and Cost-Effectiveness

Connecticut's highway system ranks 31th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a four-spot improvement from 35th in the previous report.

Connecticut ranks in the bottom 15 in overall disbursements, capital and bridge disbursements, maintenance disbursements, and rural arterial pavement quality. But Connecticut ranks ahead of peer states New Jersey and Rhode Island in all four of these categories.

In safety and performance categories, Connecticut ranks 9th in overall fatality rate, 22nd in structurally deficient bridges, 33rd in traffic congestion, 5th in urban Interstate pavement condition, and 1st in rural Interstate pavement condition.

On spending, Connecticut spends $205,802 per state-controlled mile of highway. It ranks 43rd in total spending per mile and 43rd in capital and bridge costs per mile.

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

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

Connecticut's drivers waste 14.75 hours a year in traffic congestion, ranking 33rdin the nation.

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

"To continue to improve in the report's overall rankings, Connecticut needs to have its high spending translate into better overall condition of its arterial system. The state ranks in the bottom 20 in both rural arterial pavement quality and urban arterial pavement quality," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing

director of transportation policy at Reason Foundation. “Connecticut’s costs while high are lower than its peer states.”

Additional Analysis

Compared to nearby states, Connecticut’s overall highway performance is better than New York (ranks 46th) and Massachusetts (ranks 43rd) but worse than New Hampshire (ranks 19th).

Connecticut is doing better than other comparable states, like New Jersey (ranks 50th) and Rhode Island (ranks 49th).

While Connecticut only ranks 31st, that ranking is relatively high for a small-in-geographic-size northeastern state. What is Connecticut doing right? Connecticut’s Interstates have fantastic pavement condition and all three of the state’s fatality ratings are low. The state still has room for improvement; the arterial pavement is in generally poor condition and the percentage of structurally deficient bridges could be lowered. Connecticut does spend a lot for its roadway system. But it has a generally high-quality system.

Connecticut is one of nine states that spend $200,000 per lane-mile or more on total expenditures. The others are New Jersey, New York, Massachusetts, Florida, Rhode Island, Maryland, California, and Washington.

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, total) per mile.

Connecticut's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	31
Overall Rank Based on 2018 Data:	35
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	43
Capital-Bridge Disbursements per Mile	43
Maintenance Disbursements per Mile	40
Administrative Disbursements per Mile	30
Rural Interstate Percent in Poor Condition	1
Urban Interstate Percent in Poor Condition	5
Rural Other Principal Arterial Percent in Poor Condition	40
Urban Other Principal Arterial Percent in Poor Condition	31
Urban Area Congestion*	33
Structurally Deficient Bridges, Percent*	22
Overall Fatality Rate	9
Rural Fatality Rate	3
Urban Fatality Rate	14

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 44th in the Nation in Highway Performance and Cost-Effectiveness

Delaware'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 four-spot improvement from 48th in the previous report.

Delaware ranks in the bottom 10 of all states in five of the report's 12 metrics. (Delaware has no rural Interstate mileage). The state manages to have high overall costs, poor Interstate pavement conditions, and poor traffic congestion. Delaware's administrative spending is the biggest problem. Delaware spends 1.5 times as much per lane-mile as the next worst state, New Jersey, and 3.5 times per lane-mile what peer state Connecticut spends, and 2.5 times per lane-mile what peer state New Hampshire spends. Urbanized area congestion is also a significant problem. Delaware commuters spend 75.29 hours stuck in congestion, five times the amount spent by Connecticut commuters, and nine times the amount spent by New Hampshire commuters.

In safety and performance categories, Delaware ranks 34th in overall fatality rate, 8th in structurally deficient bridges, 49th in traffic congestion, and 48th in urban Interstate pavement condition.

On spending, Delaware spends $148,736 per state-controlled mile of highway. It ranks 40th in total spending per mile and 32nd in capital and bridge costs per mile.

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 (49th).

Delaware's drivers waste 75.29 hours a year in traffic congestion, ranking 49th in the nation.

Delaware's state-controlled highway mileage makes it the 42nd largest highway system in the country.

"To improve in the report's overall rankings, Delaware needs to become more efficient, reduce its traffic congestion, and improve its urban Interstate pavement condition," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state is not getting much bang for the buck as it ranks in the bottom three in urban Interstate condition and traffic congestion."

Additional Analysis

Compared to nearby states, Delaware's overall highway performance is better than New Jersey (ranks 50th) but worse than Maryland (ranks 38th), and Pennsylvania (ranks 39th).

Delaware ranks behind other comparable states, like New Hampshire (ranks 19th) and Connecticut (ranks 31st).

Delaware is a state that either ranks well or poorly in each category. The state has no rankings in the 20s. Rural arterial pavement, structurally deficient bridges, and urban arterial pavement are ranked highly. Unfortunately, administrative disbursements, traffic congestion, maintenance disbursements, and rural fatality rate are all ranked in the bottom 10. The number of poor rankings is higher than the number of good rankings leading to the state's low overall ranking.

Delaware is one of four states that spend more than $15,000 per mile on administrative costs. The others are New Jersey, Massachusetts, and Washington.

Delaware is one of four states that have more than 10% of their urban Interstates in poor condition. The other three are Hawaii, Louisiana, and New Jersey.

Delaware is one of five states in which drivers spend more than 40 hours per year in traffic congestion. New Jersey, Illinois, New York, and Michigan are the others.

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, total) per mile.

Delaware's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	44
Overall Rank Based on 2018 Data:	48
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	40
Capital-Bridge Disbursements per Mile	32
Maintenance Disbursements per Mile	45
Administrative Disbursements per Mile	50
Rural Interstate Percent in Poor Condition	N/A
Urban Interstate Percent in Poor Condition	48
Rural Other Principal Arterial Percent in Poor Condition	1
Urban Other Principal Arterial Percent in Poor Condition	13
Urban Area Congestion*	49
Structurally Deficient Bridges, Percent*	8
Overall Fatality Rate	34
Rural Fatality Rate	42
Urban Fatality Rate	19

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 41st in the Nation in Highway Performance and Cost-Effectiveness

Florida'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 one-spot decrease from 40th in the previous report.

Florida ranks in the bottom 10 of all states in six of the 13 categories. Florida's low ranking results from very high per-mile spending and a high fatality rate. The state's costs are disproportionately high and the biggest driver of its poor overall rankings. While some higher costs are understandable, Florida spends $140,268 more per mile than peer state Pennsylvania, $167,444 more per mile than peer state Texas, and $175,603 more per mile than neighboring state Georgia.

In safety and performance categories, Florida ranks 42nd in overall fatality rate, 6th in structurally deficient bridges, 37th in traffic congestion, 20th in urban Interstate pavement condition, and 9th in rural Interstate pavement condition.

On spending, Florida spends $242,597 per state-controlled mile of highway. It ranks 47th in total spending per mile and 49th in capital and bridge costs per mile.

Florida's best rankings are in urban arterial pavement condition (2nd), rural arterial pavement condition (6th), and structurally deficient bridges (6th).

Florida's worst rankings are in capital and bridge disbursements (49th) and urban fatality rate (48th).

Florida's drivers waste 17.58 hours a year in traffic congestion, ranking 37th in the nation.

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

"To improve in the report's overall rankings, Florida needs to reduce its costs and lower its fatality rate," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state's roadways have generally smooth pavement, although urban Interstate pavement quality is only average. But the very high costs are a problem. Additionally, while the state has taken steps to reduce the fatality rate, it remains very high, particularly for a heavily urbanized state."

Additional Analysis

Compared to nearby states, Florida's overall highway performance is worse than Georgia (ranks 14th), South Carolina (ranks 23rd), and Alabama (ranks 28th).

Florida ranks behind other comparable states, like Texas (ranks 16th) and Pennsylvania (ranks 39th).

Florida either excels in a category or struggles with it. The state is in the top 10 for three of the four pavement categories and in structurally deficient bridges. But it is in the bottom 10 in three of the four disbursement categories and all three of the fatality rate categories. The state spends more than three times as much on a mile of roadway as Georgia and Texas. Clearly the state values high-quality pavement. But in order to lower the costs it might be better to extend the time frame between repavings. And while the state cannot easily improve the quality of driving, it could improve enforcement and ensure its roads are designed to minimize fatalities by decreasing the difference between the roadway speed limit and roadway design speed.

Florida is one of five states that spend more than $100,000 per mile on capital and bridge disbursements. The other four are New Jersey, Rhode Island, New York, and Maryland.

Florida is one of nine states that spend more than $200,000 per mile on total disbursements. The others are New Jersey, New York, Massachusetts, Rhode Island, Maryland, California, Connecticut, and Washington.

Florida is one of 11 states that have urban fatality rates of 1.0 or higher per 100 million vehicle-miles. New Mexico, Arizona, Alaska, Tennessee, Hawaii, Arkansas, Alabama, South Carolina, Georgia, and Texas are the others.

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, total) per mile.

Florida's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	41
Overall Rank Based on 2018 Data:	40
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	47
Capital-Bridge Disbursements per Mile	49
Maintenance Disbursements per Mile	44
Administrative Disbursements per Mile	35
Rural Interstate Percent in Poor Condition	9
Urban Interstate Percent in Poor Condition	20
Rural Other Principal Arterial Percent in Poor Condition	6
Urban Other Principal Arterial Percent in Poor Condition	2
Urban Area Congestion*	37
Structurally Deficient Bridges, Percent*	6
Overall Fatality Rate	42
Rural Fatality Rate	43
Urban Fatality Rate	48

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 Ranks 14th in the Nation in Highway Performance and Cost-Effectiveness

Georgia'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 12-spot improvement from 26th in the previous report.

Georgia ranks in the bottom 10 states in urban fatality rate. Georgia's 1.03 urban fatality rate is about 1.5 times higher than peer state North Carolina but is similar to peer state Tennessee.

In safety and performance categories, Georgia ranks 28th in overall fatality rate, 7th in structurally deficient bridges, 34th in traffic congestion, 16th in urban Interstate pavement condition, and 23rd in rural Interstate pavement condition.

On spending, Georgia spends $66,994 per state-controlled mile of highway. It ranks 20th in total spending per mile and 19th in capital and bridge costs per mile.

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

Georgia's worst rankings are in urban fatality rate (41st), urbanized area congestion (34th), and administrative disbursements per mile (34th).

Georgia's drivers waste 14.75 hours a year in traffic congestion, ranking 34th in the nation.

Georgia's state-controlled highway mileage makes it the 11th largest highway system in the country.

"To improve in the report's overall rankings, Georgia could reduce its urban fatality rate and urban traffic congestion," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state made progress reducing its administrative costs and improving rural arterial pavement quality leading to a 12-spot improvement in the rankings."

Additional Analysis

Compared to nearby states, Georgia's overall highway performance is better than Florida (ranks 41st), Alabama (ranks 28th), and South Carolina (ranks 23rd).

Georgia ranks behind other comparable states, like North Carolina (ranks 5th) and Tennessee (ranks 10th).

Georgia is a top-10 population state with a major metro area (Atlanta) and ranks better overall than many other high-population states, such as Florida. What is Georgia doing right? Georgia spends around the national average on its highway system but this spending is being effectively used to produce high-quality pavement conditions and well-maintained bridges. One of the state's biggest weaknesses—urban traffic congestion—is being addressed by building a network of variably-priced managed lanes in metro Atlanta that could improve the state's traffic congestion in future reports.

Georgia is one of six states that improved in the overall rankings by at least 10 spots from the previous report. Wyoming, Virginia, Vermont, Utah, and New Hampshire are the others.

Georgia is one of 11 states that have urban fatality rates of 1.0 or higher per 100 million vehicle-miles. New Mexico, Arizona, Florida, Alaska, Tennessee, Hawaii, Arkansas, Alabama, South Carolina, and Texas are the others.

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, total) per mile.

Georgia's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	14
Overall Rank Based on 2018 Data:	26
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	20
Capital-Bridge Disbursements per Mile	19
Maintenance Disbursements per Mile	25
Administrative Disbursements per Mile	34
Rural Interstate Percent in Poor Condition	23
Urban Interstate Percent in Poor Condition	16
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*	7
Overall Fatality Rate	28
Rural Fatality Rate	22
Urban Fatality Rate	41

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 47th in the Nation in Highway Performance and Cost-Effectiveness

Hawaii's 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 five-spot decrease from 42nd in the previous report.

Hawaii ranks in the bottom 10 of all states in seven of 12 categories (Hawaii has no rural Interstate mileage). The state's pavement quality is very poor, among the worst in the country and the primary driver for the state's low ranking. The state ranks last in urban Interstate pavement condition. Almost a quarter of the state's urban Interstate pavement condition is in poor condition, 19 times the percentage of peer state Alaska.

In safety and performance categories, Hawaii ranks 17th in overall fatality rate, 26th in structurally deficient bridges, 18th in traffic congestion, and 50th in urban Interstate pavement condition.

On spending, Hawaii spends $66,994 per state-controlled mile of highway. It ranks 41st in total spending per mile and 45th in capital and bridge costs per mile.

Hawaii's best rankings are in overall fatality rate (17th) and traffic congestion (18th).

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

Hawaii's drivers waste 6.69 hours a year in traffic congestion, ranking 18th in the nation.

Hawaii's state-controlled highway mileage makes it the 50th largest highway system in the country.

"To improve in the report's overall rankings, Hawaii needs to have its high spending translate into better pavement quality as well as a lower rural fatality rate and urban fatality rate. For example, while the state ranks in the bottom 15 for three of the four disbursement rankings, it also ranks in the bottom 10 for all three pavement quality rankings (Hawaii has no rural Interstates) and for rural and urban fatality rates," said Baruch

Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state needs to find a way to make its system somewhat more efficient."

Additional Analysis

Compared to nearby states, Hawaii's overall highway performance is worse than Oregon (ranks 25th) and Arizona (ranks 29th) but better than California (ranks 45th).

Hawaii ranks behind other comparable states, like New Hampshire (ranks 19th) but ahead of others such as Alaska (ranks 48th).

As a series of islands in the middle of the Pacific Ocean, Hawaii's travel patterns are different from the 48 mainland states. The state's high costs could be forgiven if they resulted in good pavement quality and a safe system. The state spends more than two times what New Hampshire spends and 1.5 times what Alaska spends. But the results are not great. While New Hampshire has no poor pavement, 23.64% of Hawaii's pavement is poor, which is also 19 times more than Alaska. Further, the state's rural fatality rate is more than double the next worst state, Nevada, 2.5 times the rate of Alaska and 3.5 times the rate of New Hampshire.

Hawaii is one of four states that reported more than 10% of their urban Interstate pavement in poor condition. Louisiana, Delaware, and New Jersey are the others.

Hawaii is one of five states that reported more than 5% of their rural other principal arterial mileage in poor condition. Alaska, Rhode Island, New Jersey, and Maine are the others.

Hawaii is one of five states that have rural fatality rates of 2.0 or higher per 100 million vehicle-miles. Nevada, South Carolina, Arkansas, and Alaska are the others.

Hawaii is one of 11 states that have urban fatality rates of 1.0 or higher per 100 million vehicle-miles. New Mexico, Arizona, Florida, Alaska, Tennessee, Arkansas, Alabama, South Carolina, Georgia, and Texas are the others.

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, total) per mile.

Hawaii's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	47
Overall Rank Based on 2018 Data:	42
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	41
Capital-Bridge Disbursements per Mile	45
Maintenance Disbursements per Mile	39
Administrative Disbursements per Mile	28
Rural Interstate Percent in Poor Condition	N/A
Urban Interstate Percent in Poor Condition	50
Rural Other Principal Arterial Percent in Poor Condition	48
Urban Other Principal Arterial Percent in Poor Condition	44
Urban Area Congestion*	18
Structurally Deficient Bridges, Percent*	26
Overall Fatality Rate	17
Rural Fatality Rate	50
Urban Fatality Rate	45

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 8th in the Nation in Highway Performance and Cost-Effectiveness

Idaho'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 three-spot decline from 5th in the previous report.

Idaho ranks in the bottom 20 of all states in overall fatality rate and rural fatality rate. However, Idaho's overall fatality rates and rural fatality rates of 1.24 and 1.53 are either equivalent to or better than peer state Montana's rates (1.43, 1.54) and peer state Wyoming's rates (1.44, 1.92).

In safety and performance categories, Idaho ranks 32nd in overall fatality rate, 23rd in structurally deficient bridges, 16th in traffic congestion, 3rd in urban Interstate pavement condition, and 1st in rural Interstate pavement condition.

On spending, Idaho spends $68,482 per state-controlled mile of highway. It ranks 21th in total spending per mile and 25th in capital and bridge costs per mile.

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

Idaho's worst rankings are in rural fatality rate (36th) and overall fatality rate (32nd).

Idaho's drivers waste 6.43 hours a year in traffic congestion, ranking 16th in the nation.

Idaho's state-controlled highway mileage makes it the 41st largest highway system in the country.

"To improve in the report's overall rankings, Idaho could reduce its overall fatality rate, rural fatality rate, and urban fatality rate," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state is doing well in all of the other categories."

Additional Analysis

Compared to nearby states, Idaho's overall highway performance is better than Oregon (ranks 25th) and Washington (ranks 42nd) but worse than Utah (ranks 6th).

Idaho ranks ahead of other comparable states, like Montana (ranks 11th) and Wyoming (ranks 12th).

For many years Idaho has ranked in the top 10 of the *Annual Highway Report*. What is the state's secret? The state does not have any rankings in the bottom 10 overall, one of just six states with that distinction. But what might be more impressive is that 10 of the state's 13 rankings are in the top 25, with one of the other three in the 20s. Idaho is one of only three states with that distinction. The states that tend to do best in the report are not necessarily those states that rank first in any one category, but rather the states with no poor rankings.

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, total) per mile.

Idaho's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	8
Overall Rank Based on 2018 Data:	5
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	21
Capital-Bridge Disbursements per Mile	25
Maintenance Disbursements per Mile	16
Administrative Disbursements per Mile	14
Rural Interstate Percent in Poor Condition	1
Urban Interstate Percent in Poor Condition	3
Rural Other Principal Arterial Percent in Poor Condition	7
Urban Other Principal Arterial Percent in Poor Condition	17
Urban Area Congestion*	16
Structurally Deficient Bridges, Percent*	23
Overall Fatality Rate	32
Rural Fatality Rate	36
Urban Fatality Rate	29

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 40th in the Nation in Highway Performance and Cost-Effectiveness

Illinois' highway system ranks 40th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a three-spot decline from 37th in the previous report.

The state ranks in the bottom half of all states in nine of the 13 rankings. Illinois' 64.01 hours of traffic congestion is 1.5 times more than peer state Michigan and 11 times more than peer state Ohio. The state's 2.25% of rural arterial pavement in poor condition is three times more than Michigan and 3.5 times more than Ohio. Illinois' 6.39% of urban Interstate pavement in poor condition is 1.5 times more than Ohio and comparable with Michigan.

In safety and performance categories, Illinois ranks 13th in overall fatality rate, 37th in structurally deficient bridges, 48th in traffic congestion, 41st in urban Interstate pavement condition, and 27th in rural Interstate pavement condition.

On spending, Illinois spends $123,522 per state-controlled mile of highway. It ranks 39th in total spending per mile and 40th in capital and bridge costs per mile.

Illinois' best rankings are in overall fatality rate (13th) and rural fatality rate (15th).

Illinois' worst rankings are in urbanized area congestion (48th) and rural arterial pavement condition (42nd).

Illinois' drivers waste 64.01 hours a year in traffic congestion, ranking 48th in the nation.

Illinois' state-controlled highway mileage makes it the 13th largest highway system in the country.

"To improve in the report's overall rankings, Illinois needs to have its above average spending translate into better system quality. Currently the state is in the bottom 15 in three of the four pavement categories as well as structurally deficient bridges, and in the bottom 10 in two of the pavement categories as well as urban traffic congestion," said

Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state's lone bright spot is its low fatality rates."

Additional Analysis

Compared to nearby states, Illinois' overall highway performance is worse than Missouri (ranks 3rd), Wisconsin (ranks 26th), and Indiana (ranks 32nd).

Illinois ranks behind other comparable states, like Ohio (ranks 24th) and Michigan (ranks 34th).

Illinois' spending more than its peer states of Ohio and Michigan on its system would not be a problem if it led to a smoother pavement, less traffic congestion, and a lower percentage of structurally deficient bridges. But that is not the case. While the state's pavement condition is comparable to peer states, Illinois' traffic congestion is worse (64.01 hours of delay compared to 42.07 for Michigan and 5.68 for Ohio) and it has a higher percentage of structurally deficient bridges (8.97% compared to 5.36% for Ohio).

Illinois is one of five states where automobile commuters spend more than 40 hours annually stuck in peak-hour traffic congestion. New Jersey, Delaware, New York, and Michigan are the other four.

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, total) per mile.

Illinois' Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	40
Overall Rank Based on 2018 Data:	37
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	39
Capital-Bridge Disbursements per Mile	40
Maintenance Disbursements per Mile	35
Administrative Disbursements per Mile	22
Rural Interstate Percent in Poor Condition	27
Urban Interstate Percent in Poor Condition	41
Rural Other Principal Arterial Percent in Poor Condition	42
Urban Other Principal Arterial Percent in Poor Condition	30
Urban Area Congestion*	48
Structurally Deficient Bridges, Percent*	37
Overall Fatality Rate	13
Rural Fatality Rate	15
Urban Fatality Rate	25

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 highway system ranks 32nd in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is identical to the previous report, where Indiana also ranked 32nd.

Indiana's Interstate pavement quality is in very poor shape. Indiana's percentage of rural and urban Interstate pavement ranks in the bottom 11 of all states. For rural pavement quality, 4.08% of Indiana's system is in poor condition compared to 2.38% of Minnesota's system and 1.87% of Ohio's system. For urban pavement quality, the numbers are 6.31%, 5.85%, and 4.40% respectively.

In safety and performance categories, Indiana ranks 16th in overall fatality rate, 21st in structurally deficient bridges, 38th in traffic congestion, 40th in urban Interstate pavement condition, and 44th in rural Interstate pavement condition.

Indiana spends $94,623 per mile of state-controlled road. Indiana is 33rd in total spending per mile and 36th in capital and bridge costs per mile.

Indiana's best rankings are in rural arterial pavement condition (15th) and overall fatality rate (16th).

Indiana's worst rankings are rural Interstate pavement condition (44th) and maintenance disbursements (42nd).

Indiana drivers waste 17.96 hours per year in traffic congestion, ranking 38th in the nation.

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

"To improve in the rankings, Indiana needs to have its medium-high spending translate into smoother Interstate pavement and less traffic congestion," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy

at Reason Foundation. "While it's challenging for a state to have strong rankings across the board, Indiana does not have a single category rank in the top 10 while the state ranks in the bottom 15 of all states in four categories."

Additional Analysis

Compared to nearby states, Indiana's overall highway performance is worse than Kentucky (ranks 4th) but better than Illinois (ranks 40th) and Michigan (ranks 34th).

Indiana ranks behind other comparable states, like Minnesota (ranks 18th) and Ohio (ranks 24th).

Indiana is not awful in any one category, but the state does not excel at anything either. Indiana spends about $14,000 more per lane-mile than Minnesota and Ohio, yet it has more poor Interstate pavement miles than Minnesota and about twice as many as Ohio. Maintenance disbursements are a particularly weak area with the state spending twice what Minnesota spends per mile and four times what Ohio spends per mile. With this level of spending, the state needs to work on improving pavement quality and reducing traffic congestion.

Indiana is one of five states with more than 4% of their rural Interstate pavement condition in poor condition. Alaska, Colorado, Washington, and South Carolina are the others.

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, total) per mile.

Indiana's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	32
Overall Rank Based on 2018 Data:	32
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	33
Capital-Bridge Disbursements per Mile	36
Maintenance Disbursements per Mile	42
Administrative Disbursements per Mile	19
Rural Interstate Percent in Poor Condition	44
Urban Interstate Percent in Poor Condition	40
Rural Other Principal Arterial Percent in Poor Condition	15
Urban Other Principal Arterial Percent in Poor Condition	21
Urban Area Congestion*	38
Structurally Deficient Bridges, Percent*	21
Overall Fatality Rate	16
Rural Fatality Rate	27
Urban Fatality Rate	17

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 22nd in the Nation in Highway Performance and Cost-Effectiveness

Iowa'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 two-spot improvement from the previous report, where Iowa ranked 20th.

Iowa ranks 48th in structurally deficient bridges. Almost 20% of Iowa's bridges are structurally deficient. This percentage is more than double the 8.84% of structurally deficient bridges in peer state Nebraska and almost triple the 7.20% of structurally deficient bridges in peer state Wisconsin. Structurally deficient bridges can be safety hazards and need to be a priority for remediation.

In safety and performance categories, Iowa ranks 18th in overall fatality rate, 48th in structurally deficient bridges, 22nd in traffic congestion, 30th in urban Interstate pavement condition, and 18th in rural Interstate pavement condition.

Iowa spends $63,471 per mile of state-controlled road. Iowa is 19th in total spending per mile and 34th in capital and bridge costs per mile.

Iowa's best rankings are in rural fatality rate (13th) and in urban fatality rate (13th).

Iowa's worst rankings are structurally deficient bridges (48th), capital disbursements per mile (34th), and rural arterial pavement condition (34th).

Iowa drivers waste 7.69 hours per year in traffic congestion, ranking 22nd in the nation.

Iowa's state-controlled highway mileage makes it the 29th largest highway system in the country.

"To improve in the rankings, Iowa needs to reduce its percentage of structurally deficient bridges and improve its pavement quality. The state ranks in the bottom three states for structurally deficient bridges and bottom half of all states in three of the four pavement quality rankings," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and

senior managing director of transportation policy at Reason Foundation. "While the state has held costs down effectively, it may be coming at the expense of system quality, which lags Iowa's peer states."

Additional Analysis

Compared to nearby states, Iowa's overall highway performance is better than Illinois (ranks 40th) but worse than Missouri (ranks 2nd) and Minnesota (ranks 18th).

Iowa ranks ahead of some comparable states, like Wisconsin (ranks 26th) but ahead of others such as Nebraska (ranks 21st).

Iowa doesn't shine in any one area. The state has no rankings in the top 10. However, the state has a satisfactory highway system at a relatively low price. The state's big weakness is the percentage of structurally deficient bridges. The only states with a higher percentage of bridges in poor shape are coastal Rhode Island, and West Virginia, a state with generally older infrastructure. Neither is similar to Iowa. Iowa does not compare favorably to its peer states, having more than double the structurally deficient bridges of Nebraska and almost triple those of Wisconsin. Iowa needs to prioritize improving its bridges.

Iowa is one of five states in which 15% or more of bridges are structurally deficient. The others are Rhode Island, West Virginia, South Dakota, and Pennsylvania.

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, total) per mile.

Iowa's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	22
Overall Rank Based on 2018 Data:	20
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	19
Capital-Bridge Disbursements per Mile	34
Maintenance Disbursements per Mile	18
Administrative Disbursements per Mile	16
Rural Interstate Percent in Poor Condition	18
Urban Interstate Percent in Poor Condition	30
Rural Other Principal Arterial Percent in Poor Condition	34
Urban Other Principal Arterial Percent in Poor Condition	29
Urban Area Congestion*	22
Structurally Deficient Bridges, Percent*	48
Overall Fatality Rate	18
Rural Fatality Rate	13
Urban Fatality Rate	13

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 7th in the Nation in Highway Performance and Cost-Effectiveness

Kansas' highway system ranks 7th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a four-spot decrease from the previous report, where Kansas ranked 3rd.

Kansas' worst rankings are 45th in rural fatality rate and 35th in overall fatality rate. Kansas ranks in the top 30 in the other nine categories. The rural fatality rate is a major problem. Kansas 1.97 rate is almost 50% higher than Nebraska and more than 60% higher than Oklahoma.

In safety and performance categories, Kansas ranks 35th in overall fatality rate, 16th in structurally deficient bridges, 25th in traffic congestion, 29th in urban Interstate pavement condition, and 17th in rural Interstate pavement condition.

Kansas spends $50,253 per mile of state-controlled road. Kansas is 18th in total spending per mile and 6th in capital and bridge costs per mile.

Kansas' best rankings are in rural arterial pavement condition (5th) and capital and bridge disbursements per mile (6th).

Kansas' worst rankings are rural fatality rate (45th) and overall fatality rate (35th).

Kansas drivers waste 8.42 hours per year in traffic congestion, ranking 25th in the nation.

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

"To improve in the rankings, Kansas needs to reduce its rural fatality rate and its overall fatality rate. The rural fatality rate is significantly worse than Kansas' peer states and is preventing the state from placing in the top five in the overall ranking," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While rural states such as Kansas will have

higher fatality rates than more-urban states such as Massachusetts, Kansas can take steps to reduce the rural fatality rate to near average."

Additional Analysis

Compared to nearby states, Kansas' overall highway performance is better than Iowa (ranks 22nd) and Colorado (ranks 37th) but worse than Missouri (ranks 3rd).

Kansas ranks ahead of comparable states like Nebraska (ranks 21st) and Oklahoma (ranks 36th).

With the exception of rural fatality rate and overall fatality rate, Kansas has an excellent highway system. The state's low overall costs combined with generally smooth pavement and small percentage of structurally deficient bridges give the state its top 10 ranking. Further, Kansas consistently finishes in the top 10, and does not bounce around in the rankings as some other states. Other Great Plains and midwestern states should learn and emulate Kansas' best practices.

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, total) per mile.

Kansas' Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	7
Overall Rank Based on 2018 Data:	3
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	18
Capital-Bridge Disbursements per Mile	6
Maintenance Disbursements per Mile	14
Administrative Disbursements per Mile	17
Rural Interstate Percent in Poor Condition	17
Urban Interstate Percent in Poor Condition	29
Rural Other Principal Arterial Percent in Poor Condition	5
Urban Other Principal Arterial Percent in Poor Condition	20
Urban Area Congestion*	25
Structurally Deficient Bridges, Percent*	16
Overall Fatality Rate	35
Rural Fatality Rate	45
Urban Fatality Rate	22

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 highway system ranks 4th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is identical to the previous report, where Kentucky also ranked 4th.

Kentucky ranks in the top 30 of all states in 11 of the 13 categories. The state's worst ranking is fatality rate where it ranks in the bottom four states nationwide. Kentucky's 1.48 fatality rate is about 10% higher than peer state Tennessee's rate and about 30% higher than peer state Missouri's rate.

In safety and performance categories, Kentucky ranks 47th in overall fatality rate, 29th in structurally deficient bridges, 23rd in traffic congestion, 23rd in urban Interstate pavement condition, and 21st in rural Interstate pavement condition.

Kentucky spends $36,205 per mile of state-controlled road. Kentucky is 12th in total spending per mile and 7th in capital and bridge costs per mile.

Kentucky's best rankings are in administrative disbursements (1st) and urban arterial pavement condition (6th).

Kentucky's worst rankings are in overall fatality rate (47th) and in urban fatality rate (39th).

Kentucky drivers spend 7.91 hours stuck in traffic congestion, ranking 23rd nationally.

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

"To improve in the rankings, Kentucky needs to reduce its overall fatality rate and urban fatality rate. Both are above the average for Kentucky's peer states Tennessee and Missouri," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While it may be

challenging for Kentucky to have a fatality rate as low as Massachusetts, the state can improve from its current bottom five ranking."

Additional Analysis

Compared to nearby states, Kentucky's overall highway performance is better than Ohio (ranks 24th) and Indiana (ranks 32nd) but worse than Virginia (ranks 2nd).

Kentucky ranks ahead of some comparable states like Tennessee (ranks 10th) but behind others such as Missouri (ranks 3rd).

With the exception of overall fatality rate and urban fatality rate, Kentucky has an excellent highway system. Kentucky's disbursements are low and its pavement quality good. Kentucky is a consistent top 10-state. It does not bounce around in the ratings like some other states. If the state could reduce its fatality rate, it would be a contender for the top spot in the rankings.

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, total) per mile.

Kentucky's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	4
Overall Rank Based on 2018 Data:	4
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	12
Capital-Bridge Disbursements per Mile	7
Maintenance Disbursements per Mile	13
Administrative Disbursements per Mile	1
Rural Interstate Percent in Poor Condition	21
Urban Interstate Percent in Poor Condition	23
Rural Other Principal Arterial Percent in Poor Condition	9
Urban Other Principal Arterial Percent in Poor Condition	6
Urban Area Congestion*	23
Structurally Deficient Bridges, Percent*	29
Overall Fatality Rate	47
Rural Fatality Rate	20
Urban Fatality Rate	39

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 35th in the Nation in Highway Performance and Cost-Effectiveness

Louisiana'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 four-spot decrease from the previous report, where Louisiana ranked 31st.

Louisiana ranks in the bottom 15 nationally in seven of the report's 13 metrics. The state's pavement quality and percentage of structurally deficient bridges are disproportionately bad and the biggest driver of its poor overall rankings. While not every highway can be free of potholes, Louisiana has twice as much urban Interstate pavement in poor condition as Arkansas and four times as much as Mississippi. The comparison for bridge quality isn't much better. Louisiana has one and one half as many structurally deficient bridges as Mississippi and four times as many as Arkansas.

In safety and performance categories, Louisiana ranks 43rd in overall fatality rate, 45th in structurally deficient bridges, 39th in traffic congestion, 49th in urban Interstate pavement condition, and 43rd in rural Interstate pavement condition.

Louisiana spends $41,800 per mile of state-controlled road. Louisiana is 15th in total spending per mile and 12th in capital and bridge costs per mile.

Louisiana's best rankings are in administrative disbursements (7th) and capital and bridge disbursements (12th).

Louisiana's worst rankings are in urban Interstate pavement condition (49th) and structurally deficient bridges (45th).

Louisiana drivers spend more 20.35 hours per year peak hour traffic congestion, ranking 39th.

Louisiana's state-controlled highway mileage makes it the 14th largest highway system in the country.

"To improve in the rankings, Louisiana needs to direct more resources toward its highway system. The state is one of the few that spends relatively little and has very poor system conditions. All nine of Louisiana's performance rankings are average or poor. In eight of the nine the state ranks 38th or lower," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Additional resources are not the only need. The state needs to prioritize fixing its pavement quality and bridges."

Additional Analysis

Compared to nearby states, Louisiana's overall highway performance is better than Oklahoma (ranks 36th) but worse than Texas (ranks 16th) and Alabama (ranks 28th).

Louisiana ranks behind comparable states like Mississippi (ranks 15th) and Arkansas (ranks 17th).

Arkansas, Louisiana, and Mississippi all spend about the same amount of money on their highway systems. Yet, while Arkansas' average performance rank is 29th and Mississippi's average performance rank is 30th, Louisiana's average is 40th. In fact, Louisiana ranks in the bottom 15 of all states in eight categories. Louisiana could examine how Arkansas and Mississippi are able to get better quality highways and bridges at an equivalent cost. The state may also need to add resources to improve its system.

Louisiana is one of four states that reported more than 10% of their urban Interstate mileage to be in poor condition. Hawaii, Delaware, and New Jersey are the others.

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, total) per mile.

Louisiana's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	35
Overall Rank Based on 2018 Data:	31
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	15
Capital-Bridge Disbursements per Mile	12
Maintenance Disbursements per Mile	22
Administrative Disbursements per Mile	7
Rural Interstate Percent in Poor Condition	43
Urban Interstate Percent in Poor Condition	49
Rural Other Principal Arterial Percent in Poor Condition	44
Urban Other Principal Arterial Percent in Poor Condition	38
Urban Area Congestion*	39
Structurally Deficient Bridges, Percent*	45
Overall Fatality Rate	43
Rural Fatality Rate	25
Urban Fatality Rate	38

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 33rd in the Nation in Highway Performance and Cost-Effectiveness

Maine'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 an eight-spot decline from the previous report, where Maine ranked 25th.

Maine's two biggest weaknesses are rural arterial pavement condition and structurally deficient bridges. Maine has four times as much poor condition rural arterial pavement as peer states New Hampshire and Vermont. Maine has 1.5 times the percentage of structurally deficient bridges as New Hampshire and six times as many as Vermont.

In safety and performance categories, Maine ranks 23rd in overall fatality rate, 44th in structurally deficient bridges, 30th in traffic congestion, 4th in urban Interstate pavement condition, and 37th in rural Interstate pavement condition.

Maine spends $49,204 per mile of state-controlled road. Maine is 17th in total spending per mile and 16th in capital and bridge costs per mile.

Maine's best rankings are in urban Interstate pavement condition (4th) and urban fatality rate (5th).

Maine's worst rankings are in rural arterial pavement condition (46th) and structurally deficient bridges (44th).

Maine commuters spend 10.75 hours stuck in traffic congestion, ranking 30th nationally.

Maine's state-controlled highway mileage makes it the 35th largest highway system in the country.

"To improve in the rankings, Maine needs to improve its pavement conditions and reduce is percentage of structurally deficient bridges. The state ranks in the bottom 20 states of three of the four pavement categories and bottom six states in deficient bridges. The state does have low disbursements but they are offset by the poor overall quality of the system,"

said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Maine needs to find a way to improve its system quality even if it comes at a somewhat higher cost.”

Additional Analysis

Compared to nearby states, Maine’s overall highway performance is better than Massachusetts (ranks 43rd) and New York (ranks 46th) but worse than Connecticut (ranks 31st).

Maine ranks behind comparable states like Vermont (ranks 13th) and New Hampshire (ranks 19th).

Maine is a state that tends to ping pong in the rankings, ranking highly one year and poorly another. Over the last two years the state has fallen from 4th to 33rd. The biggest change over that two-year period has been in pavement quality. Rural Interstate pavement quality has fallen from 1st to 37th. Rural arterial pavement quality has fallen from 7th to 46th. Combined with the poor condition of Maine’s bridges, the state has moved from being a top five state to one that ranks below average.

Maine is one of five states that reported more than 5% of their rural other principal arterial pavement to be in poor condition. The others are Alaska, Rhode Island, Hawaii, and New Jersey,

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, total) per mile.

Maine's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	33
Overall Rank Based on 2018 Data:	25
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	17
Capital-Bridge Disbursements per Mile	16
Maintenance Disbursements per Mile	29
Administrative Disbursements per Mile	6
Rural Interstate Percent in Poor Condition	37
Urban Interstate Percent in Poor Condition	4
Rural Other Principal Arterial Percent in Poor Condition	46
Urban Other Principal Arterial Percent in Poor Condition	32
Urban Area Congestion*	30
Structurally Deficient Bridges, Percent*	44
Overall Fatality Rate	23
Rural Fatality Rate	12
Urban Fatality Rate	5

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 38th in the Nation in Highway Performance and Cost-Effectiveness

Maryland'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 three-spot improvement from the previous report, where Maryland ranked 41st.

Maryland ranks in the bottom 10 nationally in five of the report's 13 metrics. Similar to other states in the Northeast it has relatively high costs, with three of its four disbursement rankings in the bottom 10. Maryland has a very safe system ranking in the top half for all four rankings of the safety metrics. Pavement quality is a mixed bag, with rural pavement quality in average condition and urban pavement in poor condition.

In safety and performance categories, Maryland ranks 12th in overall fatality rate, 15th in structurally deficient bridges, 42nd in traffic congestion, 42th in urban Interstate pavement condition, and 25th in rural Interstate pavement condition.

Maryland spends $213,631 per mile of state-controlled road. Maryland is 45th in total spending per mile and 46th in capital and bridge costs per mile.

Maryland's best rankings are in rural fatality rate (5th) and overall fatality rate (12th).

Maryland's worst rankings are in capital and bridge disbursements per mile (46th) and total disbursements per mile (45th).

Maryland commuters spend 25.04 hours stuck in congestion range, ranking 42nd nationally.

Maryland's state-controlled highway mileage makes it the 39th largest highway system in the country.

"To improve in the rankings, Maryland should try to have its high costs better translate into good urban pavement condition. The state is outperforming its northeastern peer states in most categories but urban pavement condition is a significant weakness," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of

transportation policy at Reason Foundation. "While it may be challenging for Maryland to reduce its spending, if the state could improve its urban pavement quality to the national average, it would move up in the overall rankings."

Additional Analysis

Compared to nearby states, Maryland's overall highway performance is better than Pennsylvania (ranks 39th) and Delaware (ranks 44th) but worse than Virginia (ranks 2nd).

Maryland is doing better than comparable states like Massachusetts (ranks 43rd) and New Jersey (ranks 50th).

A 38th-place finish is not normally cause for celebration, but Maryland's peer northeastern states perform worse. An average total disbursement of $213,631 ranks 46th but it is $132,631 per lane-mile less than Massachusetts and $922,624 per lane-mile less than New Jersey. And Maryland's rural highway system is in good condition. It has six times fewer poor lane-miles of rural arterial pavement than New Jersey and slightly fewer than Massachusetts. However, urban pavement quality is a weak spot. Maryland has about twice the percentage of poor condition lane-miles of urban Interstate as Massachusetts although a lower percentage than New Jersey.

Maryland is one of five states that have capital and bridge costs that exceed $100,000 per state-controlled lane-mile. The others are New Jersey, Florida, Rhode Island, and New York.

Maryland is one of nine states that have total costs that exceed $200,000 per state-controlled lane-mile. The others are New Jersey, New York, Massachusetts, Florida, Rhode Island, California, Connecticut, and Washington.

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, total) per mile.

Maryland's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	38
Overall Rank Based on 2018 Data:	41
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	45
Capital-Bridge Disbursements per Mile	46
Maintenance Disbursements per Mile	41
Administrative Disbursements per Mile	29
Rural Interstate Percent in Poor Condition	25
Urban Interstate Percent in Poor Condition	42
Rural Other Principal Arterial Percent in Poor Condition	20
Urban Other Principal Arterial Percent in Poor Condition	39
Urban Area Congestion*	42
Structurally Deficient Bridges, Percent*	15
Overall Fatality Rate	12
Rural Fatality Rate	5
Urban Fatality Rate	23

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 43rd in the Nation in Highway Performance and Cost-Effectiveness

Massachusetts' highway system ranks 43rd in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a four-spot improvement from the previous report, where Massachusetts ranked 47th.

Massachusetts ranks in the bottom 10 nationally in seven of the report's 13 metrics. Like other states in the Northeast, Massachusetts' disbursements per lane-mile are high. But unlike some states in the Northeast, the state's rural Interstate and urban arterial pavement quality is poor. Massachusetts has twice as much poor rural Interstate pavement as Maryland; New Jersey reports no poor Interstate mileage. Massachusetts has 1.5 times as much poor urban arterial mileage as peer state Maryland, and trails New Jersey in this category as well.

In safety and performance categories, Massachusetts ranks 1st in overall fatality rate, 36th in structurally deficient bridges, 44th in traffic congestion, 19th in urban Interstate pavement condition, and 41st in rural Interstate pavement condition.

Massachusetts spends $345,947 per mile of state-controlled road. Massachusetts is 48th in total spending per mile and 42nd in capital and bridge costs per mile.

Massachusetts' best rankings are in overall fatality rate (1st) and rural fatality rate (4th).

Massachusetts' worst rankings are total disbursements per mile (48th), and administrative disbursements per mile (48th).

Massachusetts commuters spend 33.63 hours stuck in traffic congestion, ranking 44th in the country.

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

"To improve in the rankings, Massachusetts should try to have its high costs translate into better pavement condition and less traffic congestion. For example, the state ranks in the bottom 10 states in all four of the disbursement categories and also ranks in the bottom 10 in two of the four pavement condition categories (rural Interstate and urban arterial) and traffic congestion," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While it may be challenging for Massachusetts to reduce its spending, if the state could improve its pavement quality to the national average, it would move up in the overall rankings. As it is, the state has high spending and many roads in poor condition."

Additional Analysis

Compared to nearby states, Massachusetts' overall highway performance is better than Rhode Island (ranks 49th) but worse than Vermont (ranks 13th) and Connecticut (ranks 31st).

Massachusetts is doing better than some comparable states like New Jersey (ranks 50th) but worse than others such as Maryland (ranks 38th).

While costs in Massachusetts are higher than in some other parts of the country, pavement quality and traffic congestion are also a problem. While cheaper than New Jersey, the state still spends 1.5 times what Maryland spends per state-controlled lane-mile while ranking in the bottom 10 in rural Interstate and urban arterial pavement quality. Despite lacking a metro area in the top 10 for population, the state also has the seventh worst traffic congestion in the country. High spending with a good overall system is not a problem; high spending with poor pavement quality and severe traffic congestion leads to a ranking in the 40s.

Massachusetts is one of four states that spend more than $15,000 per lane-mile on administrative disbursements. Delaware, New Jersey, and Washington are the other three.

Massachusetts is one of nine states that spend more than $200,000 per lane-mile on total disbursements. New Jersey, New York, Florida, Rhode Island, Maryland, California, Connecticut, and Washington are the others.

Massachusetts is one of six states that reported more than 20% of the urban other principal arterial mileage to be in poor condition. Rhode Island, California, Nebraska, New York, and New Jersey are the others.

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, total) per mile.

Massachusetts' Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	43
Overall Rank Based on 2018 Data:	47
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	48
Capital-Bridge Disbursements per Mile	42
Maintenance Disbursements per Mile	43
Administrative Disbursements per Mile	48
Rural Interstate Percent in Poor Condition	41
Urban Interstate Percent in Poor Condition	19
Rural Other Principal Arterial Percent in Poor Condition	21
Urban Other Principal Arterial Percent in Poor Condition	47
Urban Area Congestion*	44
Structurally Deficient Bridges, Percent*	36
Overall Fatality Rate	1
Rural Fatality Rate	4
Urban Fatality Rate	8

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 34th in the Nation in Highway Performance and Cost-Effectiveness

Michigan'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 10-spot decline from the previous report, where Michigan ranked 24th.

Michigan ranks in the bottom 10 nationally in five of the report's 13 metrics. The state ranks in the bottom 10 in three of the four pavement categories, traffic congestion, and structurally deficient bridges. Michigan's percentage of poor rural Interstate mileage is twice as high as Illinois' and Ohio's. Michigan has 1.5 times as high a percentage of urban Interstate mileage as Illinois and twice as high as Ohio. Michigan also has a higher percentage of urban arterial mileage in poor condition and structurally deficient bridges as Illinois and Ohio.

In safety and performance categories, Michigan ranks 14th in overall fatality rate, 43rd in structurally deficient bridges, 46th in traffic congestion, 45th in urban Interstate pavement condition, and 42nd in rural Interstate pavement condition.

Michigan spends $92,547 per mile of state-controlled road. Michigan is 32nd in total spending per mile and 35th in capital and bridge costs per mile.

Michigan's best rankings are in rural fatality rate (7th) and overall fatality rate (14th).

Michigan's worst rankings are in urbanized area congestion (46th) and urban Interstate pavement condition (45th).

Michigan commuters spend 42.07 hours per year in peak hour traffic congestion, ranking 46th nationally.

Michigan's state-controlled highway mileage makes it the 25th largest highway system in the country.

"To improve in the rankings, Michigan needs to improve its pavement quality, reduce its traffic congestion, and reduce its percentage of structurally deficient bridges. Despite not having a metro area that ranks in the top 10 for population, Michigan has the fifth worst traffic congestion in the country," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Michigan is one of the few states that could benefit from spending slightly more on its highway system to improve the overall condition. Michigan's 34th place ranking lags Ohio 24th place rating but beats Illinois' 40th place ranking."

Additional Analysis

Compared to nearby states, Michigan's overall highway performance is worse than Wisconsin (ranks 26th), Indiana (ranks 32nd), and Pennsylvania (ranks 39th).

Michigan is doing better than some comparable states like Illinois (ranks 40th) but worse than others such as Ohio (ranks 24th).

While costs in Michigan are higher than in some other parts of the country and the infrastructure is older, the state still needs to do better than placing in the bottom 10 in five of the nine performance categories. Michigan spends about the same amount as Illinois and more than Ohio for road pavement, bridges, and traffic congestion. Yet its pavement and bridge quality is worse than its peer states.

Michigan is one of five states where commuters spend more than 40 hours stuck in congestion. New Jersey, Delaware, Illinois, and New York are the other four.

Michigan is one of four states that declined in the rankings by at least 10 spots compared with the previous report. New Mexico, Ohio, and South Carolina are the others.

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, total) per mile.

Michigan's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	34
Overall Rank Based on 2018 Data:	24
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	32
Capital-Bridge Disbursements per Mile	35
Maintenance Disbursements per Mile	28
Administrative Disbursements per Mile	23
Rural Interstate Percent in Poor Condition	42
Urban Interstate Percent in Poor Condition	45
Rural Other Principal Arterial Percent in Poor Condition	17
Urban Other Principal Arterial Percent in Poor Condition	42
Urban Area Congestion*	46
Structurally Deficient Bridges, Percent*	43
Overall Fatality Rate	14
Rural Fatality Rate	7
Urban Fatality Rate	26

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 18th in the Nation in Highway Performance and Cost-Effectiveness

Minnesota's 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 three-spot decline from the previous report, where Minnesota ranked 15th overall.

Minnesota's high ranking stems from the state being top-six in all three fatality categories, an impressive ranking for a large-geographic state with a low-population density outside of the Twin Cities. Minnesota benefits from having four categories rank in the top 10 and no categories rank below 35. Often a lack of bad rankings benefits a state's overall ranking more than many top rankings.

In safety and performance categories, Minnesota ranks 2nd in overall fatality rate, 13th in structurally deficient bridges, 28th in traffic congestion, 35th in urban Interstate pavement condition, and 35th in rural Interstate pavement condition.

Minnesota spends $80,561 per mile of state-controlled road. Minnesota is 27th in total spending per mile and 23rd in capital and bridge costs per mile.

Minnesota's best rankings are in overall fatality rate (2nd) and urban fatality rate (2nd).

Minnesota's worst rankings are rural Interstate pavement condition (35th) and urban Interstate pavement condition (35th).

Minnesota's commuters spend 8.67 hours stuck in traffic congestion, ranking 28th in the country.

Minnesota's state-controlled highway mileage makes it the 22nd largest highway system in the country.

"To improve in the rankings, Minnesota needs to improve its Interstate pavement quality. The state ranks 35th in both rural Interstate and urban Interstate pavement quality. The state ranks 25th in rural arterial and 7th in urban arterial pavement quality, so clearly the

state can deliver smooth roadways," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "It might be as simple as prioritizing maintenance over other expenditures."

Additional Analysis

Compared to nearby states, Minnesota's overall highway performance is better than Iowa (ranks 22nd) but worse than North Dakota (ranks 1st) and South Dakota (ranks 9th).

Minnesota is doing better than comparable states like Wisconsin (ranks 26th) and Michigan (ranks 34th).

Minnesota operates a high-quality highway system that outperforms peer states Michigan and Wisconsin. Minnesota's strength is a low fatality rate, unusual for a state with large rural areas. The state's weakness is Interstate pavement, which ranked 35th, and could be improved. If Minnesota could improve its Interstate pavement, it could be a top-15 state."

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, total) per mile.

Minnesota's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	18
Overall Rank Based on 2018 Data:	15
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	27
Capital-Bridge Disbursements per Mile	23
Maintenance Disbursements per Mile	32
Administrative Disbursements per Mile	25
Rural Interstate Percent in Poor Condition	35
Urban Interstate Percent in Poor Condition	35
Rural Other Principal Arterial Percent in Poor Condition	25
Urban Other Principal Arterial Percent in Poor Condition	7
Urban Area Congestion*	28
Structurally Deficient Bridges, Percent*	13
Overall Fatality Rate	2
Rural Fatality Rate	6
Urban Fatality Rate	2

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 15th in the Nation in Highway Performance and Cost-Effectiveness

Mississippi'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 decline from the previous report, where Mississippi ranked 8th.

Mississippi benefits from its low system costs, but pavement quality is only average and all three fatality rates are in the bottom 20. Mississippi's spending is roughly half of peer state Alabama and equivalent to peer state Louisiana. Mississippi has about half the percentage of poor arterial pavement miles as Louisiana but is roughly equivalent to Alabama. Finally, all three states have similarly poor fatality rates.

In safety and performance categories, Mississippi ranks 49th in overall fatality rate, 33rd in structurally deficient bridges, 13th in traffic congestion, 26th in urban Interstate pavement condition, and 26th in rural Interstate pavement condition.

Mississippi spends $36,473 per mile of state-controlled road. Mississippi is 13th in total spending per mile and 15th in capital and bridge costs per mile.

Mississippi's best rankings are in maintenance disbursements (4th) and administrative disbursements (10th).

Mississippi's worst rankings are overall fatality rate (49th) and urban fatality rate (36th).

Mississippi's commuters spend 5.91 hours stuck in traffic congestion, ranking 13th in the country.

Mississippi's state-controlled highway mileage makes it the 24th largest highway system in the country.

"To improve in the rankings, Mississippi needs to reduce its fatality rate. In the 10 non-fatality rate categories, Mississippi's lowest ranking is 28th, but in the three fatality rankings, the highest ranking is 35th," said Baruch Feigenbaum, lead author of the *Annual*

Highway Report and senior managing director of transportation policy at Reason Foundation. "Given that Mississippi is a rural state, it may be difficult for it to match the fatality rate of Massachusetts, but its roadway system will not improve until it reduces the fatality rate somewhat."

Additional Analysis

Compared to nearby states, Mississippi's overall highway performance is better than Texas (ranks 16th) and Arkansas (ranks 17th) but worse than Tennessee (ranks 10th).

Mississippi is doing better than comparable states like Alabama (ranks 28th) and Louisiana (ranks 35th).

While no rural state is ever going to lead the country in fatality rate, Mississippi needs to have a better showing than 49th, 35th, and 36th. Of the 10 non-fatality ratings, Mississippi's lowest ranking is 33rd in structurally deficient bridges. Of the three fatality rankings, Mississippi's highest rating is 35th in rural fatality rate. Reducing the fatality rate would vault the state into the top 10 in the overall rankings.

Mississippi is one of three states with an overall fatality rate higher than 1.5 per 100 million vehicle-miles. New Mexico and South Carolina are the other two states.

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, total) per mile.

Mississippi's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	15
Overall Rank Based on 2018 Data:	8
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	13
Capital-Bridge Disbursements per Mile	15
Maintenance Disbursements per Mile	4
Administrative Disbursements per Mile	10
Rural Interstate Percent in Poor Condition	26
Urban Interstate Percent in Poor Condition	26
Rural Other Principal Arterial Percent in Poor Condition	22
Urban Other Principal Arterial Percent in Poor Condition	28
Urban Area Congestion*	13
Structurally Deficient Bridges, Percent*	33
Overall Fatality Rate	49
Rural Fatality Rate	35
Urban Fatality Rate	36

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 3rd in the Nation in Highway Performance and Cost-Effectiveness

Missouri's 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 one-spot decline from the previous report where Missouri ranked 2nd.

Missouri needs to reduce its urban fatality rate and reduce its percentage of structurally deficient bridges. Peer state Kansas' urban fatality rate is 1.5 times lower and peer state Minnesota's rate is three times lower. Kansas' percentage of structurally deficient bridges is 1.5 times lower than Missouri's rate while Minnesota's percentage of structurally deficient bridges is three times lower.

In safety and performance categories, Missouri ranks 27th in overall fatality rate, 34th in structurally deficient bridges, 9th in traffic congestion, 18th in urban Interstate pavement condition, and 11th in rural Interstate pavement condition.

Missouri spends $27,770 per mile of state-controlled road. Missouri is 5th in total spending per mile and 1st in capital and bridge costs per mile.

Missouri's best rankings are in capital and bridge disbursements (1st) and total disbursements (5th).

Missouri's worst rankings are in urban fatality rate (37th) and structurally deficient bridges (34th).

Missouri commuters spend 5.60 hours stuck in traffic congestion, ranking 9th nationally.

Missouri's state-controlled highway mileage makes it the 6th largest highway system in the country.

"To improve in the rankings, Missouri needs to reduce its urban fatality rate and its percentage of structurally deficient bridges," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason

Foundation. "Missouri ranks in the top 30 of all states in all 11 of the other categories. The state is a consistently strong performer, having finished in the top 10 states for the last five years.

Additional Analysis

Compared to nearby states, Missouri's overall highway performance is better than Arkansas (ranks 17th), Iowa (ranks 22nd), and Illinois (ranks 40th).

Missouri is doing better than comparable states like Kansas (ranks 7th) and Louisiana (ranks 18th).

While Missouri's rankings in urban fatality rate and percent structurally deficient bridges are not awful, compared to the state's other stellar rankings, they stick out like a sore thumb. It's impossible for any one state to rank highly in all the categories, but if Missouri is able to reduce its urban fatality rate and percent structurally deficient bridges even slightly, the state would be a contender for the number one overall ranking.

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, total) per mile.

Missouri's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	3
Overall Rank Based on 2018 Data:	2
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	5
Capital-Bridge Disbursements per Mile	1
Maintenance Disbursements per Mile	9
Administrative Disbursements per Mile	13
Rural Interstate Percent in Poor Condition	11
Urban Interstate Percent in Poor Condition	18
Rural Other Principal Arterial Percent in Poor Condition	12
Urban Other Principal Arterial Percent in Poor Condition	24
Urban Area Congestion*	9
Structurally Deficient Bridges, Percent*	34
Overall Fatality Rate	27
Rural Fatality Rate	18
Urban Fatality Rate	37

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 11th in the Nation in Highway Performance and Cost-Effectiveness

Montana'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 one-spot decline from the previous report, where Montana ranked 10th.

Montana's worst rankings are in safety. The state ranks 44th in overall fatality rate and 37th in rural fatality rate. While the overall fatality rate is similar to peer state Wyoming's rate, it is worse than peer state Idaho's rate. For rural fatality rate, all three states rank about the same. Montana also struggles with its arterial pavement quality. The state has three times the percentage of poor rural arterial pavement as both Wyoming and Idaho. And the state has two times the percentage of poor urban arterial pavement as both Wyoming and Idaho.

In safety and performance categories, Montana ranks 44th in overall fatality rate, 27th in structurally deficient bridges, 4th in traffic congestion, 14th in urban Interstate pavement condition, and 20th in rural Interstate pavement condition.

Montana spends $31,131 per mile of state-controlled road. Montana is 6th in total spending per mile and 8th in capital and bridge costs per mile.

Montana's best rankings are in urbanized area congestion (4th) and urban fatality rate (4th).

Montana's worst rankings are in overall fatality rate (44th) and rural fatality rate (37th).

Montana's commuters spend 4.90 hours stuck in traffic congestion, ranking 4th in the country.

Montana's state-controlled highway mileage makes it the 26th largest highway system in the country.

"To improve in the rankings, Montana needs to reduce its overall fatality rate and rural fatality rates as well as reduce the percentage of rural arterial pavement and urban arterial pavement that are in poor condition," said Baruch Feigenbaum, lead author of the *Annual*

Highway Report and senior managing director of transportation policy at Reason Foundation. "While Montana will never rank number one in fatality rate, the overall fatality rate is a real problem. It's also somewhat puzzling that the state's Interstate highways are in such good shape while the pavement quality on the state's arterial highways needs attention."

Additional Analysis

Compared to nearby states, Montana's overall highway performance is better than Washington (ranks 42nd) but worse than North Dakota (ranks 1st), and South Dakota (ranks 9th).

Montana is doing better than some comparable states like Wyoming (ranks 12th) but worse than others such as Idaho (ranks 8th).

Montana has some categories it excels in and others in which it needs to improve. Disbursements are low, Interstate pavement quality is good, and traffic congestion is non-existent. On the other hand, overall and rural fatality rates are poor and arterial pavement quality could be improved. Overall the system is in good shape. The state has six top-10 rankings and only one ranking in the 40s. Improving pavement quality and the fatality rates could vault the state into the top 10.

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, total) per mile.

Montana's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	11
Overall Rank Based on 2018 Data:	10
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	6
Capital-Bridge Disbursements per Mile	8
Maintenance Disbursements per Mile	6
Administrative Disbursements per Mile	9
Rural Interstate Percent in Poor Condition	20
Urban Interstate Percent in Poor Condition	14
Rural Other Principal Arterial Percent in Poor Condition	35
Urban Other Principal Arterial Percent in Poor Condition	37
Urban Area Congestion*	4
Structurally Deficient Bridges, Percent*	27
Overall Fatality Rate	44
Rural Fatality Rate	37
Urban Fatality Rate	4

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 21st in the Nation in Highway Performance and Cost-Effectiveness

Nebraska'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 nine-spot decline from the previous report where the state ranked 12th.

Nebraska ranks 48th in urban arterial pavement condition with 28.07% of pavement in poor condition. Nebraska has more than four times as much poor condition urban arterial pavement as peer states Kansas and South Dakota. Rural fatality rate is another weakness, with Nebraska having twice the rural fatality rate as South Dakota but a similar fatality rate to Kansas. Rural arterial pavement quality could be improved. Nebraska has 1.5 times the percentage of rural arterial pavement as South Dakota and five times as much as Kansas. Nebraska could also reduce its percentage of structurally deficient bridges. The state has twice the percentage of structurally deficient bridges as Kansas, although it does have less than South Dakota.

In safety and performance categories, Nebraska ranks 31st in overall fatality rate, 35th in structurally deficient bridges, 2nd in traffic congestion, 21st in urban Interstate pavement condition, and 29th in rural Interstate pavement condition.

Nebraska spends $36,173 per mile of state-controlled road. Nebraska is 11th in total spending per mile and 10th in capital and bridge costs per mile.

Nebraska's best rankings are in administrative disbursements per mile (2nd) and traffic congestion (2nd).

Nebraska's worst rankings are in urban arterial pavement condition (48th) and in rural fatality rate (39th).

Nebraska commuters spend 2.88 hours stuck in traffic congestion, ranking 2nd in the country.

Nebraska's state-controlled highway mileage makes it the 30th largest highway system in the country.

"To improve in the rankings, Nebraska needs to focus on improving its arterial pavement condition, reducing its rural fatality rate, and reducing its percentage of structurally deficient bridges. The state ranks in the bottom 16 in each of these categories," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Despite ranking highly in the disbursement categories, Nebraska struggles in some of the conditions categories. Nebraska's arterials and bridges may benefit from more resources."

Additional Analysis

Compared to nearby states, Nebraska's overall highway performance is better than Iowa (ranks 22nd) and Colorado (ranks 37th) but worse than Wyoming (ranks 12th).

Nebraska is doing worse than comparable states like Kansas (ranks 7th) and South Dakota (ranks 9th).

While Nebraska ranks 21st, that is a low ranking for a Great Plains state. The state is unable to translate its low disbursement and minimal traffic congestion into a top 20 ranking because its arterial pavement, bridges, and fatality rate all need to be improved. Nebraska may benefit from devoting more resources to arterial pavement quality and structurally deficient bridges as well as developing a strategy to reduce the rural fatality rate.

Nebraska is one of six states that reported more than 20% of their urban other principal arterial mileage to be in poor condition. Rhode Island, California, Massachusetts, New York, and New Jersey are the others.

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, total) per mile.

Nebraska's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	21
Overall Rank Based on 2018 Data:	12
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	11
Capital-Bridge Disbursements per Mile	10
Maintenance Disbursements per Mile	19
Administrative Disbursements per Mile	2
Rural Interstate Percent in Poor Condition	29
Urban Interstate Percent in Poor Condition	21
Rural Other Principal Arterial Percent in Poor Condition	37
Urban Other Principal Arterial Percent in Poor Condition	48
Urban Area Congestion*	2
Structurally Deficient Bridges, Percent*	35
Overall Fatality Rate	31
Rural Fatality Rate	39
Urban Fatality Rate	31

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 20th in the Nation in Highway Performance and Cost-Effectiveness

Nevada'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 a seven-spot improvement from the previous report where Nevada ranked 27th.

Nevada ranks in the bottom five states nationally in rural fatality rate and administrative disbursements. Nevada's rural fatality rate is 1.5 times higher than peer states Arizona's and Utah's. Nevada's administrative disbursements per lane-mile of $13,617 is three times Utah's $4,217 and more than $2,000 higher than Arizona's $11,236.

In safety and performance categories, Nevada ranks 24th in overall fatality rate, 1st in structurally deficient bridges, 21st in traffic congestion, 11th in urban Interstate pavement condition, and 13th in rural Interstate pavement condition.

Nevada spends $90,048 per mile of state-controlled road. Nevada is 31st in total spending per mile and 34th in capital and bridge costs per mile.

Nevada's best rankings are in structurally deficient bridges (1st) and rural arterial pavement condition (2nd).

Nevada's worst rankings are in rural fatality rate (49th) and administrative disbursements per mile (46th)

Nevada commuters spend 7.28 hours stuck in traffic congestion, ranking 21st nationally.

Nevada's state-controlled highway mileage makes it the 40th largest highway system in the country.

"To improve in the rankings, Nevada needs to improve its administrative efficiency and reduce its rural fatality rate. The state's capital and maintenance costs are reasonable, especially for a highway system with excellent pavement condition and the lowest

percentage of structurally deficient bridges in the nation. However, the maintenance costs seem out of line. Nevada's overall and urban fatality rates are good, especially compared to peer states Arizona and Utah. But the rural fatality rate is very high. A campaign that addresses why there are so many rural fatalities on the state's roads might help reduce the rate," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "If Nevada could improve its rural fatality rate and adjust its administrative costs, it could be a top-10 state in the rankings."

Additional Analysis

Compared to nearby states, Nevada's overall highway performance is better than Oregon (ranks 25th) and California (ranks 45th) but worse than Idaho (ranks 8th).

Nevada is doing better than some comparable states like Arizona (ranks 29th) but worse than others such as Utah (ranks 6th).

The overall quality of Nevada's system is good. Pavement quality is excellent and the percentage of structurally deficient bridges is low. But Nevada still ranks 14 places behind peer state and neighbor Utah. The biggest difference is administrative costs and rural fatality rate. If Nevada were able to improve in those rankings a little bit, its overall ranking would rise significantly.

Nevada is one of five states with rural fatality rates of 2.0 or higher per 100 million rural vehicle-miles. The others are Hawaii, South Carolina, Arkansas, and Alaska.

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, total) per mile.

Nevada's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	20
Overall Rank Based on 2018 Data:	27
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	31
Capital-Bridge Disbursements per Mile	34
Maintenance Disbursements per Mile	23
Administrative Disbursements per Mile	46
Rural Interstate Percent in Poor Condition	13
Urban Interstate Percent in Poor Condition	11
Rural Other Principal Arterial Percent in Poor Condition	2
Urban Other Principal Arterial Percent in Poor Condition	9
Urban Area Congestion*	21
Structurally Deficient Bridges, Percent*	1
Overall Fatality Rate	24
Rural Fatality Rate	49
Urban Fatality Rate	30

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 19th in the Nation in Highway Performance and Cost-Effectiveness

New Hampshire's highway system ranks 19th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 10-spot improvement from the previous report, in which the state ranked 29th.

New Hampshire ranks in the bottom 12 in both administrative disbursements per mile and rural arterial pavement quality. New Hampshire's administrative disbursements are nine times higher than peer state Maine, although they are equivalent to peer state Vermont. Rural arterial pavement quality is another mixed bag; New Hampshire has more poor pavement than Vermont but less than Maine.

In safety and performance categories, New Hampshire ranks 5th in overall fatality rate, 32nd in structurally deficient bridges, 24th in traffic congestion, 2nd in urban Interstate pavement condition, and 1st in rural Interstate pavement condition.

New Hampshire spends $71,214 per mile of state-controlled road. New Hampshire is 22nd in total spending per mile and 20th in capital and bridge costs per mile.

New Hampshire's best rankings are in rural Interstate pavement condition (1st) and urban Interstate pavement condition (2nd).

New Hampshire's worst rankings are administrative disbursements per mile (44th) and rural arterial pavement quality (39th).

New Hampshire commuters spend 8.10 hours stuck in traffic congestion, ranking 24th nationally.

New Hampshire's state-controlled highway mileage makes it the 47th largest highway system in the country.

"To improve in the rankings, New Hampshire needs to improve its administrative efficiency and reduce the percentage of arterial miles with poor pavement. New Hampshire lags its peer states somewhat in these metrics," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The overall quality of New Hampshire's system is good, especially for the relatively high-cost Northeast. Over the last year, the state has significantly reduced its overall fatality rate. New Hampshire does not have many weaknesses but by improving in the administrative costs and rural arterial pavement quality categories, the state can move into the top 15."

Additional Analysis

Compared to nearby states, New Hampshire's overall highway performance is better than Connecticut (ranks 31st), Massachusetts (ranks 43rd), and New York (ranks 46th).

New Hampshire is doing better than some comparable states like Maine (ranks 33rd) but worse than others such as Vermont (ranks 13th).

New Hampshire has the second highest ranking of any state in the Northeast. And the reason is straightforward. The state is able to have good pavement quality and a low fatality rate at a moderate cost. No other state in the Northeast better balances disbursements and performance. Some states struggle with both.

New Hampshire is one of six states that improved in the overall rankings by at least 10 spots from the previous report. Wyoming, Virginia, Vermont, Georgia, and Utah also made double-digit improvements.

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, total) per mile.

New Hampshire's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	19
Overall Rank Based on 2018 Data:	29
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	22
Capital-Bridge Disbursements per Mile	20
Maintenance Disbursements per Mile	26
Administrative Disbursements per Mile	44
Rural Interstate Percent in Poor Condition	1
Urban Interstate Percent in Poor Condition	2
Rural Other Principal Arterial Percent in Poor Condition	39
Urban Other Principal Arterial Percent in Poor Condition	23
Urban Area Congestion*	24
Structurally Deficient Bridges, Percent*	32
Overall Fatality Rate	5
Rural Fatality Rate	29
Urban Fatality Rate	3

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 highway system ranks 50th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is identical to the previous report, where New Jersey also ranked last overall.

New Jersey ranks in the bottom 10 nationally in eight of the report's 13 metrics. The state's costs are disproportionately high and the biggest driver of its poor overall rankings. While some higher costs are understandable, New Jersey spends $1,136,255 per mile of state-controlled road, which is $762,700 more than New York spends per mile and $929,331 more than California spends per mile.

In safety and performance categories, New Jersey ranks 4th in overall fatality rate, 30th in structurally deficient bridges, 50th in traffic congestion, 47th in urban Interstate pavement condition, and 1st in rural Interstate pavement condition.

New Jersey spends $1,136,255 per mile of state-controlled road, which is the highest in the nation. New Jersey is 50th in total spending per mile and 50th in capital and bridge costs per mile.

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

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

New Jersey commuters spend more time stuck in traffic congestion—over 86 hours per year—than drivers in any other state. Annual peak hours spent in congestion range from 1.75 hours in Utah to 86.14 hours in New Jersey.

New Jersey's state-controlled highway mileage makes it the 46th largest highway system in the country.

"To start to improve in the rankings, New Jersey should try to have its high costs better translate into things like good pavement condition, less traffic congestion and fewer deficient bridges. For example, the state spends the most money per mile in three of the four disbursement categories but still ranks in the bottom 10 in three of the four pavement condition categories (urban Interstate, rural arterial, and urban arterial)," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While it may be challenging for New Jersey to reduce its spending, if the state could improve its pavement quality to the national average, it would move up in the overall rankings substantially. As it is, the state has the worst of both worlds: high spending and poor roadways."

Additional Analysis

Compared to nearby states, New Jersey's overall highway performance is worse than New York (ranks 46th), Delaware (ranks 44th), and Pennsylvania (ranks 39th).

New Jersey is doing worse than comparable states like Massachusetts (ranks 43rd) and Maryland (ranks 38th).

While costs in New Jersey are higher than in some other parts of the country, New Jersey still spends three times as much per mile as New York. It also spends three times as much per mile on its highway system as peer states Massachusetts and Maryland. Spending this money isn't resulting in high-quality roads. New Jersey's pavement condition is very poor, with three of four pavement categories ranking in the bottom 10 in the nation. In contrast, peer states Maryland and Massachusetts have pavement quality around the national average.

New Jersey is one of five states that have capital and bridge costs that exceed $100,000 per lane-mile. Florida, Rhode Island, New York, and Maryland are the others.

New Jersey is one of five states that have maintenance costs that exceed $40,000 per lane-mile. Washington, New York, California, and Rhode Island are the others.

New Jersey is one of four states that have administrative costs that exceed $15,000 per lane-mile. Delaware, Massachusetts, and Washington are the other three.

New Jersey is one of nine states that have total costs that exceed $200,000 per lane-mile. New York, Massachusetts, Florida, Rhode Island, Maryland, California, Connecticut, and Washington are the others.

New Jersey is one of four states that reported more than 10% of their urban Interstate mileage to be in poor condition. Hawaii, Louisiana, and Delaware are the other three.

New Jersey is one of five states that reported more than 5% of their rural other principal arterial pavement to be in poor condition. Alaska, Rhode Island, Hawaii, and Maine are the others.

New Jersey is one of six states that reported more than 20% of their urban other principal arterial mileage to be in poor condition. Rhode Island, California, Nebraska, Massachusetts, and New York are the others.

New Jersey is one of five states where automobile commuters spend more than 50 hours annually stuck in peak-hour traffic congestion. Delaware, Illinois, New York, and Michigan are the other four.

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, total) per mile.

New Jersey's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	50
Overall Rank Based on 2018 Data:	50
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	50
Capital-Bridge Disbursements per Mile	50
Maintenance Disbursements per Mile	50
Administrative Disbursements per Mile	49
Rural Interstate Percent in Poor Condition	1
Urban Interstate Percent in Poor Condition	47
Rural Other Principal Arterial Percent in Poor Condition	47
Urban Other Principal Arterial Percent in Poor Condition	45
Urban Area Congestion*	50
Structurally Deficient Bridges, Percent*	30
Overall Fatality Rate	4
Rural Fatality Rate	9
Urban Fatality Rate	18

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 27th in the Nation in Highway Performance and Cost-Effectiveness

New Mexico'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 an 11-spot decline from the previous report, where New Mexico ranked 16th.

New Mexico ranks in the bottom 10 nationally in all three of the fatality categories. New Mexico's overall fatality rate is 1.5 times higher than Nevada's and twice as high as Utah's. New Mexico's rural fatality rate is comparable to Nevada's and Utah's. However, the state's urban fatality rate is 2.5 times higher than Nevada's and three times higher than Utah's.

In safety and performance categories, New Mexico ranks 48th in overall fatality rate, 20th in structurally deficient bridges, 6th in traffic congestion, 24th in urban Interstate pavement condition, and 30th in rural Interstate pavement condition.

New Mexico spends $33,094 per mile of state-controlled road. New Mexico is 7th in total spending per mile and 5th in capital and bridge costs per mile.

New Mexico's best rankings are in maintenance disbursements per mile (1st) and capital and bridge disbursements per mile (5th).

New Mexico's worst rankings are in urban fatality rate (50th) and overall fatality rate (48th).

New Mexico commuters spend 5.19 hours stuck in traffic congestion, ranking 6th nationally.

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

"To improve in the rankings, New Mexico needs to reduce all three of its fatality rates. The state ranks 48th in overall fatality rate, 41st in rural fatality rate, and 50th in urban fatality rate. These are the only categories where the state ranks in the bottom 10. New Mexico is one of only three states that rank in the bottom 10 in all three fatality rates," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of

transportation policy at Reason Foundation. "New Mexico's 11-spot decline from the previous report is due to the increase in fatality rates."

Additional Analysis

Compared to nearby states, New Mexico's overall highway performance is better than Arizona (ranks 29th) and Colorado (ranks 37th) but worse than Texas (ranks 16th).

New Mexico is doing better than comparable states like Utah (ranks 6th) and Nevada (ranks 20th).

New Mexico's high overall fatality rates overshadow an otherwise good system. Costs are relatively low and pavement quality is satisfactory. Traffic congestion is mostly non-existent. The state finishes in the top 10 in four categories. If New Mexico is able to reduce its fatality rate even slightly, it will move back into the top 20 overall.

New Mexico is one of three states that have overall fatality rates of 1.5 or higher per 100 million vehicle-miles. The others are Mississippi and South Carolina.

New Mexico is one of 11 states that have urban fatality rates of 1.0 or higher per 100 million vehicle-miles. Arizona, Florida, Alaska, Tennessee, Hawaii, Arkansas, Alabama, South Carolina, Georgia, and Texas are the others.

New Mexico is one of four states that declined in the overall rankings by at least 10 spots from the previous report. Michigan, Ohio, and South Carolina also made double-digit declines.

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

New Mexico's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	27
Overall Rank Based on 2018 Data:	16
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	7
Capital-Bridge Disbursements per Mile	5
Maintenance Disbursements per Mile	1
Administrative Disbursements per Mile	36
Rural Interstate Percent in Poor Condition	30
Urban Interstate Percent in Poor Condition	24
Rural Other Principal Arterial Percent in Poor Condition	27
Urban Other Principal Arterial Percent in Poor Condition	35
Urban Area Congestion*	6
Structurally Deficient Bridges, Percent*	20
Overall Fatality Rate	48
Rural Fatality Rate	41
Urban Fatality Rate	50

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 46th in the Nation in Highway Performance and Cost-Effectiveness

New York'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 decline from the previous report, where New York ranked 44th.

New York ranks in the bottom 15 nationally in 10 of the report's 13 metrics. The state's costs are disproportionately high and the biggest driver of its poor overall rankings. While some higher costs are understandable, New York spends $373,555 per mile of state-controlled road, which is $250,033 more than Illinois, $271,316 more than California, $130,958 more than Florida, and $298,402 more than Texas spends per mile.

In safety and performance categories, New York ranks 6th in overall fatality rate, 40th in structurally deficient bridges, 47th in traffic congestion, 46th in urban Interstate pavement condition, and 39th in rural Interstate pavement condition.

New York spends $373,555 per mile of state-controlled road. New York is 49th in total spending per mile and 47th in capital and bridge costs per mile.

New York's best rankings are in overall fatality rate (6th) and urban fatality rate (10th).

New York's worst rankings are total disbursements per mile (49th) and maintenance disbursements per mile (48th).

New York commuters spend 53.60 hours stuck in traffic congestion, ranking 47th nationally.

New York's state-controlled highway mileage makes it the 15th largest highway system in the country.

"To improve in the rankings, New York should try to have its high costs better translate into things like good pavement condition, less traffic congestion and fewer deficient bridges. For example, the state ranks in the bottom 10 in spending in all four disbursement categories but still ranks in the bottom 15 in all four pavement condition categories as well

as in percent structurally deficient bridges," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While it may be challenging for New York to reduce its spending, if the state could improve its pavement and bridge quality to the national average, it would move up in the overall rankings substantially. As it is, the state has the worst of both worlds: high spending and poor roadways."

Additional Analysis

Compared to nearby states, New York's overall highway performance is better than New Jersey (ranks 50th) but worse than Vermont (ranks 13th) or Connecticut (ranks 31st).

New York is doing worse than comparable states like Pennsylvania (ranks 39th) and Illinois (ranks 40th).

While costs in New York are higher than in some other parts of the country, New York still spends three times as much per mile as peer state Illinois and almost four times as much per mile as peer state Pennsylvania. And spending this money isn't resulting in high-quality roads. New York's pavement condition and bridge condition are poor, with all four pavement categories and the percentage of structurally deficient bridges ranking in the bottom 15 in the nation. In contrast, peer states Illinois and Pennsylvania have pavement and bridge conditions closer to the national average. New York is remarkable for how poorly it ranks in so many categories. While five states have worse overall rankings, no other state ranks in the bottom 15 of all states in 10 categories.

New York is one of nine states that spend more than $200,000 per lane-mile on overall disbursements. New Jersey, Massachusetts, Florida, Rhode Island, Maryland, California, Connecticut, and Washington are the others.

New York is one of five states that spend more than $100,000 per lane-mile on capital and bridge disbursements. New Jersey, Florida, Rhode Island, and Maryland are the others.

New York is one of three states that spend more than $50,000 per lane-mile on maintenance disbursements. New Jersey and Washington are the others.

New York is one of six states with more than 20% of their urban other principal arterial mileage in poor condition. The others are Rhode Island, California, Nebraska, Massachusetts, and New Jersey.

New York is one of five states where automobile commuters spend more than 40 hours annually stuck in peak-hour traffic congestion. New Jersey, Delaware, Illinois, and Michigan are the other four.

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, total) per mile.

New York's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	46
Overall Rank Based on 2018 Data:	44
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	49
Capital-Bridge Disbursements per Mile	47
Maintenance Disbursements per Mile	48
Administrative Disbursements per Mile	41
Rural Interstate Percent in Poor Condition	39
Urban Interstate Percent in Poor Condition	46
Rural Other Principal Arterial Percent in Poor Condition	38
Urban Other Principal Arterial Percent in Poor Condition	46
Urban Area Congestion*	47
Structurally Deficient Bridges, Percent*	40
Overall Fatality Rate	6
Rural Fatality Rate	17
Urban Fatality Rate	10

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 5th in the Nation in Highway Performance and Cost-Effectiveness

North Carolina's highway system ranks 5th 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 North Carolina ranked 14th.

North Carolina ranks in the bottom 15 nationally in structurally deficient bridges. North Carolina has more than twice the percentage of structurally deficient bridges as peer state Virginia and more than three times the percentage of structurally deficient bridges as peer state Georgia. Structurally deficient bridges are the state's weakest category by far.

In safety and performance categories, North Carolina ranks 29th in overall fatality rate, 39th in structurally deficient bridges, 29th in traffic congestion, 10th in urban Interstate pavement condition, and 22nd in rural Interstate pavement condition.

North Carolina spends $41,220 per mile of state-controlled road. North Carolina is 14th in total spending per mile and 17th in capital and bridge costs per mile.

North Carolina's best rankings are in rural arterial pavement condition (8th), urban Interstate pavement condition (10th) and urban arterial pavement condition (10th).

North Carolina's worst rankings are in structurally deficient bridges (39th), traffic congestion (29th), and overall fatality rate (29th).

North Carolina commuters spend 10.74 hours stuck in traffic congestion, ranking 29th nationally.

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

"To improve in the rankings, North Carolina needs to reduce its percentage of structurally deficient bridges. As a coastal state, North Carolina has more bridges than most states, but bridge quality is the state's biggest weakness," said Baruch Feigenbaum, lead author of the

Annual Highway Report and senior managing director of transportation policy at Reason Foundation. "Over the last year the state has taken steps to reduce its rural fatality rate and improve its overall pavement quality leading to a nine-spot increase in the rankings."

Additional Analysis

Compared to nearby states, North Carolina's overall highway performance is better than Tennessee (ranks 10th) and South Carolina (ranks 23rd) but worse than Kentucky (ranks 4th).

North Carolina is doing better than some comparable states like Georgia (ranks 14th) but worse than others such as Virginia (ranks 2nd).

With the exception of structurally deficient bridges, North Carolina has an excellent highway system. The state ranks in the top 30 in 10 of the 11 categories. North Carolina's secret is that it is able to maintain smooth highways at a low overall cost. While other large-population states struggle, North Carolina shows it is possible to be in the top-10 in population and receive a top-10 ranking in the *Annual Highway Report*. If the state reduces its percentage of structurally deficient bridges, it is a contender for the top spot.

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, total) per mile.

North Carolina's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	5
Overall Rank Based on 2018 Data:	14
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	14
Capital-Bridge Disbursements per Mile	17
Maintenance Disbursements per Mile	12
Administrative Disbursements per Mile	11
Rural Interstate Percent in Poor Condition	22
Urban Interstate Percent in Poor Condition	10
Rural Other Principal Arterial Percent in Poor Condition	8
Urban Other Principal Arterial Percent in Poor Condition	10
Urban Area Congestion*	29
Structurally Deficient Bridges, Percent*	39
Overall Fatality Rate	29
Rural Fatality Rate	24
Urban Fatality Rate	21

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 highway system ranks 1st in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is identical to the previous report, where North Dakota also ranked first overall.

North Dakota ranks in the bottom 10 nationally in percentage of structurally deficient bridges. North Dakota has more than 1.5 times the percentage of structurally deficient bridges as peer state Montana but a lower percentage of structurally deficient bridges than peer state South Dakota.

In safety and performance categories, North Dakota ranks 20th in overall fatality rate, 42nd in structurally deficient bridges, 17th in traffic congestion, 2nd in urban Interstate pavement condition, and 7th in rural Interstate pavement condition.

North Dakota spends $26,943 per mile of state-controlled road. North Dakota is 2nd in total spending per mile and 11th in capital and bridge costs per mile.

North Dakota's best rankings are total disbursements per mile (2nd), maintenance disbursements per mile (2nd), and urban Interstate pavement quality (2nd).

North Dakota's worst rankings are in structurally deficient bridges (42nd) and urban arterial pavement condition (26th).

North Dakota commuters spend 6.60 hours stuck in traffic congestion, ranking 17th nationally.

North Dakota's state-controlled highway mileage makes it the 36th largest highway system in the country.

"To improve in the category rankings, North Dakota needs to reduce its percentage of structurally deficient bridges. North Dakota ranks in the bottom 10 of all states for percentage structurally deficient bridges," said Baruch Feigenbaum, lead author of the

Annual Highway Report and senior managing director of transportation policy at Reason Foundation. "North Dakota has maintained its number one overall ranking by placing in the top 30 in 10 of 11 categories. In fact, other than percent structurally deficient bridges, North Dakota's next lowest ranking is 26th."

Additional Analysis

Compared to nearby states, North Dakota's overall highway performance is better than Wyoming (ranks 12th), Minnesota (ranks 18th) and Nebraska (ranks 21st).

North Dakota is doing better than comparable states like South Dakota (ranks 9th) and Montana (ranks 11th).

North Dakota has finished in the top spot for the past three years, and some leaders of other states think that North Dakota's high ranking is evidence that the report is biased in favor of rural states. In reality, there are several categories, such as traffic congestion, that can favor states with a large geographic area and a small population. But there are others, such as fatality rate, that favor states with a large population and a small geographic area. Similar to most top-10 states, North Dakota ranks highly because, in addition to excelling in categories in which it may have an advantage, such as urbanized area congestion, it also excels in categories peer states struggle with, such as fatality rate. In fact North Dakota's average fatality rank of 13.3 is better than every large-geographic-area-small-population state in the country and better than some large-population-small-geographic-area states. South Dakota ranks second at 13.7.

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, total) per mile.

North Dakota's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	1
Overall Rank Based on 2018 Data:	1
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	2
Capital-Bridge Disbursements per Mile	11
Maintenance Disbursements per Mile	2
Administrative Disbursements per Mile	5
Rural Interstate Percent in Poor Condition	7
Urban Interstate Percent in Poor Condition	2
Rural Other Principal Arterial Percent in Poor Condition	19
Urban Other Principal Arterial Percent in Poor Condition	26
Urban Area Congestion*	17
Structurally Deficient Bridges, Percent*	42
Overall Fatality Rate	20
Rural Fatality Rate	8
Urban Fatality Rate	12

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 24th in the Nation in Highway Performance and Cost-Effectiveness

Ohio'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 an 11-spot decline from the previous report, where Ohio ranked 13th.

Ohio ranks in the bottom 15 states nationally in administrative disbursements and urban arterial pavement condition. Ohio spends $12,342 per lane-mile on administrative disbursements. This is approximately three times the $4,219 that peer state Illinois spends, and three times the $4,647 that peer state Michigan spends. More than 16% of all of Ohio's urban arterial pavement is in poor condition. The state has 1.5 times as much poor urban arterial pavement as Illinois but approximately the same amount as Michigan.

In safety and performance categories, Ohio ranks 19th in overall fatality rate, 19th in structurally deficient bridges, 11th in traffic congestion, 32th in urban Interstate pavement condition, and 28th in rural Interstate pavement condition.

Ohio spends $80,409 per mile of state-controlled road. Ohio is 26th in total spending per mile and 22nd in capital and bridge costs per mile.

Ohio's best rankings are in urbanized area congestion (11th) and rural fatality rate (11th).

Ohio's worst rankings are in administrative disbursements per mile (42nd) and urban arterial pavement condition (40th).

Ohio commuters spend 5.68 hours stuck in traffic congestion, ranking 11th nationally.

Ohio's state-controlled highway mileage makes it the 10th largest highway system in the country.

"To improve in the rankings, Ohio needs to reduce its administrative disbursements or have those costs translate into better system performance. The state's disbursements are three times higher than Ohio's peer states. The state also needs to improve its urban arterial

pavement condition," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Ohio's administrative costs have increased significantly from the last report. The state's three fatality rates have increased slightly as well."

Additional Analysis

Compared to nearby states, Ohio's overall highway performance is better than Indiana (ranks 32th) and Pennsylvania (ranks 39th) but worse than Kentucky (ranks 4th).

Ohio is doing better than comparable states like Michigan (ranks 34th) and Illinois (ranks 40th).

While Ohio's 24th-place ranking is above average, it is an 11-spot decline from the state's 13th place ranking in the previous report. For several years, Ohio was the top-ranked large population state (defined as a population of 10 million or more). But this year North Carolina, Georgia, and Texas all rank higher. Why the sudden change? The biggest culprit is Ohio's administrative costs per lane-mile, which increased 129% from $5,390 to $12,342. This could represent a large increase in personnel or be parked funds (revenue used for a multi-year project). Regardless, it is a large increase and the biggest factor in Ohio's decline in the rankings. Another factor is the state's fatality rates. Overall fatality rate, rural fatality rate, and urban fatality rate each increased about 10%, in one year, while the nation's overall fatality rate decreased.

Ohio is one of four states that declined in the overall rankings by 10 spots or more from the previous report. South Carolina, New Mexico, and Michigan are the others.

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, total) per mile.

Ohio's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	24
Overall Rank Based on 2018 Data:	13
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	26
Capital-Bridge Disbursements per Mile	22
Maintenance Disbursements per Mile	17
Administrative Disbursements per Mile	42
Rural Interstate Percent in Poor Condition	28
Urban Interstate Percent in Poor Condition	32
Rural Other Principal Arterial Percent in Poor Condition	16
Urban Other Principal Arterial Percent in Poor Condition	40
Urban Area Congestion*	11
Structurally Deficient Bridges, Percent*	19
Overall Fatality Rate	19
Rural Fatality Rate	11
Urban Fatality Rate	16

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 36th in the Nation in Highway Performance and Cost-Effectiveness

Oklahoma'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 two-spot decline from the previous report, where Oklahoma ranked 34th.

Oklahoma ranks in the bottom half of states in all 13 of the report's metrics. It is the only state to not have a single ranking in the top 25. Oklahoma ranks in the bottom 10 in three categories: overall fatality rate, rural arterial pavement condition, and structurally deficient bridges. For overall fatality rate, Oklahoma's 1.43 is 10% higher than peer states Kansas and Arkansas. For poor rural arterial pavement, Oklahoma has twice the percentage as Arkansas and four times as much as Kansas. For bridges, more than 10% of Oklahoma's are structurally deficient—twice that of Arkansas and Kansas.

In safety and performance categories, Oklahoma ranks 45th in overall fatality rate, 41st in structurally deficient bridges, 32nd in traffic congestion, 39th in urban Interstate pavement condition, and 38th in rural Interstate pavement condition.

Oklahoma spends $88,266 per mile of state-controlled road. Oklahoma is 30th in total spending per mile and 26th in capital and bridge costs per mile.

Oklahoma's best rankings are in capital and bridge disbursements (26th) and urban arterial pavement condition (27th).

Oklahoma's worst rankings are in overall fatality rate (45th) and rural arterial pavement condition (43rd).

Oklahoma commuters spend 11.68 hours stuck in traffic congestion, ranking 32nd nationally.

Oklahoma's state-controlled highway mileage makes it the 18th largest highway system in the country.

"To improve in the rankings, Oklahoma needs to focus on improving its system quality. The state ranks in the bottom 15 of all states in three of the four disbursement measures and the bottom 10 in percent of structurally deficient bridges," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Oklahoma is not in a high-cost environment. Considering what the state is spending, it should have much better quality infrastructure. As is, the state has average costs, poor pavement and bridge conditions, and a high fatality rate."

Additional Analysis

Compared to nearby states, Oklahoma's overall highway performance is better than Colorado (ranks 37th) but worse than Missouri (ranks 3rd) and Texas (ranks 16th).

Oklahoma is doing worse than comparable states like Kansas (ranks 7th) and Arkansas (ranks 17th).

Some states like North Dakota have very few categories in which they can improve. Others like New Hampshire are strong in some categories and weak in others. But no state ranks as poorly in as many categories as Oklahoma. On the other hand, Oklahoma's lowest ranking is 45th. As a result the state ranks far higher overall than New Jersey, which has seven categorical rankings in the bottom five. But Oklahoma needs to improve in every category. The best place to start is pavement and bridge condition. The state has far too many structurally deficient bridges, and pavement quality, particularly on rural highways, is poor. Becoming a top-20 state in pavement and bridge quality will help Oklahoma rise in the overall rankings.

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, total) per mile.

Oklahoma's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	36
Overall Rank Based on 2018 Data:	34
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	30
Capital-Bridge Disbursements per Mile	26
Maintenance Disbursements per Mile	37
Administrative Disbursements per Mile	31
Rural Interstate Percent in Poor Condition	38
Urban Interstate Percent in Poor Condition	39
Rural Other Principal Arterial Percent in Poor Condition	43
Urban Other Principal Arterial Percent in Poor Condition	27
Urban Area Congestion*	32
Structurally Deficient Bridges, Percent*	41
Overall Fatality Rate	45
Rural Fatality Rate	31
Urban Fatality Rate	34

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 25th in the Nation in Highway Performance and Cost-Effectiveness

Oregon'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 three-spot improvement from the previous report, where Oregon ranked 28th.

Oregon ranks in the bottom 15 nationally in overall fatality rate and overall disbursements. Oregon's overall fatality rate of 1.37 is approximately twice as high as peer states Utah, 0.75, and Washington, 0.83. This means that for every 100 million vehicle-miles driven more than twice as many Oregon drivers are losing their lives as Utah and Washington drivers. Oregon's overall disbursements are higher than Utah's but lower than Washington's.

In safety and performance categories, Oregon ranks 39thth in overall fatality rate, 17th in structurally deficient bridges, 36th in traffic congestion, 22nd in urban Interstate pavement condition, and 12th in rural Interstate pavement condition.

Oregon spends $108,880 per mile of state-controlled road. Oregon is 38th in total spending per mile and 29th in capital and bridge costs per mile.

Oregon's best rankings are in rural Interstate pavement condition (12th) and rural arterial pavement condition (14th).

Oregon's worst rankings are in overall fatality rate (39th) and total disbursements per mile (38th).

Oregon commuters spend 17.01 hours time stuck in traffic congestion, ranking 36th nationally.

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

"To improve in the rankings, Oregon needs to have its spending translate into less traffic congestion and a lower overall fatality rate. Oregon's total spending is in the bottom 15 of

all states. This ranking wouldn't be a problem if the state had a lower level of traffic congestion and better fatality rates. But the state ranks in the bottom 20 in urbanized area congestion and all three fatality rates," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "On the other hand, the state has good quality pavement and a low percentage of structurally deficient bridges."

Additional Analysis

Compared to nearby states, Oregon's overall highway performance is better than California (ranks 45th) but worse than Idaho (ranks 8th) and Nevada (ranks 20th).

Oregon is doing better than some comparable states like Washington (ranks 42nd) but worse than others such as Utah (ranks 6th).

Oregon is the definition of a perfectly average state. It has no rankings in the top 10 but none in the bottom 10 either. The state has smooth road pavement and a low percentage of structurally deficient bridges but high fatality rates and significant traffic congestion. Given the state's average to slightly above average costs, it needs to find a way to reduce traffic congestion and fatality rates. Its fatality rates lag significantly behind Utah, a state with which it has many similarities.

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, total) per mile.

Oregon's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	25
Overall Rank Based on 2018 Data:	28
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	38
Capital-Bridge Disbursements per Mile	29
Maintenance Disbursements per Mile	30
Administrative Disbursements per Mile	32
Rural Interstate Percent in Poor Condition	12
Urban Interstate Percent in Poor Condition	22
Rural Other Principal Arterial Percent in Poor Condition	14
Urban Other Principal Arterial Percent in Poor Condition	19
Urban Area Congestion*	36
Structurally Deficient Bridges, Percent*	17
Overall Fatality Rate	39
Rural Fatality Rate	34
Urban Fatality Rate	35

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 highway system ranks 39th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is identical to the previous report, where Pennsylvania also ranked 39th.

Pennsylvania ranks in the bottom 10 nationally in structurally deficient bridges and urbanized area congestion. More than 15% of Pennsylvania's bridges are structurally deficient, 1.5 times higher than New York's 10% and three times as high as Ohio's 5%. In traffic congestion, Pennsylvania does fare better than New York, but the state's 35.53 peak hours spent in auto congestion is approximately seven times higher than the 5.68 hours spent by Ohio drivers.

In safety and performance categories, Pennsylvania ranks 22nd in overall fatality rate, 46th in structurally deficient bridges, 45th in traffic congestion, 43rd in urban Interstate pavement condition, and 36th in rural Interstate pavement condition.

Pennsylvania spends $102,329 per mile of state-controlled road. Pennsylvania is 35th in total spending per mile and 24th in capital and bridge costs per mile.

Pennsylvania's best rankings are in rural fatality rate (10th) and overall fatality rate (22nd).

Pennsylvania's worst rankings are structurally deficient bridges (46th) and urbanized area traffic congestion (45th).

Pennsylvania commuters spend 35.53 hours stuck in traffic congestion, ranking 45th nationally.

Pennsylvania's state-controlled highway mileage makes it the fifth largest highway system in the country.

"To improve in the rankings, Pennsylvania needs to reduce its percentage of structurally deficient bridges and its urbanized area congestion. Given the poor condition of its bridges

and its mediocre pavement condition, the state might considering reprioritizing its spending to focus more on roadway and bridge maintenance," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While it may be challenging for Pennsylvania to have low costs and roadways and bridges in good condition, the state needs to prioritize bringing its infrastructure to a state of good repair."

Additional Analysis

Compared to nearby states, Pennsylvania's overall highway performance is better than New Jersey (ranks 50th) but worse than West Virginia (ranks 30th) and Maryland (ranks 38th).

Pennsylvania is doing better than some comparable states like New York (ranks 46th) but worse than others such as Ohio (ranks 24th).

Pennsylvania ranks in the bottom 20 states in 10 of the 13 categories. In fact, the only categories it ranks in the top 30 are in the three fatality categories. It is fair to say the state is not the highest performer in our study. However, given its northeast neighborhood, where costs tend to be higher and overall road quality tends to be lower, Pennsylvania's performance is acceptable. The state used an innovative Public Private Partnership—the Rapid Bridge Replacement Project—to improve its bridges. Unfortunately, the state still ranks 46th and the bridges need further attention. The state also could improve its 45th place ranking in congestion by building variably priced managed toll lanes in Philadelphia and Pittsburgh, an area in which the state is lagging behind peer states.

Pennsylvania is one of five states that reported more than 15% of their bridges to be structurally deficient. The others are Rhode Island, West Virginia, Iowa, and South Dakota.

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, total) per mile.

Pennsylvania's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	39
Overall Rank Based on 2018 Data:	39
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	35
Capital-Bridge Disbursements per Mile	24
Maintenance Disbursements per Mile	34
Administrative Disbursements per Mile	37
Rural Interstate Percent in Poor Condition	36
Urban Interstate Percent in Poor Condition	43
Rural Other Principal Arterial Percent in Poor Condition	33
Urban Other Principal Arterial Percent in Poor Condition	34
Urban Area Congestion*	45
Structurally Deficient Bridges, Percent*	46
Overall Fatality Rate	22
Rural Fatality Rate	10
Urban Fatality Rate	27

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 49th in the Nation in Highway Performance and Cost-Effectiveness

Rhode Island'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 a three-spot decline from the previous report, where Rhode Island ranked 46th.

Rhode Island ranks in the bottom 10 nationally in eight of the report's 13 metrics. The state's costs are high and its arterial pavement and bridge quality are disproportionately poor. Rhode Island spends $225,118 per mile of state-controlled road, more than the $205,802 that peer state Connecticut spends. But while Connecticut has 1.64% of its rural arterial pavement in poor condition, Rhode Island has 11.34% in poor condition. While Connecticut has 11.38% of its urban arterial pavement in poor condition, Rhode Island has 30.82% in poor condition. And while 6.34% of Connecticut's bridges are structurally deficient, 22.34% of Rhode Island's bridges are structurally deficient.

In safety and performance categories, Rhode Island ranks 7th in overall fatality rate, 50th in structurally deficient bridges, 41st in traffic congestion, 12th in urban Interstate pavement condition, and 1st in rural Interstate pavement condition.

Rhode Island spends $225,118 per mile of state-controlled road. Rhode Island is 46th in total spending per mile and 48th in capital and bridge costs per mile.

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

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

Rhode Island commuters spend 23.70 hours stuck in traffic congestion, ranking 41st nationally.

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

"To improve in the rankings, Rhode Island should try to have its high costs better translate into things like good pavement condition, less traffic congestion and fewer deficient bridges. For example, the state ranks in the bottom 10 in four of the disbursement categories but still ranks in the bottom two states in both arterial pavement condition categories and in percent structurally deficient bridges," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While it may be challenging for Rhode Island to reduce its spending, if the state could improve its arterial pavement quality to the national average and reduce its percentage of structurally deficient bridges somewhat, it would move up in the overall rankings substantially. As is, the state has the worst of both worlds: high spending and poor roadways."

Additional Analysis

Compared to nearby states, Rhode Island's overall highway performance is worse than New Hampshire (ranks 19th), New York (ranks 46th) and Massachusetts (ranks 43rd).

Rhode Island is doing better than some comparable states like New Jersey (ranks 50th) but worse than others such as Connecticut (ranks 31st).

Rhode Island excels in some categories but performs miserably in others. The state ranks in the top 12 in four categories and the bottom 10 in eight categories. Ultimately, the state's low ranking is a result of it performing very poorly in those eight categories, particularly arterial pavement quality and percent structurally deficient bridges. Rhode Island has twice as much poor rural arterial pavement as New Jersey and seven times as much as Connecticut. Rhode Island has 1.5 times as much poor urban arterial pavement as New Jersey and three times as much as Connecticut. Finally, Rhode Island has three times the percentage of structurally deficient bridges as New Jersey, and 3.5 times the percentage as Connecticut. New Jersey is ranked 50th overall and Connecticut 31st, so neither is a top performer. The fact that Rhode Island performs so poorly compared to these states shows how much work is needed in just these three categories.

Rhode Island is one of five states that spend more than $100,000 per state lane-mile on capital and bridge disbursements. New Jersey, Florida, New York, and Maryland are the other four.

Rhode Island is one of five states that spend more than $40,000 per state lane-mile on maintenance disbursements. New Jersey, Washington, New York, and California are the other four.

Rhode Island is one of nine states that spend more than $200,000 per state lane-mile on total disbursements. New Jersey, New York, Massachusetts, Florida, Maryland, California, Connecticut, and Washington are the other eight.

Rhode Island is one of five states that reported more than 5% of their rural other principal arterial pavement to be in poor condition. Alaska, Hawaii, Maine, and New Jersey are the other four.

Rhode Island is one of six states that reported more than 20% of their urban other principal arterial mileage to be in poor condition. California, Nebraska, Massachusetts, New York, and New Jersey are the others.

Rhode Island is one of five states that reported more than 15% of their bridges to be structurally deficient. West Virginia, Iowa, South Dakota, and Pennsylvania are the other four.

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, total) per mile.

Rhode Island's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	49
Overall Rank Based on 2018 Data:	46
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	46
Capital-Bridge Disbursements per Mile	48
Maintenance Disbursements per Mile	46
Administrative Disbursements per Mile	43
Rural Interstate Percent in Poor Condition	1
Urban Interstate Percent in Poor Condition	12
Rural Other Principal Arterial Percent in Poor Condition	49
Urban Other Principal Arterial Percent in Poor Condition	50
Urban Area Congestion*	41
Structurally Deficient Bridges, Percent*	50
Overall Fatality Rate	7
Rural Fatality Rate	1
Urban Fatality Rate	24

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 23rd in the Nation in Highway Performance and Cost-Effectiveness

South Carolina'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 17-spot decline from the previous report, where South Carolina ranked 6th.

South Carolina ranks in the bottom 10 nationally in all three fatality rates and rural Interstate pavement condition. More than 4% of South Carolina's rural Interstate pavement is in poor condition, almost four times more than peer state Kentucky and more than three times more than peer state Alabama. South Carolina's overall fatality rate of 1.73 is 1.5 times as high as both Alabama and Kentucky. South Carolina's rural fatality rate of 2.19 is 1.5 times as high as Alabama and twice as high as Kentucky. Finally, South Carolina's urban fatality rate of 1.03 is comparable to Alabama's rate but exceeds Kentucky's rate.

In safety and performance categories, South Carolina ranks 50th in overall fatality rate, 31st in structurally deficient bridges, 26th in traffic congestion, 28th in urban Interstate pavement condition, and 45th in rural Interstate pavement condition.

South Carolina spends $27,479 per mile of state-controlled road. South Carolina is 3rd in total spending per mile and 9th in capital and bridge costs per mile.

South Carolina's best rankings are in total disbursements per mile (3rd) and maintenance disbursements per mile (3rd).

South Carolina's worst rankings are in overall fatality rate (50th) and rural fatality rate (48th).

South Carolina commuters spend 8.45 hours stuck in traffic congestion, ranking 26th nationally.

South Carolina's state-controlled highway mileage makes it the fourth largest highway system in the country.

"To improve in the rankings, South Carolina needs to improve its rural Interstate pavement condition and reduce all three of its fatality rates. While fatality rate has long been a problem in the state, South Carolina has the worst overall combined fatality rate in the country. Typically, rural states have the highest fatality rates, but South Carolina is less rural than most of the other states that rank in the bottom 10," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While South Carolina's fatality rate may never equal Massachusetts' rate, if the state could reduce its rate closer to the national average it would move the up in the overall rankings."

Additional Analysis

Compared to nearby states, South Carolina 's overall highway performance is worse than North Carolina (ranks 5th), Tennessee (ranks 10th) and Georgia (ranks 14th).

South Carolina is doing better than some comparable states like Alabama (ranks 28th) but worse than others such as Kentucky (ranks 4th).

South Carolina declined 17 spots in the overall rankings, by far the largest decline. But the system has been trending downward over the last five years. Ten years ago the state routinely placed in the top five states. What has changed? The state's fatality rate has always been high but the state used to have low overall spending, smooth pavement and acceptable bridge condition. The spending is still low, but pavement quality has deteriorated, particularly for rural Interstates. The state is merely middle of the road in urban Interstate and rural arterial pavement quality as well. And the state ranks in the bottom 20 in percentage of structurally deficient bridges. South Carolina may need to devote additional resources to improve the overall performance of its system.

South Carolina is one of five states that reported more than 4% of rural Interstate mileage to be in poor condition. The other four are Alaska, Colorado, Washington, and Indiana.

South Carolina is one of three states that reported an overall fatality rate of 1.50 or higher per 100 million vehicle-miles. Mississippi and New Mexico are the other two.

South Carolina is one of five states that reported a rural fatality rate of 2.0 or higher per 100 million vehicle-miles. Hawaii, Nevada, Arkansas, and Alaska are the other four.

South Carolina is one of 11 states that reported an urban fatality rate of 1.0 or higher per 100 million vehicle-miles. New Mexico, Arizona, Florida, Alaska, Tennessee, Hawaii, Arkansas, Alabama, Georgia, and Texas are the others.

South Carolina is one of four states that declined in the overall rankings by 10 spots or more from the previous report. New Mexico, Ohio, and Michigan are the others.

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, total) per mile.

South Carolina's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	23
Overall Rank Based on 2018 Data:	6
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	3
Capital-Bridge Disbursements per Mile	9
Maintenance Disbursements per Mile	3
Administrative Disbursements per Mile	8
Rural Interstate Percent in Poor Condition	45
Urban Interstate Percent in Poor Condition	28
Rural Other Principal Arterial Percent in Poor Condition	24
Urban Other Principal Arterial Percent in Poor Condition	11
Urban Area Congestion*	26
Structurally Deficient Bridges, Percent*	31
Overall Fatality Rate	50
Rural Fatality Rate	48
Urban Fatality Rate	42

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 9th in the Nation in Highway Performance and Cost-Effectiveness

South Dakota's 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 two-spot improvement from the previous report, where South Dakota ranked 11th.

South Dakota ranks in the bottom five states nationally in percent structurally deficient bridges. More than 17% of the state's bridges are structurally deficient. South Dakota has 1.5 times the percentage of structurally deficient bridges as peer state North Dakota and two times the percentage of structurally deficient bridges as peer state Nebraska.

In safety and performance categories, South Dakota ranks 21st in overall fatality rate, 47th in structurally deficient bridges, 12th in traffic congestion, 15th in urban Interstate pavement condition, and 10th in rural Interstate pavement condition.

South Dakota spends $27,629 per mile of state-controlled road. South Dakota is 4th in total spending per mile and 4th in capital and bridge costs per mile.

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

South Dakota's worst rankings are in structurally deficient bridges (47th) and rural arterial pavement quality (29th).

South Dakota's commuters spend 5.83 hours stuck in traffic congestion, ranking 12th nationally.

South Dakota's state-controlled highway mileage makes it the 34th largest highway system in the country.

"To improve in the rankings, South Dakota needs to reduce its percentage of structurally deficient bridges. The state has the fourth largest percentage of structurally deficient bridges in the country," said Baruch Feigenbaum, lead author of the *Annual Highway Report*

and senior managing director of transportation policy at Reason Foundation. "South Dakota ranks in the top 30 states in all 10 of the remaining metrics and in the top 10 in five of the metrics including three of the four disbursement categories."

Additional Analysis

Compared to nearby states, South Dakota's overall highway performance is better than Wyoming (ranks 12th), Minnesota (ranks 18th), and Iowa (ranks 22nd).

South Dakota is doing better than some comparable states like Nebraska (ranks 21st) but worse than others such as North Dakota (ranks 1st).

Similar to other states that rank in the top 10, South Dakota is able to offer smooth pavement quality at a low overall cost. Similar to its neighbor, North Dakota, what sets the state apart is its low overall fatality rates. The state's 13.7 is the second lowest overall composite fatality rate for a large-geographic-area-small-population state (North Dakota's is 13.3). These types of states tend to struggle with fatality rates because motorists are traveling faster and speed is a major factor in fatalities. Not only does South Dakota excel in categories in which it may have an advantage such as cost, it does well in categories where it may have a disadvantage such as fatality rate. If the state could reduce its percentage of structurally deficient bridges, it might move into the top five in the rankings.

South Dakota is one of five states that reported more than 15% of their bridges are structurally deficient. Rhode Island, West Virginia, Iowa, and Pennsylvania are the other four.

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, total) per mile.

South Dakota's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	9
Overall Rank Based on 2018 Data:	11
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	4
Capital-Bridge Disbursements per Mile	4
Maintenance Disbursements per Mile	8
Administrative Disbursements per Mile	27
Rural Interstate Percent in Poor Condition	10
Urban Interstate Percent in Poor Condition	15
Rural Other Principal Arterial Percent in Poor Condition	29
Urban Other Principal Arterial Percent in Poor Condition	16
Urban Area Congestion*	12
Structurally Deficient Bridges, Percent*	47
Overall Fatality Rate	21
Rural Fatality Rate	14
Urban Fatality Rate	6

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 10th in the Nation in Highway Performance and Cost-Effectiveness

Tennessee'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 three-spot decrease from the previous report, where Tennessee ranked 7th.

Tennessee ranks in the bottom 15 nationally in two of the three fatality rankings. Tennessee's 1.37 overall fatality rate is 20% higher than peer state Missouri's rate, but slightly lower than peer state Kentucky's rate. Tennessee's 1.10 urban fatality rate is 10% higher than both Missouri's and Kentucky's rates.

In safety and performance categories, Tennessee ranks 40th in overall fatality rate, 11th in structurally deficient bridges, 19th in traffic congestion, 9th in urban Interstate pavement condition, and 16th in rural Interstate pavement condition.

Tennessee spends $48,943 per mile of state-controlled road. Tennessee is 16th in total spending per mile and 18th in capital and bridge costs per mile.

Tennessee's best rankings are in urban arterial pavement condition (8th) and urban Interstate pavement condition (9th).

Tennessee's worst rankings are in urban fatality rate (46th) and overall fatality rate (40th).

Tennessee commuters spend 6.76 hours stuck in traffic congestion, ranking 19th nationally.

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

"To improve in the rankings, Tennessee needs to reduce its overall fatality rate and its urban fatality rate. Both rank in the bottom 15 of all states and are higher than Tennessee's peer states," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Tennessee ranks in the

top 30 in all 11 of the remaining categories. If the state was able to reduce its fatality rates even somewhat, it might rank in the top five of all states."

Additional Analysis

Compared to nearby states, Tennessee's overall highway performance is worse than Virginia (ranks 2nd) but better than Georgia (ranks 14th) and Mississippi (ranks 15th).

Tennessee is doing worse than comparable states like Missouri (ranks 3rd) and Kentucky (ranks 4th).

Similar to other southern states Tennessee's overall and urban fatality rates are above the national average. Unfortunately, Tennessee's rates also exceed those of its peer states. However, Tennessee ranks in the top 30 in all 11 other categories. In fact the state ranks in the top 20 in nine categories. Like other top-10 states Tennessee is able to maintain smooth roads and high-quality bridges at a low overall cost. If Tennessee was able to reduce its overall and urban fatality rates, the state might move into the top five.

Tennessee is one of 11 states that reported an urban fatality rate of 1.0 or higher per 100 million vehicle-miles. New Mexico, Arizona, Florida, Alaska, Hawaii, Arkansas, Alabama, South Carolina, Georgia, and Texas are the others.

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, total) per mile.

Tennessee's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	10
Overall Rank Based on 2018 Data:	7
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	16
Capital-Bridge Disbursements per Mile	18
Maintenance Disbursements per Mile	20
Administrative Disbursements per Mile	26
Rural Interstate Percent in Poor Condition	16
Urban Interstate Percent in Poor Condition	9
Rural Other Principal Arterial Percent in Poor Condition	10
Urban Other Principal Arterial Percent in Poor Condition	8
Urban Area Congestion*	19
Structurally Deficient Bridges, Percent*	11
Overall Fatality Rate	40
Rural Fatality Rate	23
Urban Fatality Rate	46

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 16th in the Nation in Highway Performance and Cost-Effectiveness

Texas' 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 two-spot improvement from the previous report where Texas ranked 18th.

Texas ranks in the bottom 15 nationally in traffic congestion and urban fatality rate. Texas' 23.42 hours of traffic congestion are five times more than peer state Montana's 4.90 hours but slightly lower than peer state California's 27.17 hours. Texas' 1.00 per 100 million urban vehicle-miles fatality rate is more than twice as high as Montana's 0.42 rate and significantly higher than California's 0.80 rate.

In safety and performance categories, Texas ranks 33rd in overall fatality rate, 2nd in structurally deficient bridges, 40th in traffic congestion, 25th in urban Interstate pavement condition, and 14th in rural Interstate pavement condition.

Texas spends $75,153 per mile of state-controlled road. Texas is 24th in total spending per mile and 30th in capital and bridge costs per mile.

Texas' best rankings are in percent structurally deficient bridges (2nd) and administrative disbursements (12th).

Texas' worst rankings are in urbanized area congestion (40th) and urban fatality rate (40th).

Texas commuters spend 23.42 hours stuck in traffic congestion, ranking 40th nationally.

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

"To improve in the rankings, Texas needs to reduce its urbanized area congestion and its urban fatality rate. The state ranks in the bottom 15 of all states in both categories," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Texas ranks in the top half of all

states in six categories and has no other glaring weaknesses. If the state can reduce urbanized area congestion and urban fatality rate, it can move up significantly in the rankings."

Additional Analysis

Compared to nearby states, Texas' overall highway performance is better than New Mexico (ranks 27th), Louisiana (ranks 35th), and Oklahoma (ranks 36th).

Texas is doing better some than comparable states like California (ranks 45th) but worse than others such as Montana (ranks 11th).

Texas ranks in the top 20 because its rankings are good to average in most categories. Its overall costs rank slightly below average, its overall pavement quality ranks above average, and it has the second lowest percentage of structurally deficient bridges. Considering the state has large rural sections, its 33rd place ranking in overall fatality rate is not bad either. But urbanized area congestion and the urban fatality rate are major weaknesses. And by prohibiting construction of new toll roads, Texas legislators are taking away one of the most effective tools in reducing traffic congestion. Texas is unlikely to move up in the rankings until it addresses traffic congestion in Austin, Dallas, Houston, and San Antonio.

Texas is one of 11 states that reported an urban fatality rate of 1.0 or higher per 100 million vehicle-miles. New Mexico, Arizona, Florida, Alaska, Tennessee, Hawaii, Arkansas, Alabama, South Carolina, and Georgia are the others.

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, total) per mile.

Texas' Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	16
Overall Rank Based on 2018 Data:	18
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	24
Capital-Bridge Disbursements per Mile	30
Maintenance Disbursements per Mile	23
Administrative Disbursements per Mile	12
Rural Interstate Percent in Poor Condition	14
Urban Interstate Percent in Poor Condition	25
Rural Other Principal Arterial Percent in Poor Condition	13
Urban Other Principal Arterial Percent in Poor Condition	36
Urban Area Congestion*	40
Structurally Deficient Bridges, Percent*	2
Overall Fatality Rate	33
Rural Fatality Rate	28
Urban Fatality Rate	40

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 6th in the Nation in Highway Performance and Cost-Effectiveness

Utah'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 an 11-spot improvement from the previous report, where Utah ranked 17th.

Utah ranks in the bottom 15 nationally in total disbursements, capital and bridge disbursements, and rural fatality rate. In total disbursements, Utah spends $104,840 per state-controlled mile, about $15,000 more than peer state Nevada spends and about $20,000 more than peer state Colorado spends. In capital and bridge disbursements, Utah spends $58,679 per state-controlled mile about $7,000 more than Nevada and about $12,000 more than Colorado. Finally, Utah's rural fatality rate of 1.58 is about 1.5 higher than Colorado's rate but slightly lower than Nevada's rate.

In safety and performance categories, Utah ranks 8th in overall fatality rate, 4th in structurally deficient bridges, 1st in traffic congestion, 8th in urban Interstate pavement condition, and 5th in rural Interstate pavement condition.

Utah spends $104,840 per mile of state-controlled road. Utah is 36th in total spending per mile and 37th in capital and bridge costs per mile.

Utah's best rankings are in urbanized area traffic congestion (1st) and urban arterial pavement condition (3rd).

Utah's worst rankings are rural fatality rate (38th) and capital and bridge disbursements per mile (37th).

Utah commuters spend 1.75 hours stuck in traffic congestion, ranking 1st nationally.

Utah's state-controlled highway mileage makes it the 37th largest highway system in the country.

"To improve in the rankings, Utah should try to reduce its urban fatality rate and slightly reduce its total disbursements and capital and bridge disbursements. While Utah does not rank poorly in any category, reducing the urban fatality rate and decreasing spending slightly will help the state move up in the rankings," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Utah rose 11 places from the previous version of this report as the state made a double-digit improvement in urban fatality rate and improved noticeably in six other categories."

Additional Analysis

Compared to nearby states, Utah's overall highway performance is better than Idaho (ranks 8th), New Mexico (ranks 27th), and Arizona (ranks 29th).

Utah is doing better than comparable states like Nevada (ranks 20th) and Colorado (ranks 37th).

Utah's department of transportation (DOT) has long had the reputation of being one of the best run, if not the best run, DOTs in the country. Therefore, it is not surprising that Utah ranks in the top 10 in the *Annual Highway Report*. Utah's rankings also show that states with above average spending can rank highly if their pavement quality and bridges are in good condition. Utah ranks in the bottom 20 in three of the four disbursement categories. Yet, because eight of Utah's nine performance rankings are in the top 20, the state ranks in the top 10. Utah's worst ranking is not in spending but in rural fatality rate. If the state can decrease that rate even somewhat, the state will move into the top five of all states.

Utah is one of six states that improved in the rankings by 10 or more spots. Wyoming, Virginia, Vermont, Georgia, and New Hampshire are the others.

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, total) per mile.

Utah's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	6
Overall Rank Based on 2018 Data:	17
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	36
Capital-Bridge Disbursements per Mile	37
Maintenance Disbursements per Mile	31
Administrative Disbursements per Mile	21
Rural Interstate Percent in Poor Condition	5
Urban Interstate Percent in Poor Condition	8
Rural Other Principal Arterial Percent in Poor Condition	11
Urban Other Principal Arterial Percent in Poor Condition	3
Urban Area Congestion*	1
Structurally Deficient Bridges, Percent*	4
Overall Fatality Rate	8
Rural Fatality Rate	38
Urban Fatality Rate	15

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 13th in the Nation in Highway Performance and Cost-Effectiveness

Vermont'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 17-spot improvement from the previous report, where Vermont ranked 30th.

Vermont ranks in the bottom 10 nationally in administrative disbursements per mile. Vermont spends $13,545 per lane–mile, ranking 45th nationally. The state spends 10 times more than peer state Maine's $1,304 per lane-mile. Vermont also exceeds peer state New Hampshire's $12,990 per lane-mile.

In safety and performance categories, Vermont ranks 3rd in overall fatality rate, 5th in structurally deficient bridges, 14th in traffic congestion, 7th in urban Interstate pavement condition, and 7th in rural Interstate pavement condition.

Vermont spends $78,883 per mile of state-controlled road. Vermont is 25th in total spending per mile and 21st in capital and bridge costs per mile.

Vermont's best rankings are in urban fatality rate (1st) and rural fatality rate (2nd).

Vermont's worst rankings are in administrative disbursements per mile (45th) and rural arterial pavement condition (36th).

Vermont commuters spend 6.23 hours stuck in traffic congestion, ranking 14th nationally.

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

"To improve in the rankings, Vermont should try to reduce its administrative disbursements per mile. The state ranks in the bottom 10 of all states in administrative disbursements per mile. The state lags its peer states in this ranking," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Vermont's ranking rose 17 places from the previous version of this report as

the state made major gains in rural arterial pavement quality, urban arterial pavement quality, urbanized area congestion, overall fatality rate, and rural fatality rate."

Additional Analysis

Compared to nearby states, Vermont's overall highway performance is better than Connecticut (ranks 31st), Massachusetts (ranks 43rd), and New York (ranks 46th).

Vermont is doing better than comparable states like New Hampshire (ranks 19th) and Maine (ranks 33rd).

Vermont is another state with above average disbursements that ranks in the top 15 because it has very good pavement and bridge quality. While maintenance and administrative disbursements both rank in the bottom 20, Vermont ranks in the top 15 in eight of the nine performance categories. Fatality rates are a particular strength of the system. Vermont's average fatality rank of two is the highest of any state in the country. If Vermont is able to reduce its administrative disbursements even somewhat, the state may move into the top 10.

Vermont is one of six states that improved in the rankings by 10 or more spots from the previous report. Wyoming, Virginia, Georgia, Utah, and New Hampshire are the others.

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, total) per mile.

Vermont's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	13
Overall Rank Based on 2018 Data:	30
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	25
Capital-Bridge Disbursements per Mile	21
Maintenance Disbursements per Mile	33
Administrative Disbursements per Mile	45
Rural Interstate Percent in Poor Condition	7
Urban Interstate Percent in Poor Condition	7
Rural Other Principal Arterial Percent in Poor Condition	36
Urban Other Principal Arterial Percent in Poor Condition	14
Urban Area Congestion*	14
Structurally Deficient Bridges, Percent*	5
Overall Fatality Rate	3
Rural Fatality Rate	2
Urban Fatality Rate	1

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 2nd in the Nation in Highway Performance and Cost-Effectiveness

Virginia'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 19-spot improvement from the previous report where Virginia ranked 21st.

Virginia ranks in the bottom half nationally in maintenance disbursements per mile and urbanized area congestion. Virginia spends $13,757 per lane-mile, almost double the $7,346 that peer state North Carolina spends and higher than the $12,498 that peer state Georgia spends. Virginia's 8.46 hours motorists spend stuck in traffic congestion is similar to the levels in peer states Georgia and North Carolina.

In safety and performance categories, Virginia ranks 15th in overall fatality rate, 10th in structurally deficient bridges, 27th in traffic congestion, 17th in urban Interstate pavement condition, and 6th in rural Interstate pavement condition.

Virginia spends $34,969 per mile of state-controlled road. Virginia is 8th in total spending per mile and 2nd in capital and bridge costs per mile.

Virginia's best rankings are in capital and bridge disbursements per mile (2nd) and rural arterial pavement condition (4th).

Virginia's worst rankings are in maintenance disbursements per mile (27th) and urbanized area congestion (27th).

Virginia commuters spend 8.46 hours stuck in traffic congestion, ranking 27th nationally.

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

"To improve in the rankings, Virginia should try to reduce its maintenance disbursements per mile and its urbanized area traffic congestion. While neither is awful, these are the two categories for which Virginia ranks in the bottom half of all states," said Baruch

Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Virginia improved 19 spots in the rankings from the previous version of this report as the state improved in all four disbursement categories, including by double digits in overall disbursements and capital and bridge disbursements."

Additional Analysis

Compared to nearby states, Virginia's overall highway performance is better than Tennessee (ranks 10th), West Virginia (ranks 30th), and Maryland (ranks 38th).

Virginia is doing better than comparable states like North Carolina (ranks 5th) and Georgia (ranks 14th).

Virginia is one of the few states that manages to have low overall costs and high overall system quality. The state is the only one with no rankings outside the top 30. In fact Virginia ranks in the top 20 in 11 of 13 categories. The secret to the state's high overall ranking is not its number one rankings. It does not rank best in any one category. Rather, it is the complete lack of poor rankings. Virginia could still reduce its traffic congestion, particularly along the I-81 and I-95 corridors. The state has added a network of managed lanes in Northern Virginia, but traffic congestion is still a problem. If the state was able to reduce urbanized area congestion, it would likely rank number one.

Virginia is one of six states that improved in the rankings by 10 spots or more from the previous report. Wyoming, Vermont, Georgia, Utah, and New Hampshire are the others.

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, total) per mile.

Virginia's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	2
Overall Rank Based on 2018 Data:	21
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	8
Capital-Bridge Disbursements per Mile	2
Maintenance Disbursements per Mile	27
Administrative Disbursements per Mile	18
Rural Interstate Percent in Poor Condition	6
Urban Interstate Percent in Poor Condition	17
Rural Other Principal Arterial Percent in Poor Condition	4
Urban Other Principal Arterial Percent in Poor Condition	15
Urban Area Congestion*	27
Structurally Deficient Bridges, Percent*	10
Overall Fatality Rate	15
Rural Fatality Rate	19
Urban Fatality Rate	9

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 42nd in the Nation in Highway Performance and Cost-Effectiveness

Washington'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 three-spot improvement from the previous report, where Washington ranked 45th.

Washington ranks in the bottom 10 nationally in six of the report's 13 metrics. The state's costs are disproportionately high and the biggest driver of its poor overall rankings. While some higher costs are understandable, for maintenance disbursements Washington spends $56,847 per mile of state-controlled road, which is almost four times more than the $15,875 that peer state Oregon spends and 2.5 times the $23,270 that peer state Colorado spends. Administrative disbursements are not much better; Washington spends $16,219 per mile of state-controlled road, which is almost twice the $8,703 that Oregon spends and the $9,703 that Colorado spends.

In safety and performance categories, Washington ranks 10th in overall fatality rate, 12th in structurally deficient bridges, 10th in traffic congestion, 27th in urban Interstate pavement condition, and 46th in rural Interstate pavement condition.

Washington spends $202,823 per mile of state-controlled road. Washington is 42nd in total spending per mile and 44th in capital and bridge costs per mile.

Washington's best rankings are in urban fatality rate (7th), urbanized area congestion (10th) and overall fatality rate (10th).

Washington's worst rankings are in maintenance disbursements per mile (49th) and administrative disbursements per mile (47th).

Washington commuters spend 5.65 hours stuck in traffic congestion, ranking 10th nationally.

Washington's state-controlled highway mileage makes it the 32nd largest highway system in the country.

"To improve in the rankings, Washington should try to have its high costs better translate into good pavement condition. For example, the state is in the bottom 10 in spending in all four disbursement categories but still ranks in the bottom 10 in both rural Interstate and urban arterial pavement condition," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While it may be challenging for Washington to reduce its spending, if the state could improve its pavement quality to the national average, it would move up in the overall rankings. As is, the state has the worst of both worlds: high spending and poor roadways."

Additional Analysis

Compared to nearby states, Washington's overall highway performance is better than California (ranks 45th) but worse than Idaho (ranks 8th) and Montana (ranks 11th).

Washington is doing worse than comparable states like Oregon (ranks 25th) and Colorado (ranks 37th).

Washington is one of two west coast states (the other is California) that have high overall costs and poor pavement quality. The west coast is not as expensive a neighborhood as the Northeast, but overall costs are still higher than the Midwest or the South. Unfortunately, while Washington spends two to four times as much as its peer states, its pavement quality is poor. For example, Washington has nine times as much poor rural Interstate pavement as Oregon and a comparable amount to Colorado. Washington has more than twice as much poor urban arterial pavement quality as Oregon and 1.5 times as much as Colorado. Washington ranks highly in several other categories. It has a lower percentage of structurally deficient bridges and two of its three fatality rates are in the top 10. But until its high spending delivers better pavement quality, the state will be stuck in the bottom 10 of the rankings.

Washington is one of five states to spend more than $40,000 per lane-mile on maintenance disbursements. New Jersey, New York, California, and Rhode Island are the other four.

Washington is one of four states to spend more than $15,0000 per lane-mile on administrative disbursements. Delaware, New Jersey, and Massachusetts are the other three.

Washington is one of nine states to spend more than $200,000 per mile on total disbursements. New Jersey, New York, Massachusetts, Florida, Rhode Island, Maryland, California, and Connecticut are the other eight.

Washington is one of five states that reported more than 4% of their rural Interstate mileage to be in poor condition. Alaska, Colorado, and South Carolina are the other three.

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, total) per mile.

Washington's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	42
Overall Rank Based on 2018 Data:	45
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	42
Capital-Bridge Disbursements per Mile	44
Maintenance Disbursements per Mile	49
Administrative Disbursements per Mile	47
Rural Interstate Percent in Poor Condition	46
Urban Interstate Percent in Poor Condition	27
Rural Other Principal Arterial Percent in Poor Condition	30
Urban Other Principal Arterial Percent in Poor Condition	43
Urban Area Congestion*	10
Structurally Deficient Bridges, Percent*	12
Overall Fatality Rate	10
Rural Fatality Rate	21
Urban Fatality Rate	7

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 30th in the Nation in Highway Performance and Cost-Effectiveness

West Virginia'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 a three-spot improvement from the previous report, where West Virginia ranked 33rd.

West Virginia ranks in the bottom two in structurally deficient bridges. And the state ranks in the bottom 20 in three of the four pavement categories. Twenty-one percent of West Virginia's bridges are structurally deficient, four times the percentage of peer state Indiana and three times the percentage of peer state Kentucky. More than 2% of West Virginia's rural Interstates have poor pavement; this is twice the percentage as Kentucky although somewhat less than Indiana. Almost 5% of West Virginia's urban Interstate pavement is in poor condition; this is twice the percentage of Kentucky although somewhat less than Indiana. Finally, more than 4% of West Virginia's rural arterial pavement is in poor condition. This is 10 times the percentage of Kentucky and seven times the percentage of Indiana.

In safety and performance categories, West Virginia ranks 38th in overall fatality rate, 49th in structurally deficient bridges, 8th in traffic congestion, 33rd in urban Interstate pavement condition, and 31st in rural Interstate pavement condition.

West Virginia spends $20,884 per mile of state-controlled road. West Virginia is 1st in total spending per mile and 3rd in capital and bridge costs per mile.

West Virginia's best rankings are in total disbursements (1st), capital and bridge disbursements (3rd), and administrative disbursements (3rd).

West Virginia's worst rankings are in structurally deficient bridges (49th) and rural arterial pavement quality (45th).

West Virginia commuters spend 5.58 hours stuck in traffic congestion, ranking 8th nationally.

West Virginia's state-controlled highway mileage makes it the 7th largest highway system in the country.

"To rise in the rankings, West Virginia needs to improve the condition of its pavement and its bridges. West Virginia is one of only two states where more than 20% of the bridges are structurally deficient, which can be a safety concern. West Virginia is one six states where more than 4% of rural arterial pavement is in poor condition. This is a concern because West Virginia has a large percentage of rural arterials," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state's disbursements rank among the best in the country. But the poor quality of the infrastructure suggests West Virginia may need to direct more resources to its highway system."

Additional Analysis

Compared to nearby states, West Virginia's overall highway performance is better than Maryland (ranks 38th) but worse than Virginia (ranks 2nd) and Ohio (ranks 24th).

West Virginia is doing worse than some comparable states like Kentucky (ranks 4th) but better than others such as Indiana (ranks 32nd).

West Virginia shows that it takes more than low costs to earn a high ranking. In overall disbursements West Virginia is number one. In fact the lowest ranking the state earns in any spending category is 5th in maintenance disbursements. The state has the best composite disbursement score. So what's the problem? Overall the system is in poor shape. West Virginia has the second highest percentage of structurally deficient bridges, the sixth highest percentage of poor rural arterial pavement as well as poor Interstate pavement quality. In fact, if not for solid rankings in rural fatality rate and urban fatality rate for such a rural state, West Virginia would rank lower. To improve in the rankings the state needs to direct additional resources to its highway system.

West Virginia is one of five states that reported more than 20% of their bridges are structurally deficient. Rhode Island, Iowa, South Dakota and Pennsylvania are the other four.

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, total) per mile.

West Virginia's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	30
Overall Rank Based on 2018 Data:	33
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	1
Capital-Bridge Disbursements per Mile	3
Maintenance Disbursements per Mile	5
Administrative Disbursements per Mile	3
Rural Interstate Percent in Poor Condition	31
Urban Interstate Percent in Poor Condition	33
Rural Other Principal Arterial Percent in Poor Condition	45
Urban Other Principal Arterial Percent in Poor Condition	25
Urban Area Congestion*	8
Structurally Deficient Bridges, Percent*	49
Overall Fatality Rate	38
Rural Fatality Rate	30
Urban Fatality Rate	28

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 26th in the Nation in Highway Performance and Cost-Effectiveness

Wisconsin'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 a four-spot decrease from the previous report, where Wisconsin ranked 22nd.

Wisconsin ranks in the bottom 20 nationally in all four pavement metrics. Arterial pavement is particularly poor. Almost 2% of Wisconsin's rural arterial pavement is in poor condition, 2.5 times as much as peer state Michigan and twice as much as peer state Minnesota. Approximately 17% of Wisconsin's urban arterial pavement is in poor condition, four times as much as Minnesota and about the same amount as Michigan.

In safety and performance categories, Wisconsin ranks 11th in overall fatality rate, 28th in structurally deficient bridges, 15th in traffic congestion, 31st in urban Interstate pavement condition, and 34th in rural Interstate pavement condition.

Wisconsin spends $85,343 per mile of state-controlled road. Wisconsin is 29th in total spending per mile and 28th in capital and bridge costs per mile.

Wisconsin's best rankings are in overall fatality rate (11th) and in urban fatality rate (11th).

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

Wisconsin commuters spend 6.25 hours time stuck in traffic congestion, ranking 15th nationally.

Wisconsin's state-controlled highway mileage makes it the 19th largest highway system in the country.

"To improve in the rankings, Wisconsin needs to improve its arterial pavement quality. Wisconsin ranks in the bottom 10 in both arterial pavement quality rankings," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of

transportation policy at Reason Foundation. "Wisconsin might need to devote additional resources to its pavement quality. If Wisconsin improves its pavement quality even somewhat, it will move into the top 20 in the rankings."

Additional Analysis

Compared to nearby states, Wisconsin's overall highway performance is better than Indiana (ranks 32nd) and Illinois (ranks 40th) but worse than Iowa (ranks 22nd).

Wisconsin is doing better than some comparable states like Michigan (ranks 34th) but worse than others such as Minnesota (ranks 18th).

Wisconsin's highway system is perfectly average. From the overall ranking of 26th to the highest ranking of 11 and the lowest ranking of 41, Wisconsin does not excel at anything but it is not awful at anything either. The high fatality rankings balance the low pavement rankings with the disbursement rankings in the middle. The state's four lowest rankings are in pavement quality. If Wisconsin is able to bring its pavement quality to average, it can rise in the rankings substantially.

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, total) per mile.

Wisconsin's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	26
Overall Rank Based on 2018 Data:	22
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	29
Capital-Bridge Disbursements per Mile	28
Maintenance Disbursements per Mile	24
Administrative Disbursements per Mile	24
Rural Interstate Percent in Poor Condition	34
Urban Interstate Percent in Poor Condition	31
Rural Other Principal Arterial Percent in Poor Condition	41
Urban Other Principal Arterial Percent in Poor Condition	41
Urban Area Congestion*	15
Structurally Deficient Bridges, Percent*	28
Overall Fatality Rate	11
Rural Fatality Rate	16
Urban Fatality Rate	11

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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 12th in the Nation in Highway Performance and Cost-Effectiveness

Wyoming'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 24-spot improvement from the previous report, where Wyoming ranked 36th overall.

Wyoming ranks in the bottom 10 nationally in overall fatality rate and rural fatality rate. Wyoming's overall fatality rate of 1.44 is 1.3 times worse than peer state Idaho's rate and slightly worse than peer state Montana's rate. Wyoming's rural fatality rate of 1.92 is 1.5 times worse than both Idaho's and Montana's rates.

In safety and performance categories, Wyoming ranks 46th in overall fatality rate, 24th in structurally deficient bridges, 3rd in traffic congestion, 34th in urban Interstate pavement condition, and 19th in rural Interstate pavement condition.

Wyoming spends $35,768 per mile of state-controlled road. Wyoming is 10th in total spending per mile and 13th in capital and bridge costs per mile.

Wyoming's best rankings are in urbanized area congestion (3rd), total disbursements (10th), and maintenance disbursements (10th).

Wyoming's worst rankings are in overall fatality rate (46th) and rural fatality rate (44th).

Wyoming commuters spend 4.53 hours stuck in traffic congestion, ranking 3rd nationally.

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

"To improve in the rankings, Wyoming needs to reduce its overall fatality rate and rural fatality rate. The state ranks in the bottom 10 in both rankings. While rural states tend to have higher fatality rates, ranking in the bottom 10 is still a real problem. If Wyoming was able to improve its fatality rates to near average, the state would move into the top 10 in the overall rankings," said Baruch Feigenbaum, lead author of the *Annual Highway Report*

and senior managing director of transportation policy at Reason Foundation. "Wyoming improved 24 spots, the largest change in rank of any state, as the state improved in nine categories and made double-digit improvements in capital and bridge disbursements, urban Interstate pavement condition, and urban arterial pavement condition."

Additional Analysis

Compared to nearby states, Wyoming's overall highway performance is better than Nebraska (ranks 21st) and Colorado (ranks 37th) but worse than Utah (ranks 6th).

Wyoming is doing worse than comparable states like Idaho (ranks 8th) and Montana (ranks 11th).

Wyoming is a typical intermountain state. Overall costs are low, pavement and bridge quality is good to average, and the fatality rates are high. Wyoming is ranked in the top half of all states in 10 of 13 rankings. The reason Wyoming is not in the top 10 states overall is the three categorical rankings not in the top 25 of overall fatality rate, rural fatality rate, and urban Interstate pavement condition. Wyoming has a good overall system, but due to those three categories it lags behind peer states Idaho and Montana.

Wyoming is one of six states that improved in the rankings by 10 spots or more from the previous report. Virginia, Vermont, Georgia, Utah, and New Hampshire are the others.

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, total) per mile.

Wyoming's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2019 Data:	12
Overall Rank Based on 2018 Data:	36
Performance in Each Category Based on 2019 Data	**Ranking**
Total Disbursements per Mile	10
Capital-Bridge Disbursements per Mile	13
Maintenance Disbursements per Mile	10
Administrative Disbursements per Mile	15
Rural Interstate Percent in Poor Condition	19
Urban Interstate Percent in Poor Condition	34
Rural Other Principal Arterial Percent in Poor Condition	18
Urban Other Principal Arterial Percent in Poor Condition	22
Urban Area Congestion*	3
Structurally Deficient Bridges, Percent*	24
Overall Fatality Rate	46
Rural Fatality Rate	44
Urban Fatality Rate	20

*2020 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2019 as well as urban congestion data from INRIX and bridge condition data from the *Better Roads* inventory for 2020. 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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Prior to joining Reason, Purnell worked as director of business development at Florida startup Dealers United and as an analyst for the state of Florida's Executive Office of the Governor (Florida Gubernatorial Fellowship).

Purnell graduated from Stetson University with a bachelor's degree in political science and is working on an MPA at Florida State, where his research has focused on database infrastructure and analytics, economic development, and policy evaluation methods.