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27TH ANNUAL HIGHWAY REPORT:
STATE SUMMARIES

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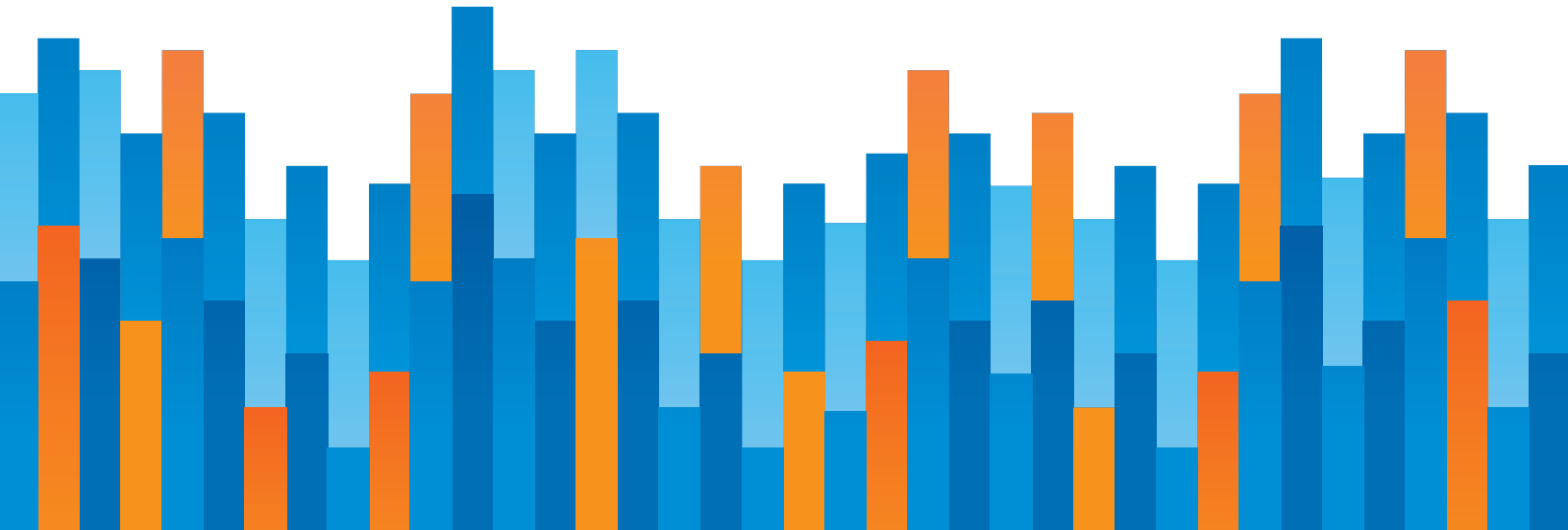

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Reason Foundation's nonpartisan public policy research promotes choice, competition, and a dynamic market economy as the foundation for human dignity and progress. Reason produces rigorous, peer-reviewed research and directly engages the policy process,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

TABLE OF CONTENTS

ALABAMA

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

Alabama'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 13-spot improvement from 28th in the previous report. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some states' overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Alabama ranks in the bottom 15 states nationally in four categories. The state's 1.56 administrative disbursements per lane-mile ratio is 7.8 times higher than both peer states South Carolina's and Louisiana's ratios. The state's 5.16% of urban Interstate pavement in poor condition is five times higher than South Carolina's percent but lower than Louisiana's percent. The state's 1.45 rural fatality rate is better than Louisiana's rate but about 1.5 times higher than South Carolina's rate. Finally, the state's 1.21 urban fatality rate is 1.1 times higher than South Carolina's rate but lower than Louisiana's rate.

In safety and performance categories, Alabama ranks 36th in rural fatality rate, 38th in urban fatality rate, 9th in structurally deficient bridges, 10th in traffic congestion, 28th in rural Interstate pavement condition, and 36th in urban Interstate pavement condition.

The state ranks 24th in capital and bridge costs per mile and 4th in maintenance spending per mile.

Alabama's best rankings are in urban arterial pavement condition (2nd) and maintenance disbursements per mile (4th).

Alabama's worst rankings are in administrative disbursements per mile (42nd) and urban fatality rate (38th).

Alabama's drivers waste 16.20 hours a year in traffic congestion, ranking 10th 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 improve its rural fatality rates, urban fatality rates, urban Interstate pavement condition, and administrative costs," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state perennially ranks in the bottom 20 of all states in all four categories."

Additional Analysis

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, other) per mile.

Compared to nearby states, Alabama's overall highway performance is worse than Tennessee (ranks 3rd) and Georgia (ranks 4th), but better than Mississippi (ranks 18th).

Alabama ranks ahead of some comparable states such as Louisiana (ranks 40th) but behind others like South Carolina (ranks 6th).

Alabama has improved 13 places from the previous report. In that report, the state was ranked in the middle of the pack. This year, the state is ranked in the top 15. Alabama benefitted from how the report calculated spending. The state improved its rural pavement condition by 20 spots and its urbanized area congestion by 10 spots. However, the state still ranks in the bottom 15 in four categories (Administrative Disbursements per mile, Urban Interstate Pavement Condition, Rural Fatality Rate, and Urban Fatality Rate). If the state was able to improve those four categories, even slightly, it would vault into the top 10 states.

Alabama is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Kentucky, Hawaii, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, and Illinois.

Alabama is one of eight states that improved in the overall rankings by at least 10 spots from the previous report. The other states are Florida, Connecticut, Massachusetts, South Carolina, Maryland, Illinois, and Georgia.

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, other) per mile.

Alabama's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	15
Overall Rank Based on 2019 Data:	28
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	27
Maintenance Disbursements Ratio	4
Administrative Disbursements Ratio	42
Other Disbursements Ratio	22
Rural Interstate Percent in Poor Condition	28
Urban Interstate Percent in Poor Condition	36
Rural Other Principal Arterial Percent in Poor Condition	6
Urban Other Principal Arterial Percent in Poor Condition	2
Urban Area Congestion	10
Structurally Deficient Bridges, Percent*	9
Rural Fatality Rate	36
Urban Fatality Rate	38
Other Fatality Rate	24

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 50th in the Nation in Highway Performance and Cost-Effectiveness

Alaska'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 a two-spot decrease from 48th in the previous report. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some states' overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Alaska ranks in the bottom 10 states in six of the 13 categories. The state's 2.09 capital and bridge disbursement per lane-mile ratio is 2.1 times higher than peer state Hawaii's ratio and 1.9 times higher than peer state Montana's ratio. The state's 2.00 maintenance disbursement per lane-mile ratio is 2.8 times higher than peer state Hawaii's ratio and 1.9 times higher than peer state Montana's ratio. Almost 10% of Alaska's rural Interstate pavement quality is poor, more than seven times higher than Montana's percent. Almost 14% of Alaska's rural arterial pavement quality is in poor condition, 3.5 times higher than Hawaii's percent and eight times higher than Montana's percent. Alaska's 1.71 rural fatality rate is better than Hawaii's rate but equivalent to Montana's rate. Finally, the state's 1.27 urban fatality rate is slightly higher than Hawaii's rate and 1.5 times higher than Montana's rate.

In safety and performance categories, Alaska ranks 44th in rural fatality rate, 41st in urban fatality rate, 35th in structurally deficient bridges, 15th in traffic congestion, 12th in rural Interstate pavement condition, and 48th in urban Interstate pavement condition.

The state ranks 49th in capital and bridge costs per mile and 47th in maintenance spending per mile.

Alaska's best rankings are in other fatality rate (5th) and urban arterial pavement condition (9th).

Alaska's worst rankings are in capital and bridge disbursements per lane-mile (49th) and rural arterial pavement condition (50th).

Alaska's drivers waste 17.1 hours a year in traffic congestion, ranking 15th 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 needs to improve its capital and bridge spending, maintenance spending, 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 combination of the state's high costs, terrible rural pavement conditions, and very high rural and urban fatality rate leads to the state's last place ranking in the report.

Additional Analysis

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, other) per mile.

Compared to nearby states, Alaska's overall highway performance is worse than Idaho (ranks 34th), Oregon (ranks 37th), and Washington (ranks 46th).

Alaska ranks behind some comparable states such as Montana (ranks 25th) and Hawaii (ranks 48th).

Alaska is a unique state bounded on three sides by water with a very low population density. The state is never going to rank first, but its system should perform higher in a number of categories. With the change in how the report calculates spending, Alaska now has high capital and bridge disbursements and high maintenance disbursements. But it is not as if the state is getting good pavement quality for those high expenditures. The state continues to rank in the bottom five in both rural Interstate pavement quality and rural arterial pavement quality. To its credit, Alaska's urban pavement condition is very good and its urbanized area congestion low. But after decreasing the percent of pavement in poor condition in 2019, the percent of poor pavement increased in 2020. In addition, the state's 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. Alaska needs to lower its expenditures, increase its pavement quality, or both.

Alaska is one of six states with a capital and bridge disbursement ratio above 1.50. The other five are Washington, Idaho, New York, Arizona, and New Jersey.

Alaska is one of seven states with a maintenance disbursement ratio above 1.50. The other six are Washington, Vermont, Indiana, New York, Oklahoma, and California.

Alaska is one of eight states with more than 3% of their rural Interstate system pavement in poor condition. The other seven area Colorado, California, Washington, West Virginia, Louisiana, Pennsylvania, and Michigan.

Alaska is one of five states that reported more than 3% of their rural other principal arterial pavement to be in poor condition. The other four are Rhode Island, Hawaii, Maine, and Idaho.

Alaska is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 are New Mexico, Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Kentucky, Hawaii, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, and Illinois.

Alaska's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	50
Overall Rank Based on 2019 Data:	48
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	49
Maintenance Disbursements Ratio	47
Administrative Disbursements Ratio	27
Other Disbursements Ratio	24
Rural Interstate Percent in Poor Condition	48
Urban Interstate Percent in Poor Condition	12
Rural Other Principal Arterial Percent in Poor Condition	50
Urban Other Principal Arterial Percent in Poor Condition	9
Urban Area Congestion	15
Structurally Deficient Bridges, Percent*	35
Rural Fatality Rate	44
Urban Fatality Rate	41
Other Fatality Rate	5

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 30th in the Nation in Highway Performance and Cost-Effectiveness

Arizona'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 one-spot decrease from 29th in the previous report. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some states' overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Arizona ranks in the bottom 10 of all states in five of the 13 performance metrics. The state's 1.54 capital and bridge disbursement ratio per lane-mile is 1.5 times higher than peer state Colorado's ratio and 1.1 times higher than peer state Nevada's ratio. The state's 1.60 administrative disbursement per lane-mile ratio is 1.1 times higher than peer state Colorado's ratio but less than peer state Nevada's ratio. The state's 1.72 other disbursement per lane-mile ratio is 3.9 times higher than peer state Colorado's ratio and 1.5 times higher than peer state Nevada's ratio. Arizona's 1.62 rural fatality rate is 1.5 times higher than peer state Colorado's rate but slightly lower than peer state Nevada's rate. Arizona's 1.49 urban fatality rate is 1.5 times higher than Nevada's and Colorado's rates.

In safety and performance categories, Arizona ranks 41st in rural fatality rate, 48th in urban fatality rate, 1st in structurally deficient bridges, 27th in traffic congestion, 34th in rural Interstate pavement condition and 14th in urban Interstate pavement condition.

The state ranks 46th in capital and bridge costs per mile and 10th in maintenance spending per mile.

Arizona's best rankings are in structurally deficient bridges (1st) and maintenance disbursements per lane-mile (10th).

Arizona's worst rankings are in urban fatality rate (48th) and capital and bridge disbursements per lane-mile (46th).

Arizona's drivers waste 22.2 hours a year in traffic congestion, ranking 27th 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 rural and urban fatality rates as well as its capital and bridge disbursements," 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 10 of all states and its pavement quality is a mixed bag."

Additional Analysis

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, other) per mile.

Compared to nearby states, Arizona's overall highway performance is better than California (ranks 47th) and New Mexico (ranks 36th) but worse than Utah (ranks 10th).

Arizona ranks ahead of some comparable states, such as Colorado (ranks 43rd) and behind others like Nevada (ranks 21st).

Arizona ranks lower than many of its peer states, because while it shines in some areas it struggles in others. It has the lowest percentage of structurally deficient bridges of all states, smooth urban highways, and low maintenance spending. On the other hand, the state ranks in the bottom 10 in rural fatality rate and urban fatality rate. Its rankings in capital and bridge disbursements, administrative disbursements, and other disbursements are on the high side. Finally, the state's rural pavement quality is below average. Arizona would climb in the rankings if it could improve any of these metrics, particularly its rural and urban fatality rates.

Arizona is one of six states with a capital and bridge disbursement ratio above 1.50. The other five are Washington, Alaska, Idaho, New York, and New Jersey.

Arizona is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Kentucky, Hawaii, Alabama,

Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, and Illinois.

Arizona's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	30
Overall Rank Based on 2019 Data:	29
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	46
Maintenance Disbursements Ratio	10
Administrative Disbursements Ratio	43
Other Disbursements Ratio	44
Rural Interstate Percent in Poor Condition	34
Urban Interstate Percent in Poor Condition	14
Rural Other Principal Arterial Percent in Poor Condition	27
Urban Other Principal Arterial Percent in Poor Condition	17
Urban Area Congestion	27
Structurally Deficient Bridges, Percent*	1
Rural Fatality Rate	41
Urban Fatality Rate	48
Other Fatality Rate	18

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 13th in the Nation in Highway Performance and Cost-Effectiveness

Arkansas' 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 four-spot improvement from 17th in the previous report. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some states' overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Arkansas' bottom 20 rankings in rural Interstate pavement condition, urban Interstate pavement condition, and rural arterial pavement condition are a concern. The state's 2.65% of rural Interstate pavement in poor condition is five times higher than peer state Missouri's percent but comparable to peer state Louisiana's percent. The state's 5.13% of urban Interstate pavement in poor condition is 1.7 times higher than Missouri's percent but less than half that of Louisiana's percent. Finally, the state's 1.79% of rural arterial pavement in poor condition is three higher than Missouri's percent although better than Louisiana's percent.

In safety and performance categories, Arkansas ranks 18th in rural fatality rate, 7th in urban fatality rate, 20th in structurally deficient bridges, 25th in traffic congestion, 37th in rural Interstate pavement condition, and 35th in urban Interstate pavement condition.

The state ranks 15th in capital and bridge costs per mile and 6th in maintenance spending per mile.

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

Arkansas' worst rankings are in rural Interstate pavement condition (37th) and rural arterial pavement condition (37th).

Arkansas' drivers waste 20.4 hours a year in traffic congestion, ranking 25th 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 needs to improve its rural Interstate pavement condition, urban Interstate pavement condition, and rural arterial pavement condition," 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 but that state will not climb into the top 10 of the overall rankings until its improves its pavement quality."

Additional Analysis

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, other) per mile.

Compared to nearby states, Arkansas' overall highway performance is better than Mississippi (ranks 18th) and Oklahoma (ranks 45th) but worse than Tennessee (ranks 3rd).

Arkansas ranks behind some comparable states such as Missouri (ranks 11th) but ahead of others like Louisiana (ranks 40th).

Arkansas is a high-performing state with many strengths. Its system is very efficient and bridge quality is good. Its fatality rates are very low for a rural state. What is preventing Arkansas from a top-10 ranking? The answer is that all four of Arkansas' pavement quality metrics are average to below average, ranked between 27th and 37th. If Arkansas is able to improve its pavement quality, even slightly, it will jump into the top 10 spots in the rankings.

Arkansas' Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	13
Overall Rank Based on 2019 Data:	17
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	15
Maintenance Disbursements Ratio	6
Administrative Disbursements Ratio	2
Other Disbursements Ratio	11
Rural Interstate Percent in Poor Condition	37
Urban Interstate Percent in Poor Condition	35
Rural Other Principal Arterial Percent in Poor Condition	37
Urban Other Principal Arterial Percent in Poor Condition	27
Urban Area Congestion	25
Structurally Deficient Bridges, Percent*	20
Rural Fatality Rate	18
Urban Fatality Rate	7
Other Fatality Rate	8

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 47th in the Nation in Highway Performance and Cost-Effectiveness

California'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 two-spot decrease from 45th in the previous report. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some states' overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

California ranks in the bottom 10 nationally in seven categories. The only category the state ranks higher than average in is urban fatality rate, ranking 23rd. The state's 1.62 maintenance disbursement per lane-mile ratio is 2.4 times higher than peer state Texas' ratio but lower than peer state New York's ratio. The state's 1.55 other disbursement per lane-mile ratio is 1.5 times higher than Texas' ratio but lower than New York's ratio. On rural Interstates, the state's 4.52% of pavement is in poor condition is 3.5 times higher than Texas' percentage and twice as high as New York's percentage. On urban Interstates, the state's 9.38% of pavement in poor condition is 2.5 times higher than Texas' percentage and similar to New York's percentage. The state's 2.32% of poor rural arterial pavement quality is eight times higher than Texas' rate and twice as high as New York's rate. California's 39.80% of poor urban arterial pavement quality is three times higher than Texas' percentage and twice as high as New York's percentage. California's drivers waste 31.3 hours a year in traffic congestion, a large number, but fewer hours than drivers in Texas or New York.

In safety and performance categories, California ranks 39th in rural fatality rate, 23rd in urban fatality rate, 25th in structurally deficient bridges, 44th in traffic congestion, 47th in urban Interstate pavement condition, and 46th in rural Interstate pavement condition.

The state ranks 36th in capital and bridge spending per mile and 44th in maintenance costs per mile.

California's best rankings are in urban fatality rate (23rd) and structurally deficient bridges (25th).

California's worst rankings are in urban arterial pavement condition (50th) and urban Interstate pavement condition (47th).

California's drivers waste 31.3 hours a year in traffic congestion, ranking 44th in the nation.

California's state-controlled highway mileage makes it the ninth 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 20 in all four of the spending categories yet is also in the bottom 10 in all four of the pavement categories. It also ranks in the bottom 15 in two of the three fatality categories. Finally, 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, it needs to improve its pavement quality, fatality rates, and urbanized area congestion. The state has a lot of work to do. But if it is able to improve system performance, it could move up significantly in the rankings."

Additional Analysis

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, other) per mile.

Compared to nearby states, California's overall highway performance is worse than Nevada (ranks 21st), Oregon (ranks 37th), and Arizona (ranks 30th).

California ranks behind some comparable states, such as Texas (ranks 19th) and comparable to others like New York (ranks 49th).

Last place Alaska ranks 9th in urban arterial pavement condition. Forty-ninth place New York ranks 7th in rural fatality rate. Forty-eighth place Hawaii ranks 1st in other fatality rate. What is 47th place California's best ranking? It is 23rd in urban fatality rate. California ranks in the bottom five states not because it is abysmal in multiple categories, but because it is below average in every category except one. Costs in California are higher than in other parts of the country, such as peer state Texas. But high costs are not California's only

problem. Awful pavement quality and debilitating congestion are the areas that need the most improvement. Considering most of the state's population lives in very large urban areas, the state's fatality rates are high as well. California could learn a lot from peer state Texas on improving pavement quality and lowering costs, if policymakers are willing to listen.

California is one of seven states with a maintenance disbursement ratio above 1.50. The others six are Washington, Vermont, Indiana, Alaska, New York, and Oklahoma.

California is one of eight states with more than 3% of their rural Interstate system pavement in poor condition. The other seven are Alaska, Colorado, Washington, West Virginia, Louisiana, Pennsylvania, and Michigan.

California is one of eight states that reported more than 7% of their urban Interstate pavement in poor condition. The other seven are Louisiana, New York, New Jersey, West Virginia, Delaware, Michigan, and Hawaii.

California is one of five states with more than 20% of their urban arterial pavement in poor condition. The other four are Rhode Island, Nebraska, Massachusetts, and New York.

California is one of nine states where automobile commuters spend more than 30 hours annually stuck in peak-hour traffic congestion. The other eight are New Jersey, New York, Massachusetts, Texas, Rhode Island, Illinois, Delaware, and Connecticut.

California is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

California's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	47
Overall Rank Based on 2019 Data:	45
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	36
Maintenance Disbursements Ratio	44
Administrative Disbursements Ratio	31
Other Disbursements Ratio	41
Rural Interstate Percent in Poor Condition	46
Urban Interstate Percent in Poor Condition	47
Rural Other Principal Arterial Percent in Poor Condition	42
Urban Other Principal Arterial Percent in Poor Condition	50
Urban Area Congestion	44
Structurally Deficient Bridges, Percent*	25
Rural Fatality Rate	39
Urban Fatality Rate	23
Other Fatality Rate	38

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 43rd in the Nation in Highway Performance and Cost-Effectiveness

Colorado's highway system ranks 43rd in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a six-spot decrease from 37th in the previous report. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some states' overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Colorado ranks in the bottom 15 nationally in four categories. The state's 1.49 maintenance disbursement per lane-mile ratio is 3.0 times higher than Arizona's ratio but lower than Washington's ratio. The state's 1.51 administrative disbursements per lane-mile ratio is higher than average but lower than both Arizona's ratio and Washington's ratio. More than 8% of Colorado's rural Interstate pavement is in poor condition. This percentage is three times more than peer state Arizona's percent and two times higher than peer state Washington's percent. The state's 6.64% of urban interstate pavement in poor condition is 3.1 times higher than Arizona's rate and 2.3 times higher than Washington's rate.

In safety and performance categories, Colorado ranks 32nd in rural fatality rate, 36th in urban fatality rate, 21st in structurally deficient bridges, 31st in traffic congestion, 40th in urban Interstate pavement condition, and 47th in rural Interstate pavement condition.

The state ranks 28th in capital and bridge costs per mile and 43rd in maintenance spending per mile.

Colorado's best rankings are in other disbursements (12th) and other fatality rate (20th).

Colorado's worst rankings are in rural Interstate pavement condition (47th), and maintenance disbursements (43rd).

Colorado's drivers waste 22.8 hours a year in traffic congestion, ranking 31st 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 and urban Interstate pavement conditions and reduce its maintenance and administrative spending," 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 poor rural Interstate pavement. 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

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, other) per mile.

Compared to nearby states, Colorado's overall highway performance is worse than Utah (ranks 10th), Wyoming (ranks 16th), and New Mexico (ranks 36th).

Colorado is better than some comparable states, such as Washington (ranks 46th) and worse than others like Arizona (ranks 30th).

Colorado ranks poorly, not because it is worst in any one category. Rather, the only category that the state shines in is other disbursements. It is below average in all other disbursement categories, pavement quality categories, and urbanized traffic congestion. And it is average at best in the safety categories. The state's biggest need is to improve Interstate pavement quality. Colorado could learn a lot from neighboring state Utah, which has some of the same geographical characteristics yet manages to rank 10th among all states.

Colorado is one of eight states with more than 3% of their rural Interstate system pavement in poor condition. The other seven are Alaska, California, Washington, West Virginia, Louisiana, Pennsylvania, and Michigan.

Colorado is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Kentucky, Hawaii, Alabama, Georgia, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, and Illinois.

Colorado's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	43
Overall Rank Based on 2019 Data:	37
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	28
Maintenance Disbursements Ratio	43
Administrative Disbursements Ratio	40
Other Disbursements Ratio	12
Rural Interstate Percent in Poor Condition	47
Urban Interstate Percent in Poor Condition	40
Rural Other Principal Arterial Percent in Poor Condition	26
Urban Other Principal Arterial Percent in Poor Condition	31
Urban Area Congestion	31
Structurally Deficient Bridges, Percent*	21
Rural Fatality Rate	32
Urban Fatality Rate	36
Other Fatality Rate	20

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 5th in the Nation in Highway Performance and Cost-Effectiveness

Connecticut'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 26-spot improvement from 31st in the previous report. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some states' overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Connecticut ranks in the bottom 10 states in urbanized area congestion. Connecticut's 30.2 hours spent in auto congestion is a lot, but still fewer hours than those endured by either Rhode Island's or New Jersey's drivers.

In safety and performance categories, Connecticut ranks 25th in rural fatality rate, 11th in urban fatality rate, 22nd in structurally deficient bridges, 42nd in traffic congestion, 8th in urban Interstate pavement condition, and 13th in rural Interstate pavement condition.

The state ranks 12th in capital and bridge costs per mile and 16th in maintenance spending per mile.

Connecticut's best rankings are in urban Interstate pavement condition (8th), and other disbursements per lane-mile (9th).

Connecticut's worst rankings are in urbanized area congestion (42nd) and urban arterial pavement condition (28th).

Connecticut's drivers waste 30.2 hours a year in traffic congestion, ranking 42nd in 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 improve its urban arterial pavement condition and to reduce its traffic congestion somewhat," said

Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Connecticut has improved its system significantly over the past five years, but there is always room for more improvement.

Additional Analysis

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, other) per mile.

Compared to nearby states, Connecticut's overall highway performance is better than New York (ranks 49th), Massachusetts (ranks 20th), and New Hampshire (ranks 14th).

Connecticut is doing better than other comparable states, such as New Jersey (ranks 44th) and others like Rhode Island (ranks 42nd).

Connecticut ranks 5th, a ranking that is high for a small-in-geographic-size northeastern state. Connecticut benefitted from the report's change in calculating spending. Yet other states also benefitted from the change in methodology and managed to post smaller gains in the rankings or in some cases losses. Part of Connecticut's large jump is due to other categorical improvements including smoother Interstate highway pavement and lower fatality rates in all three categories. The state still has room for improvement; the urbanized area congestion is in the bottom 10 of all states. Still, considering its location, Connecticut spends a modest amount of resources for a high-quality roadway system.

Connecticut is one of nine states where automobile commuters spend more than 30 hours annually stuck in peak-hour traffic congestion. New Jersey, New York, Massachusetts, Texas, Rhode Island, Illinois, California, and Delaware are the others.

Connecticut is one of eight states that improved in the overall rankings by at least 10 spots from the previous report. The other states are Florida, Massachusetts, South Carolina, Maryland, Alabama, Illinois, and Georgia.

Connecticut's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	5
Overall Rank Based on 2019 Data:	31
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	12
Maintenance Disbursements Ratio	16
Administrative Disbursements Ratio	16
Other Disbursements Ratio	9
Rural Interstate Percent in Poor Condition	13
Urban Interstate Percent in Poor Condition	8
Rural Other Principal Arterial Percent in Poor Condition	21
Urban Other Principal Arterial Percent in Poor Condition	28
Urban Area Congestion	42
Structurally Deficient Bridges, Percent*	22
Rural Fatality Rate	25
Urban Fatality Rate	11
Other Fatality Rate	17

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 35th in the Nation in Highway Performance and Cost-Effectiveness

Delaware's highway system ranks 35th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a nine-spot improvement from the previous report, where Delaware ranked 44th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some states' overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Delaware ranks in the bottom 10 in four of the report's 12 metrics (Delaware has no rural Interstate mileage): administrative costs, urban Interstate pavement condition, urbanized area congestion, and urban fatality rate. The state's 2.59 administrative disbursement per mile ratio is 4.5 times higher than Connecticut's ratio and 1.2 times higher than New Hampshire's ratio. The state's 8.67% of urban Interstate mileage in poor condition is 5.5 times higher than Connecticut's percent and 54 times higher than New Hampshire's percent. Commuters in Delaware spend 30.8 hours stuck in traffic congestion, slightly more hours than commuters in Connecticut and 1.6 times more hours than commuters in New Hampshire. Finally, the state's 1.33 urban fatality rate is twice as high as Connecticut's rate and three times higher than New Hampshire's rate.

In safety and performance categories, Delaware ranks 38th in rural fatality rate, 43rd in urban fatality rate, 4th in structurally deficient bridges, 43rd in traffic congestion, and 44th in urban Interstate pavement condition.

The state ranks 10th in capital and bridge spending per mile and 38th in maintenance spending per mile.

Delaware's best rankings are in structurally deficient bridges (4th) and capital and bridge disbursements per lane-mile (10th).

Delaware's worst rankings are in administrative disbursements per mile (49th) and urban Interstate pavement condition (44th).

Delaware's drivers waste 30.8 hours a year in traffic congestion, ranking 43rd 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 reduce its administrative spending, reduce its traffic congestion, improve its urban Interstate pavement condition, and reduce its fatality rates," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state ranks in the top 15 in three categories and the bottom 10 in four categories. Improving Interstate pavement quality is the biggest need."

Additional Analysis

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, other) per mile.

Compared to nearby states, Delaware's overall highway performance is better than New Jersey (ranks 44th) but worse than Maryland (ranks 24th) and similar to Pennsylvania (ranks 41st).

Delaware ranks behind other comparable states, such as Connecticut (ranks 5th) and others like New Hampshire (ranks 14th).

Delaware is a state that either ranks well or poorly in each category. The state has only two rankings in the 20s. Rural arterial pavement, structurally deficient bridges, and urban arterial pavement are ranked highly. Unfortunately, administrative disbursements, urban Interstate pavement quality, urbanized area congestion, 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 below average ranking.

Delaware is one of seven states with an administrative disbursement ratio higher than 2.0. The other six are Vermont, New Mexico, Nevada, South Dakota, New Hampshire, and Washington.

Delaware is one of eight states that have more than 7% of their urban Interstate pavement in poor condition. The other seven are Hawaii, Louisiana, New York, California, New Jersey, West Virginia, and Michigan.

Delaware is one of nine states where automobile commuters spend more than 30 hours annually stuck in peak-hour traffic congestion. New Jersey, New York, Massachusetts, Texas, Rhode Island, Illinois, California, and Connecticut are the others.

Delaware is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Missouri, Alaska, Kentucky, Hawaii, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, and Illinois.

Delaware's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	35
Overall Rank Based on 2019 Data:	44
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	10
Maintenance Disbursements Ratio	38
Administrative Disbursements Ratio	49
Other Disbursements Ratio	25
Rural Interstate Percent in Poor Condition	N/A
Urban Interstate Percent in Poor Condition	44
Rural Other Principal Arterial Percent in Poor Condition	16
Urban Other Principal Arterial Percent in Poor Condition	11
Urban Area Congestion	43
Structurally Deficient Bridges, Percent*	4
Rural Fatality Rate	38
Urban Fatality Rate	43
Other Fatality Rate	25

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 8th in the Nation in Highway Performance and Cost-Effectiveness

Florida'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 33-spot improvement from 41st in the previous report. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some states' overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Florida ranks in the bottom 10 in three of the 13 performance metrics. The state's 1.36 capital and bridge disbursement per lane-mile ratio is 1.5 times higher than Pennsylvania's ratio and 1.2 times higher than Texas' ratio. The state's rural fatality rate of 1.79 is 2.2 times higher than peer state Pennsylvania's rate and 1.2 times higher than Texas' rate. Florida's urban fatality rate of 1.55 is 1.5 times higher than Pennsylvania's rate and 1.4 times higher than Texas' rate.

In safety and performance categories, Florida ranks 45th in rural fatality rate, 49th in urban fatality rate, 8th in structurally deficient bridges, 18th in traffic congestion, 9th in urban Interstate pavement condition, and 1st in rural Interstate pavement condition.

The state ranks 43rd in capital and bridge costs per mile and 29th in maintenance spending per mile.

Florida's best rankings are in rural Interstate pavement condition (1st) and rural arterial pavement condition (2nd).

Florida's worst rankings are in urban fatality rate (49th) and rural fatality rate (45th).

Florida's drivers waste 18.8 hours a year in traffic congestion, ranking 18th 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 rural and urban fatality rates, as well as reduce its high capital and bridge spending," 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, and the state's per mile disbursements are average to high. However, the rural and urban fatality rates remain very high, particularly for a heavily urbanized state."

Additional Analysis

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, other) per mile.

Compared to nearby states, Florida's overall highway performance is worse than South Carolina (ranks 6th), Georgia (ranks 4th), but better than Alabama (ranks 15th).

Florida ranks ahead of other comparable states, such as Texas (ranks 19th) and others like Pennsylvania (ranks 41st).

Florida either excels in a category or struggles with it. The state is in the top 10 for each of the four pavement categories and in structurally deficient bridges. Despite benefitting from how the report calculated spending, Florida is still in the bottom 10 states in capital and bridge disbursements. It is also in the bottom 10 states in two of the three fatality rate categories. With all four pavement category rankings in the top 10, other states could learn from Florida's practices. But with continual year-over-year problems with high fatality rates, Florida could learn from peer states Pennsylvania and Texas, as well as neighboring state Georgia.

Florida is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Kentucky, Hawaii, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, and Illinois.

Florida is one of eight states that improved in the overall rankings by at least 10 spots from the previous report. The other states are Connecticut, Massachusetts, South Carolina, Maryland, Alabama, Illinois, and Georgia.

Florida's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	8
Overall Rank Based on 2019 Data:	41
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	43
Maintenance Disbursements Ratio	29
Administrative Disbursements Ratio	28
Other Disbursements Ratio	20
Rural Interstate Percent in Poor Condition	1
Urban Interstate Percent in Poor Condition	9
Rural Other Principal Arterial Percent in Poor Condition	2
Urban Other Principal Arterial Percent in Poor Condition	4
Urban Area Congestion	18
Structurally Deficient Bridges, Percent*	8
Rural Fatality Rate	45
Urban Fatality Rate	49
Other Fatality Rate	15

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 4th in the Nation in Highway Performance and Cost-Effectiveness

Georgia's highway system ranks 4th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 10-spot increase from 14th in the previous report. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some states' overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Georgia ranks in the bottom 15 states nationally in urbanized area congestion, and rural and urban fatality rates. Georgia's drivers waste 28.9 hours a year in traffic congestion, 1.8 times more than peer state North Carolina's drivers and 1.3 times more than peer state Tennessee's drivers. Georgia's rural fatality rate of 1.37 is 1.2 times higher than North Carolina's rate and Tennessee's rate. Georgia's urban fatality rate of 1.20 is 1.3 times higher than North Carolina's rate but lower than Tennessee's rate.

In safety and performance categories, Georgia ranks 35th in rural fatality rate, 37th in urban fatality rate, 6th in structurally deficient bridges, 40th in traffic congestion, 5th in urban Interstate pavement condition, and 18th in rural Interstate pavement condition.

The state ranks 8th in capital and bridge costs per mile and 13th in maintenance spending per mile.

Georgia's best rankings are in urban arterial pavement condition (3rd) and urban Interstate pavement condition (5th).

Georgia's worst rankings are in urbanized area congestion (40th) and urban fatality rate (37th).

Georgia's drivers waste 28.9 hours a year in traffic congestion, ranking 40th 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. "Georgia ranks in the bottom 15 nationally for each ranking."

Additional Analysis

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, other) per mile.

Compared to nearby states, Georgia's overall highway performance is better than Florida (ranks 8th), Alabama (ranks 15th), and South Carolina (ranks 6th).

Georgia ranks behind other comparable states, such as North Carolina (ranks 2nd) and Tennessee (ranks 3rd).

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 less than the national average on its highway system, and 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. With a decrease in its fatality rates, the state could be a contender for the number one overall ranking.

Georgia is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Kentucky, Hawaii, Alabama, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, and Illinois.

Georgia is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Washington, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

Georgia is one of eight states that improved in the overall rankings by at least 10 spots from the previous report. The other states are Florida, Connecticut, Massachusetts, South Carolina, Maryland, Alabama, and Illinois.

Georgia's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	4
Overall Rank Based on 2019 Data:	14
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	8
Maintenance Disbursements Ratio	13
Administrative Disbursements Ratio	34
Other Disbursements Ratio	7
Rural Interstate Percent in Poor Condition	18
Urban Interstate Percent in Poor Condition	5
Rural Other Principal Arterial Percent in Poor Condition	8
Urban Other Principal Arterial Percent in Poor Condition	3
Urban Area Congestion	40
Structurally Deficient Bridges, Percent*	6
Rural Fatality Rate	35
Urban Fatality Rate	37
Other Fatality Rate	33

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 48th in the Nation in Highway Performance and Cost-Effectiveness

Hawaii'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 decrease from 47th in the previous report. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some states' overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Hawaii ranks in the bottom 10 of all states in three 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. More than a quarter (25.88%) of the state's urban Interstate pavement condition is in poor condition, 15 times the percentage of peer state Alaska's pavement and 162 times the percentage of peer state New Hampshire's pavement. The state's rural arterial pavement quality is not much better. A total of 4.16% of rural arterial pavement is in poor condition, five times more than New Hampshire's poor pavement but less than Alaska's poor pavement. Rural fatality rate is also a major weakness. Hawaii's 2.89 rural fatality rate is 1.5 times higher than Alaska's rate and four times higher than New Hampshire's rate.

In safety and performance categories, Hawaii ranks 49th in rural fatality rate, 39th in urban fatality rate, 33rd in structurally deficient bridges, 26th in traffic congestion, and 50th in urban Interstate pavement condition.

The state ranks 25th in capital and bridge spending per mile and 20th in maintenance spending per mile.

Hawaii's best rankings are in other fatality rate (1st) and other disbursements per lane-mile (8th).

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

Hawaii's drivers waste 20.7 hours a year in traffic congestion, ranking 26th in the nation.

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

"To improve in the report's overall rankings, Hawaii needs to improve its pavement quality and lower its rural fatality rates. The state ranks in the bottom five for two of three pavement quality rankings (Hawaii has no rural Interstates) and for its rural fatality rates," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Hawaii's spending is relatively average. Policymakers may consider directing more resources to pavement quality and traffic enforcement."

Additional Analysis

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, other) per mile.

Compared to nearby states, Hawaii's overall highway performance is worse than Oregon (ranks 37th) and Arizona (ranks 30th) but similar to California (ranks 47th).

Hawaii ranks behind other comparable states, such as New Hampshire (ranks 14th) but ahead of others like Alaska (ranks 50th).

As a group of islands in the middle of the Pacific Ocean, Hawaii's travel patterns are different from the 48 mainland states. While the state has kept costs down, quality has suffered. Hawaii ranks above average in six categories, but its performance is worse than awful in three of the four pavement categories. Nearly 26% of Hawaii's urban Interstate pavement is in poor condition, more than twice as bad as the next-worst state. Rural arterial pavement condition is three times worse than the average state. Further, the state's rural fatality rate is more than twice as high as the average state.

Hawaii is one of eight states that reported more than 7% of their urban Interstate pavement in poor condition. The other seven are Louisiana, New York, California, New Jersey, West Virginia, Delaware, and Michigan.

Hawaii is one of five states that reported more than 3% of their rural other principal arterial pavement to be in poor condition. The others are Rhode Island, Maine, Idaho, and Alaska.

Hawaii is one of three states that have rural fatality rates of 2.0 per 100 million vehicle-miles traveled or higher. The other two states are South Carolina and Nevada.

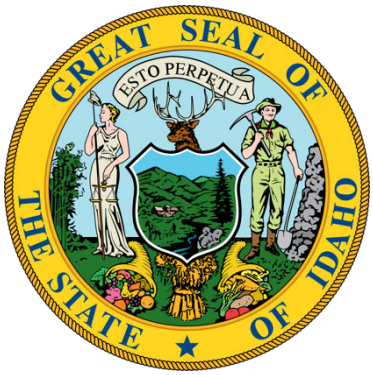
Hawaii is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Kentucky, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, and Illinois.

Hawaii's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	48
Overall Rank Based on 2019 Data:	47
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	25
Maintenance Disbursements Ratio	20
Administrative Disbursements Ratio	21
Other Disbursements Ratio	8
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	33
Urban Area Congestion	26
Structurally Deficient Bridges, Percent*	33
Rural Fatality Rate	49
Urban Fatality Rate	39
Other Fatality Rate	1

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 34th in the Nation in Highway Performance and Cost-Effectiveness

Idaho'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 26-spot decrease from 8th in the previous report. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some states' overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Idaho ranks in the bottom 10 of all states in capital and bridge disbursements, rural arterial pavement condition, and rural fatality rate. The state's 1.83 capital and bridge disbursement ratio is 1.7 times higher than peer state Montana's rate and 2.1 times higher than peer state Wyoming's rate. Idaho's 3.1% of poor rural arterial pavement condition is two times higher than Montana's amount and 10 times higher than Wyoming's amount. Finally, Idaho's 1.64 rural fatality rate is less than Montana's rate but 1.2 times worse than Wyoming's rate.

In safety and performance categories, Idaho ranks 43rd in rural fatality rate, 3rd in urban fatality rate, 19th in structurally deficient bridges, 7th in traffic congestion, 11th in urban Interstate pavement condition, and 32nd in rural Interstate pavement condition.

The state ranks 48th in capital and bridge costs per mile and 33rd in maintenance spending per mile.

Idaho's best rankings are in urban fatality rate (3rd) and traffic congestion (7th).

Idaho's worst rankings are in capital and bridge disbursements per lane-mile (48th) and rural arterial pavement condition (46th).

Idaho's drivers waste 11.3 hours a year in traffic congestion, ranking 7th 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 capital and bridge spending, and improve its rural arterial pavement condition and its rural fatality rate," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state ranks in the bottom 10 of each category, and that performance is negating strong rankings in urbanized area congestion, and urban fatality rate."

Additional Analysis

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, other) per mile.

Compared to nearby states, Idaho's overall highway performance is better than Washington (ranks 46th), but worse than Oregon (ranks 37th) and Utah (ranks 10th).

Idaho ranks below other comparable states, such as Montana (ranks 25th) and others like Wyoming (ranks 16th).

For many years Idaho was a model state ranked in the top 10 of the *Annual Highway Report*. What was its secret? The state did not have any rankings in the bottom 10 overall, one of just six states with that distinction. But what might have been more impressive is that 10 of the state's 13 rankings were in the top 25, with one of the other three in the 20s. Idaho was penalized by the change in how the report calculated spending. But the bigger problem was the increase in Idaho's rural fatality rate and decline in the state's rural arterial pavement condition. In this report, both rank in the bottom 10. Idaho needs to improve both metrics substantially.

Idaho is one of six states with a capital and bridge disbursement ratio above 1.50. The other five are Washington, Idaho, New York, Arizona, and New Jersey.

Idaho is one of five states that reported more than 3% of their rural other principal arterial pavement to be in poor condition. The others are Alaska, Rhode Island, Hawaii, and Maine.

Idaho is one of six states that declined in the overall rankings by at least 10 spots from the previous report. The other states are Oregon, Montana, Kansas, South Dakota, and Vermont.

Idaho's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	34
Overall Rank Based on 2019 Data:	8
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	48
Maintenance Disbursements Ratio	33
Administrative Disbursements Ratio	22
Other Disbursements Ratio	32
Rural Interstate Percent in Poor Condition	32
Urban Interstate Percent in Poor Condition	11
Rural Other Principal Arterial Percent in Poor Condition	46
Urban Other Principal Arterial Percent in Poor Condition	34
Urban Area Congestion	7
Structurally Deficient Bridges, Percent*	19
Rural Fatality Rate	43
Urban Fatality Rate	3
Other Fatality Rate	16

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 29th in the Nation in Highway Performance and Cost-Effectiveness

Illinois' highway system ranks 29th 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 40th in the previous report. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some states' overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

The state ranks in the bottom 10 of all states in rural arterial pavement quality and urbanized area congestion. The state's 2.45% of rural arterial pavement in poor condition is more than 3.5 times that of peer state Michigan's poor pavement and four times more than peer state Ohio's poor pavement. Illinois' 32 hours of traffic congestion is 1.3 times more than Michigan's and 1.4 times more than Ohio's.

In safety and performance categories, Illinois ranks 14th in rural fatality rate, 26th in urban fatality rate, 38th in structurally deficient bridges, 45th in traffic congestion, 34th in urban Interstate pavement condition, and 26th in rural Interstate pavement condition.

The state ranks 34th in capital and bridge costs per mile and 27th in maintenance spending per mile.

Illinois' best rankings are in administrative disbursements per mile (11th) and rural fatality rate (14th).

Illinois' worst rankings are in urbanized area congestion (45th) and rural arterial pavement condition (44th).

Illinois' drivers waste 32 hours a year in traffic congestion, ranking 45th 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 improve its rural arterial pavement condition and reduce its urbanized area congestion. While the state doesn't rank in the bottom five in any categories, it doesn't rank in the top five either," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state ranks about average, which is an improvement over prior years.

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, other) per mile.

Additional Analysis

Compared to nearby states, Illinois' overall highway performance is worse than Missouri (ranks 11th), Wisconsin (ranks 33rd), and Indiana (ranks 23rd).

Illinois ranks behind other comparable states, such as Ohio (ranks 17th) and others like Michigan (ranks 27th).

While Illinois' spending is about average, it performs below average in many categories. Both its percent of rural arterial pavement in poor condition and its urbanized area traffic congestion are noticeably worse than every other midwestern state. And the state needs to improve pavement quality on the three other roadway categories and reduce its percent of structurally deficient bridges. The state has failed to be proactive. For urbanized congestion—long a problem—the state has not built sufficient capacity or enacted variable-priced tolling. While the state has benefitted from the report's change in calculating spending, there is significant room for improvement.

Illinois is one of nine states where automobile commuters spend more than 30 hours annually stuck in peak-hour traffic congestion. New Jersey, New York, Massachusetts, Texas, Rhode Island, California, Delaware, and Connecticut are the others.

Illinois is one of eight states that improved in the overall rankings by at least 10 spots from the previous report. The other states are Florida, Connecticut, Massachusetts, South Carolina, Maryland, Alabama, and Georgia.

Illinois' Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	29
Overall Rank Based on 2019 Data:	40
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	34
Maintenance Disbursements Ratio	27
Administrative Disbursements Ratio	11
Other Disbursements Ratio	19
Rural Interstate Percent in Poor Condition	26
Urban Interstate Percent in Poor Condition	34
Rural Other Principal Arterial Percent in Poor Condition	44
Urban Other Principal Arterial Percent in Poor Condition	32
Urban Area Congestion	45
Structurally Deficient Bridges, Percent*	38
Rural Fatality Rate	14
Urban Fatality Rate	26
Other Fatality Rate	28

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 23rd in the Nation in Highway Performance and Cost-Effectiveness

Indiana'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 nine-spot improvement from 32nd in the previous report. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

The state ranks in the bottom 10 of all states in maintenance disbursements. Indiana's maintenance disbursement ratio of 2.03 is 1.4 times higher than Minnesota's ratio and 4.6 times higher than Ohio's ratio.

In safety and performance categories, Indiana ranks 37th in rural fatality rate, 24th in urban fatality rate, 24th in structurally deficient bridges, 22nd in traffic congestion, 31st in urban Interstate pavement condition, and 39th in rural Interstate pavement condition.

Indiana is 37th in capital and bridge costs per mile and 48th in maintenance spending per mile.

Indiana's best rankings are in other disbursements per lane-mile (6th) and rural arterial pavement condition (7th).

Indiana's worst rankings are maintenance disbursements (48th) and rural Interstate pavement condition (39th).

Indiana drivers waste 19.4 hours per year in traffic congestion, ranking 22nd 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," 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, for the amount the state spends on capital and bridge and maintenance disbursements, it should have better Interstate pavement quality."

Additional Analysis

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, other) per mile.

Compared to nearby states, Indiana's overall highway performance is worse than Kentucky (ranks 7th) but better than Illinois (ranks 29th) and Michigan (ranks 27th).

Indiana ranks behind other comparable states, such as Minnesota (ranks 12th) and others like Ohio (ranks 17th).

Indiana ranks in the bottom five in only one category, and ranks in the top 20 in five categories. The state's arterial pavement quality is good, and it ranks in the top half of two of the three fatality metrics, a good showing for a relatively rural state. Indiana benefitted from the report calculating spending per vehicle-miles traveled, yet its capital and bridge and maintenance disbursements remain high. Indiana needs to lower its overall expenditures while improving its Interstate pavement quality.

Indiana is one of four states with a maintenance disbursement ratio above 2.00. The other three are Washington, Vermont, and Alaska.

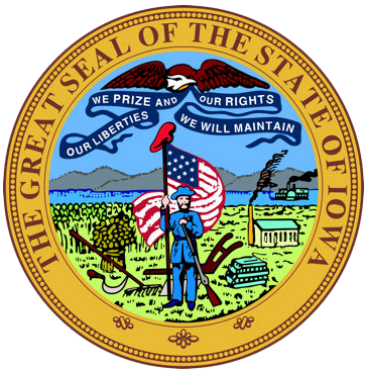
Reason Foundation's *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, other) per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

Indiana's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	23
Overall Rank Based on 2019 Data:	32
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	37
Maintenance Disbursements Ratio	48
Administrative Disbursements Ratio	15
Other Disbursements Ratio	6
Rural Interstate Percent in Poor Condition	39
Urban Interstate Percent in Poor Condition	31
Rural Other Principal Arterial Percent in Poor Condition	7
Urban Other Principal Arterial Percent in Poor Condition	18
Urban Area Congestion	22
Structurally Deficient Bridges, Percent*	24
Rural Fatality Rate	37
Urban Fatality Rate	24
Other Fatality Rate	10

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 31st in the Nation in Highway Performance and Cost-Effectiveness

Iowa's highway system ranks 31st in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a nine-spot decrease from the previous report, where Iowa ranked 22nd. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Iowa ranks in the bottom 10 nationally in capital and bridge disbursements and structurally deficient bridges. Indiana's capital and bridge disbursement ratio of 1.30 is 1.4 times higher than Nebraska's ratio and 1.3 times higher than Wisconsin's ratio. Almost 20% of Iowa's bridges are structurally deficient. This percentage is more than double the 8.34% of structurally deficient bridges in peer state Nebraska and almost triple the 6.90% of structurally deficient bridges in peer state Wisconsin.

In safety and performance categories, Iowa ranks 10th in rural fatality rate, 22nd in urban fatality rate, 49th in structurally deficient bridges, 2nd in traffic congestion, 30th in rural Interstate pavement condition, and 33rd in urban Interstate pavement condition.

Iowa is 42nd in capital and bridge costs per mile and 23rd in maintenance spending per mile.

Iowa's best rankings are in traffic congestion (2nd) and in rural fatality rate (10th).

Iowa's worst rankings are structurally deficient bridges (49th) and capital and bridge disbursements per lane-mile (42nd).

Iowa drivers waste 7.5 hours per year in traffic congestion, ranking 2nd 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 reduce its capital and bridge spending. The state ranks in the bottom 10 of all

states for both categories," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state spending is above average while system conditions are below average. Iowa's highway system performs worse than its peer states."

Additional Analysis

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, other) per mile.

Compared to nearby states, Iowa's overall highway performance is worse than Illinois (ranks 29th), Missouri (ranks 11th), and Minnesota (ranks 12th).

Iowa ranks behind some comparable states such as Wisconsin (ranks 33rd), but ahead of others like Nebraska (ranks 26th).

Iowa doesn't shine in any one area. The state has one ranking in the top 10: urbanized area congestion. The state's big weakness is its high percentage of structurally deficient bridges. The only state with a higher percentage of bridges in poor shape is West Virginia, a state with generally older infrastructure. Iowa needs to consider adopting the best practices of its southern and northern neighbors, both of which have better overall highway systems.

Iowa is one of nine states in which 10% or more of their bridges are structurally deficient. The others are West Virginia, Rhode Island, South Dakota, Pennsylvania, Louisiana, Maine, North Dakota, and Michigan.

Iowa's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	31
Overall Rank Based on 2019 Data:	22
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	42
Maintenance Disbursements Ratio	23
Administrative Disbursements Ratio	17
Other Disbursements Ratio	21
Rural Interstate Percent in Poor Condition	30
Urban Interstate Percent in Poor Condition	33
Rural Other Principal Arterial Percent in Poor Condition	39
Urban Other Principal Arterial Percent in Poor Condition	29
Urban Area Congestion	2
Structurally Deficient Bridges, Percent*	49
Rural Fatality Rate	10
Urban Fatality Rate	22
Other Fatality Rate	26

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 22nd in the Nation in Highway Performance and Cost-Effectiveness

Kansas' 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 15-spot decrease from the previous report, where Kansas ranked 7th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

The state ranks in the bottom 10 of all states in other disbursements and other fatality rate. The state's 2.61 other disbursement spending ratio is 3.1 times higher than peer state Nebraska's ratio and 2.2 times higher than peer state Oklahoma's ratio. Kansas' 1.89 other fatality rate is 1.4 times higher than Nebraska's rate but is similar to Oklahoma's rate.

In safety and performance categories, Kansas ranks 30th in rural fatality rate, 27th in urban fatality rate, 17th in structurally deficient bridges, 37th in traffic congestion, 25th in urban Interstate pavement condition, and 14th in rural Interstate pavement condition.

Kansas is 13th in capital and bridge costs per mile and 22nd in maintenance spending per mile.

Kansas' best rankings are in rural arterial pavement condition (5th) and capital and bridge disbursements per mile (13th).

Kansas' worst rankings are other disbursements per lane-mile (48th) and other fatality rate (41st).

Kansas drivers waste 24.7 hours per year in traffic congestion, ranking 37th 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 other spending and reduce its other fatality rate. The two poor rankings are the largest reason Kansas ranks outside the top 20,"

said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While maintaining a state highway system requires resources, a bottom five ranking is a problem. And while lowering fatality rates in rural states such as Kansas can be challenging, Minnesota has a composite fatality ranking of 2.7, the best in the country. Kansas needs to consider innovative highway designs or more enforcement to reduce the other fatality rate."

Additional Analysis

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, other) per mile.

Compared to nearby states, Kansas' overall highway performance is better than Iowa (ranks 31st) and Colorado (ranks 43rd) but worse than Missouri (ranks 11th).

Kansas ranks ahead of comparable states such as Oklahoma (ranks 45th) and others like Nebraska (ranks 26th).

Kansas declined 17 positions in the rankings. While the state was penalized by the new methodology for calculating spending, the change was not the biggest reason for its decline. The state ranked 37th in urbanized area congestion, previously a strength. Further, the fatality rate continued to be a weakness, with the state ranking in the bottom 10 in other fatality rate. The state would benefit from reducing costs, particularly other disbursements. But addressing urbanized area congestion and fatality rates is the higher priority.

Kansas is one of five states with an other disbursement ratio above 2.00. The other four are New York, Oregon, Utah, and Washington.

Kansas is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Tennessee, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

Kansas is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Kentucky, Hawaii, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, and Illinois.

Kansas is one of six states that declined in the overall rankings by at least 10 spots from the previous report. The other states are Oregon, Montana, South Dakota, Vermont, and Idaho.

Kansas' Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	22
Overall Rank Based on 2019 Data:	7
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	13
Maintenance Disbursements Ratio	22
Administrative Disbursements Ratio	25
Other Disbursements Ratio	48
Rural Interstate Percent in Poor Condition	14
Urban Interstate Percent in Poor Condition	25
Rural Other Principal Arterial Percent in Poor Condition	5
Urban Other Principal Arterial Percent in Poor Condition	20
Urban Area Congestion	37
Structurally Deficient Bridges, Percent*	17
Rural Fatality Rate	30
Urban Fatality Rate	27
Other Fatality Rate	41

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 7th in the Nation in Highway Performance and Cost-Effectiveness

Kentucky's 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 three-spot decrease from the previous report, where Kentucky ranked 4th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Kentucky ranks in the top 30 of all states in 11 of the 13 categories, but in the bottom 15 in urban fatality rate and other fatality rate. Kentucky's 1.26 urban fatality rate is high, but lower than peer state Missouri's and peer state Tennessee's rates. Kentucky's 1.68 other fatality rate is 1.4 times higher than Missouri's rate but lower than peer state Tennessee's rate.

In safety and performance categories, Kentucky ranks 24th in rural fatality rate, 40th in urban fatality rate, 26th in structurally deficient bridges, 19th in traffic congestion, 16th in rural Interstate pavement condition and 16th in urban Interstate pavement condition.

Kentucky is 14th in capital and bridge costs per mile and 19th in maintenance spending per mile.

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

Kentucky's worst rankings are in other fatality rate (48th) and in urban fatality rate (40th).

Kentucky drivers spend 19 hours stuck in traffic congestion, ranking 19th nationally.

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

"To improve in the rankings, Kentucky needs to reduce its other 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. "While it may be challenging for Kentucky to have fatality rates as low as Minnesota, the state can improve from its bottom 15 rankings in both categories."

Additional Analysis

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, other) per mile.

Compared to nearby states, Kentucky's overall highway performance is better than Ohio (ranks 17th) and Indiana (ranks 23rd) but worse than Virginia (ranks 1st).

Kentucky ranks ahead of some comparable states such as Missouri (ranks 11th) but behind others like Tennessee (ranks 3rd).

With the exception of other fatality rate and urban fatality rate, Kentucky has an excellent highway system. Kentucky's disbursements are low and its pavement quality is 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 rates, it would be a contender for the top spot in the rankings.

Kentucky is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Hawaii, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, and Illinois.

Kentucky is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

Kentucky's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	7
Overall Rank Based on 2019 Data:	4
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	14
Maintenance Disbursements Ratio	19
Administrative Disbursements Ratio	1
Other Disbursements Ratio	26
Rural Interstate Percent in Poor Condition	16
Urban Interstate Percent in Poor Condition	16
Rural Other Principal Arterial Percent in Poor Condition	14
Urban Other Principal Arterial Percent in Poor Condition	6
Urban Area Congestion	19
Structurally Deficient Bridges, Percent*	26
Rural Fatality Rate	24
Urban Fatality Rate	40
Other Fatality Rate	48

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 40th in the Nation in Highway Performance and Cost-Effectiveness

Louisiana's highway system ranks 40th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a five-spot decrease from the previous report, where Louisiana ranked 35th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Louisiana ranks in the bottom 10 nationally in six of the report's 13 metrics. The state's pavement quality, percentage of structurally deficient bridges, and fatality rates are disproportionately bad. Louisiana's 3.07% of rural Interstate pavement in poor condition is 1.2 times more than peer state Arkansas' percent and 2.1 times more than peer state Mississippi's percent. Louisiana's 11.99% of urban Interstate pavement in poor condition is 2.3 times more than Arkansas' percent and 3.8 times more than Mississippi's percent. Louisiana's 2.33% of rural arterial pavement in poor condition is 1.3 times more than Arkansas' percent and 2.5 times more than Mississippi's percent. Louisiana's 12.76% of bridges that are structurally deficient is 2.5 times as much as Arkansas' percent and two times as much as Mississippi's percent. Louisiana's 1.43 urban fatality rate is 1.2 times higher than Arkansas' rate and the same as Mississippi's rate. Finally, Louisiana's 2.11 other fatality rate is 1.9 times higher than Arkansas' rate and nearly equivalent to Mississippi's rate.

In safety and performance categories, Louisiana ranks 20th in rural fatality rate, 46th in urban fatality rate, 45th in structurally deficient bridges, 23rd in traffic congestion, 43rd in rural Interstate pavement condition, and 49th in urban Interstate pavement condition.

Louisiana is 6th in capital and bridge costs per mile and 18th in maintenance spending per mile.

Louisiana's best rankings are in administrative disbursements (4th) and capital and bridge disbursements (6th).

Louisiana's worst rankings are in urban Interstate pavement condition (49th) and other fatality rate (47th).

Louisiana drivers spend 19.5 hours per year peak hour traffic congestion, ranking 23rd in the nation.

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 several that spends relatively little and has very poor system conditions. Seven of Louisiana's performance rankings are average or poor. In six of the nine performance categories the state ranks 40th or lower," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Urbanized area congestion is one of the only areas where the state performs satisfactorily, and that may change as travel patterns return to pre-COVID levels."

Additional Analysis

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, other) per mile.

Compared to nearby states, Louisiana's overall highway performance is better than Oklahoma (ranks 45th) but worse than Texas (ranks 19th) and Alabama (ranks 15th).

Louisiana ranks behind comparable states such as Mississippi (ranks 18th) and others like Arkansas (ranks 13th).

Arkansas, Louisiana, and Mississippi all rank similarly on spending for their highway systems. Yet, while Arkansas' average performance rank is 13th and Mississippi's average performance rank is 18th, Louisiana's average is 40th. In fact, Louisiana ranks in the bottom 15 of all states in seven 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 eight states with more than 3% of their rural Interstate system pavement in poor condition. The other seven are Alaska, Colorado, California, Washington, West Virginia, Pennsylvania, and Michigan.

Louisiana is one of eight states that reported more than 7% of their urban Interstate mileage to be in poor condition. The other seven are Hawaii, New York, California, New Jersey, West Virginia, Delaware, and Michigan.

Louisiana is one of nine states in which 10% or more of their bridges are structurally deficient. The others are West Virginia, Iowa, Rhode Island, South Dakota, Pennsylvania, Maine, North Dakota, and Michigan.

Louisiana is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Arizona, Tennessee, Mississippi, Wyoming, Delaware, Missouri, Alaska, Hawaii, Kentucky, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, and Illinois.

Louisiana is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

Louisiana's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	40
Overall Rank Based on 2019 Data:	35
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	6
Maintenance Disbursements Ratio	18
Administrative Disbursements Ratio	4
Other Disbursements Ratio	17
Rural Interstate Percent in Poor Condition	43
Urban Interstate Percent in Poor Condition	49
Rural Other Principal Arterial Percent in Poor Condition	43
Urban Other Principal Arterial Percent in Poor Condition	40
Urban Area Congestion	23
Structurally Deficient Bridges, Percent*	45
Rural Fatality Rate	20
Urban Fatality Rate	46
Other Fatality Rate	47

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 32nd in the Nation in Highway Performance and Cost-Effectiveness

Maine's highway system ranks 32nd in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a one-spot improvement from the previous report, where Maine ranked 33rd. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Maine ranks in the bottom 10 nationally in rural arterial pavement condition and structurally deficient bridges. Maine's 3.85% poor rural arterial pavement condition is 4.4 times higher than peer state New Hampshire's percent and 2.1 times higher than peer state Vermont's percent. Maine's 12.64% structurally deficient bridges is 1.6 times higher than New Hampshire's percent and 5.3 times higher than Vermont's percent.

In safety and performance categories, Maine ranks 8th in rural fatality rate, 4th in urban fatality rate, 44th in structurally deficient bridges, 8th in traffic congestion, 27th in rural Interstate pavement condition, and 7th in urban Interstate pavement condition.

Maine is 23rd in capital and bridge costs per mile and 39th in maintenance spending per mile.

Maine's best rankings are in urban fatality rate (4th), administrative disbursements per mile (7th), and urban Interstate pavement condition (7th).

Maine's worst rankings are in rural arterial pavement condition (47th) and structurally deficient bridges (44th).

Maine commuters spend 14.7 hours stuck in traffic congestion, ranking 8th 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 reduce its maintenance costs, improve its rural arterial pavement condition and reduce its percentage of structurally deficient bridges. The state ranks in the bottom 15 states in all three of these categories. In disbursements, pavement quality, and safety, Maine has categories in which it excels and categories in which it struggles," 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 in the categories where it struggles."

Additional Analysis

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, other) per mile.

Compared to nearby states, Maine's overall highway performance is worse than Connecticut (ranks 5th), but better than Massachusetts (ranks 20th), and New York (ranks 49th).

Maine ranks ahead of comparable states such as Vermont (ranks 38th) but behind others like New Hampshire (ranks 14th).

Maine's rankings are a confounding mix of good, average, and poor. It's top 10 in administrative disbursements but bottom 15 in maintenance disbursements. It's top 10 in urban Interstate pavement condition but bottom 10 in rural arterial pavement condition. It ranks in the top 10 in both urban and rural fatality rates but in the bottom 10 in percent structurally deficient bridges. Typically, states will excel in one type of category such as pavement condition but struggle in another such as safety. Fixing the areas where the state performs poorly is critical. Over the last five years, 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 3% of their rural other principal arterial pavement to be in poor condition. The others are Alaska, Rhode Island, Hawaii, and Idaho.

Maine is one of nine states in which 10% or more of their bridges are structurally deficient. The others are West Virginia, Iowa, Rhode Island, South Dakota, Pennsylvania, Louisiana, North Dakota, and Michigan.

Maine is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Michigan, Missouri, Virginia, Illinois, and Ohio.

Maine's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	32
Overall Rank Based on 2019 Data:	33
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	23
Maintenance Disbursements Ratio	39
Administrative Disbursements Ratio	7
Other Disbursements Ratio	23
Rural Interstate Percent in Poor Condition	27
Urban Interstate Percent in Poor Condition	7
Rural Other Principal Arterial Percent in Poor Condition	47
Urban Other Principal Arterial Percent in Poor Condition	30
Urban Area Congestion	8
Structurally Deficient Bridges, Percent*	44
Rural Fatality Rate	8
Urban Fatality Rate	4
Other Fatality Rate	32

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 24th in the Nation in Highway Performance and Cost-Effectiveness

Maryland's highway system ranks 24th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 14-spot improvement from the previous report, where Maryland ranked 38th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Maryland ranks in the bottom 10 nationally in urban Interstate pavement condition and urban arterial pavement condition. Maryland's 6.94% of poor urban Interstate mileage is 2.3 times more than peer state Massachusetts' percent but less than peer state New Jersey's percent. Maryland's 16.81% of poor urban arterial mileage is well above average but lower than Massachusetts' and New Jersey's percents.

In safety and performance categories, Maryland ranks 1st in rural fatality rate, 25th in urban fatality rate, 14th in structurally deficient bridges, 34th in traffic congestion, 23rd in rural Interstate pavement condition, and 42nd in urban Interstate pavement condition.

Maryland is 30th in capital and bridge costs per mile and 26th in maintenance spending per mile.

Maryland's best rankings are in rural fatality rate (1st) and structurally deficient bridges (14th).

Maryland's worst rankings are in urban Interstate pavement condition (42nd) and urban arterial pavement condition (41st).

Maryland commuters spend 23.5 hours stuck in congestion range, ranking 34th nationally.

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

"To improve in the rankings, Maryland needs to improve its pavement quality. The state ranks in the bottom 10 of all states in both urban pavement quality metrics. The state is outperforming its northeastern peer states in most categories, but urban pavement condition is a weakness," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "If Maryland could improve its urban pavement quality, it would move into the top 20 in the overall rankings."

Additional Analysis

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, other) per mile.

Compared to nearby states, Maryland's overall highway performance is better than Pennsylvania (41st) and Delaware (35th), but worse than Virginia (1st).

Maryland is doing worse than some comparable states such as Massachusetts (ranks 20th) but better than others like New Jersey (ranks 44th).

Maryland's 14-spot improvement in the rankings is one of the larger jumps. The state benefitted from the report's change in calculating spending. But the state has long outperformed its northeastern peers on expenditures, pavement quality, and bridge condition. For example, the state has two times fewer poor lane-miles of rural arterial pavement than New Jersey and slightly fewer poor miles than Massachusetts. However, for the state to continue to climb in the rankings it needs to address urban pavement quality.

Maryland is one of eight states that improved in the overall rankings by at least 10 spots from the previous report. The other states are Florida, Connecticut, Massachusetts, South Carolina, Alabama, Illinois, and Georgia.

Maryland's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	24
Overall Rank Based on 2019 Data:	38
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	30
Maintenance Disbursements Ratio	26
Administrative Disbursements Ratio	23
Other Disbursements Ratio	39
Rural Interstate Percent in Poor Condition	23
Urban Interstate Percent in Poor Condition	42
Rural Other Principal Arterial Percent in Poor Condition	25
Urban Other Principal Arterial Percent in Poor Condition	41
Urban Area Congestion	34
Structurally Deficient Bridges, Percent*	14
Rural Fatality Rate	1
Urban Fatality Rate	25
Other Fatality Rate	22

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 20th in the Nation in Highway Performance and Cost-Effectiveness

Massachusetts' 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 23-spot improvement from the previous report, where Massachusetts ranked 43rd. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Massachusetts ranks in the bottom 10 nationally in two of the report's 13 metrics. Massachusetts' 23.97% of urban arterial pavement in poor condition is 1.5 times more than peer state Maryland's percent and 1.3 times more than peer state New Jersey's percent. Massachusetts' 40.4 peak hours spent in traffic congestion is 1.7 times higher than Maryland's hours but fewer than New Jersey's hours.

In safety and performance categories, Massachusetts ranks 15th in rural fatality rate, 8th in urban fatality rate, 37th in structurally deficient bridges, 48th in traffic congestion, 20th in rural Interstate pavement condition, and 23rd in urban Interstate pavement condition.

Massachusetts is 3rd in capital and bridge costs per mile and 14th in maintenance spending per mile.

Massachusetts' best rankings are in other fatality rate (2nd) and capital and bridge disbursement per lane-mile (3rd).

Massachusetts' worst rankings are in urbanized area congestion (48th) and urban Interstate pavement condition (47th).

Massachusetts commuters spend 40.4 hours stuck in traffic congestion, ranking 48th in the country.

Massachusetts' state-controlled highway mileage makes it the 45th largest highway system in the country.

"To improve in the rankings, Massachusetts needs to improve its urban arterial pavement and reduce its urbanized area congestion. The state's capital and bridge and maintenance spending is among the lowest 15 of all states, which is a remarkable accomplishment considering the state's high-cost neighborhood," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "But the state may need to redirect resources to help it address urban pavement quality, traffic congestion, and bridge quality."

Additional Analysis

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, other) per mile.

Compared to nearby states, Massachusetts' overall highway performance is better than Rhode Island (ranks 42nd) and Vermont (ranks 38th), but worse than Connecticut (ranks 5th).

Massachusetts is doing better than some comparable states such as New Jersey (ranks 44th) and Maryland (ranks 24th).

With the report's change in calculating costs, spending is no longer Massachusetts' biggest problem. Urban arterial pavement quality, traffic congestion, and bridges are the bigger needs for improvement. There is an argument that Massachusetts needs to redirect funding to address capital and bridge as well as maintenance needs. But the state is also among the largest in the nation to fail to use innovative practices to address its transportation needs. For example, using a P3 to build a network of express toll lanes would reduce traffic congestion in the Boston metro area.

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

Massachusetts is one of nine states where automobile commuters spend more than 30 hours annually stuck in peak-hour traffic congestion. New Jersey, New York, Texas, Rhode Island, Illinois, California, Delaware, and Connecticut are the others.

Massachusetts is one of eight states that improved in the overall rankings by at least 10 spots from the previous report. The other states are Florida, Connecticut, South Carolina, Maryland, Alabama, Illinois, and Georgia.

Massachusetts' Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	20
Overall Rank Based on 2019 Data:	43
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	3
Maintenance Disbursements Ratio	14
Administrative Disbursements Ratio	32
Other Disbursements Ratio	18
Rural Interstate Percent in Poor Condition	20
Urban Interstate Percent in Poor Condition	23
Rural Other Principal Arterial Percent in Poor Condition	29
Urban Other Principal Arterial Percent in Poor Condition	47
Urban Area Congestion	48
Structurally Deficient Bridges, Percent*	37
Rural Fatality Rate	15
Urban Fatality Rate	8
Other Fatality Rate	2

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 27th in the Nation in Highway Performance and Cost-Effectiveness

Michigan'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 a seven-spot improvement from the previous report, where Michigan ranked 34th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Michigan ranks in the bottom 10 nationally in four of the report's 13 metrics. Michigan's 3.00% of poor rural Interstate mileage is 2.2 times higher than peer state Illinois' percent and 1.5 times higher than peer state Ohio's percent. Michigan's 7.79% of poor urban Interstate mileage is 1.5 times as high as Illinois' percent and Ohio's percent. Michigan's 16.95% poor urban arterial mileage is 1.5 times higher than Illinois' percent and 1.1 times higher than Ohio's percent. Finally, Michigan's 10.99% structurally deficient bridges is 1.2 times higher than Illinois' percent and 2.2 times higher than Ohio's percent.

In safety and performance categories, Michigan ranks 5th in rural fatality rate, 28th in urban fatality rate, 42nd in structurally deficient bridges, 35th in traffic congestion, 43rd in urban Interstate pavement condition, and 41st in rural Interstate pavement condition.

Michigan is 20th in capital and bridge costs per mile and 12th in maintenance spending per mile.

Michigan's best rankings are in rural fatality rate (5th) and maintenance disbursements per lane-mile (12th).

Michigan's worst rankings are in urban Interstate pavement condition (43rd), structurally deficient bridges (42nd), and urban arterial pavement condition (42nd).

Michigan commuters spend 24.3 hours per year in peak hour traffic congestion, ranking 35th 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 and reduce its percentage of structurally deficient bridges. The state ranks in the bottom 10 of all states in three of the four pavement categories and in percentage structurally deficient bridges," 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 or improve the overall condition. Michigan's spending is lower than average but its pavement and bridge quality is far below average."

Additional Analysis

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, other) per mile.

Compared to nearby states, Michigan's overall highway performance is worse than Indiana (ranks 23rd), but better than Wisconsin (ranks 33rd) and Pennsylvania (ranks 41st).

Michigan is doing better than some comparable states such as Illinois (ranks 29th) but worse than others like Ohio (ranks 17th).

While infrastructure in Michigan is older than in some other parts of the country, the state still needs to do better than placing in the bottom 10 in three of the four pavement categories and bridge quality. The state needs to increase its use of innovative finance methods including P3s, implement tolling where feasible, and redirect resources in order to improve in the rankings.

Michigan is one of eight states that reported more than 3% of their rural Interstate pavement in poor condition. The other area Alaska, Colorado, California, Washington, West Virginia, Louisiana, and Pennsylvania.

Michigan is one of eight states that reported more than 7% of their urban Interstate pavement in poor condition. The other seven are Louisiana, New York, California, New Jersey, West Virginia, Delaware, and Hawaii.

Michigan is one of nine states that reported more than 10% of their bridges are structurally deficient. The others are West Virginia, Iowa, Rhode Island, South Dakota, Pennsylvania, Louisiana, Maine, and North Dakota.

Michigan is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Kentucky, Hawaii, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Kansas, and Illinois.

Michigan is one of 24 states that reported other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Missouri, Virginia, Illinois, and Ohio.

Michigan's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	27
Overall Rank Based on 2019 Data:	34
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	20
Maintenance Disbursements Ratio	12
Administrative Disbursements Ratio	13
Other Disbursements Ratio	15
Rural Interstate Percent in Poor Condition	41
Urban Interstate Percent in Poor Condition	43
Rural Other Principal Arterial Percent in Poor Condition	19
Urban Other Principal Arterial Percent in Poor Condition	42
Urban Area Congestion	35
Structurally Deficient Bridges, Percent*	42
Rural Fatality Rate	5
Urban Fatality Rate	28
Other Fatality Rate	31

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 12th in the Nation in Highway Performance and Cost-Effectiveness

Minnesota'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 six-spot improvement from the previous report, where Minnesota ranked 18th overall. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Minnesota needs to improve its maintenance disbursements per mile, other disbursements per mile, and urbanized area congestion. The state ranks in the bottom 15 of all states for each of the rankings. Minnesota's 1.44 administrative disbursements per mile ratio is 2.5 times higher than peer state Michigan's ratio and twice as high as peer state Wisconsin's ratio. Minnesota's 1.26 other disbursements per mile ratio is two times higher than Michigan's ratio but lower than Wisconsin's ratio. Finally, Minnesota's 28.5 hours of delay per auto commuter is 1.2 times higher than Michigan's hours and 1.7 times higher than Wisconsin's hours.

In safety and performance categories, Minnesota ranks 2nd in rural fatality rate, 2nd in urban fatality rate, 12th in structurally deficient bridges, 39th in traffic congestion, 27th in urban Interstate pavement condition, and 17th in rural Interstate pavement condition.

Minnesota is 33rd in capital and bridge spending per mile and 40th in maintenance spending per mile.

Minnesota's best rankings are in urban arterial pavement condition (1st), rural fatality rate (2nd), and urban fatality rate (2nd).

Minnesota's worst rankings are in maintenance disbursements per lane-mile (40th) and urbanized area congestion (39th).

Minnesota's commuters spend 28.5 hours stuck in traffic congestion, ranking 39th 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 reduce its spending and improve its traffic congestion. While none of the rankings are abysmal, all four disbursement rankings are in the bottom 20 of all states. And considering the lack of traffic congestion outside of the Twin Cities, the urbanized area congestion ranking of 39th is concerning," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "Spending is on the high side, and that spending is not translating to lower traffic congestion."

Additional Analysis

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, other) per mile.

Compared to nearby states, Minnesota's overall highway performance is better than Iowa (ranks 31st) and South Dakota (ranks 28th), but worse than North Dakota (ranks 9th).

Minnesota is doing better than comparable states such as Wisconsin (ranks 33rd) and Michigan (ranks 27th).

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 a large rural area. The state improved its rural Interstate pavement ranking to 17th and its urban Interstate pavement ranking to 27th from 35th in both categories in the previous report. Minnesota is now a top-15 state. But for it to vault into the top 10, it needs to reduce spending somewhat and reduce traffic congestion.

Minnesota's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	12
Overall Rank Based on 2019 Data:	18
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	33
Maintenance Disbursements Ratio	40
Administrative Disbursements Ratio	33
Other Disbursements Ratio	38
Rural Interstate Percent in Poor Condition	17
Urban Interstate Percent in Poor Condition	27
Rural Other Principal Arterial Percent in Poor Condition	15
Urban Other Principal Arterial Percent in Poor Condition	1
Urban Area Congestion	39
Structurally Deficient Bridges, Percent*	12
Rural Fatality Rate	2
Urban Fatality Rate	2
Other Fatality Rate	4

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 18th in the Nation in Highway Performance and Cost-Effectiveness

Mississippi'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 Mississippi ranked 15th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Mississippi ranks in the bottom 10 nationally in the three fatality rates. The state's 1.81 rural fatality rate is 1.2 times higher than peer state Alabama's rate and 1.6 times higher than peer state Louisiana's rate. The state's 1.43 urban fatality rate is 1.2 times higher than Alabama's rate and equivalent to Louisiana's rate. Finally, the state's other fatality rate is 2.16, 1.5 times higher Alabama's rate and nearly identical to Louisiana's rate.

In safety and performance categories, Mississippi ranks 46th in rural fatality rate, 45th in urban fatality rate, 29th in structurally deficient bridges, 27th in traffic congestion, 26th in urban Interstate pavement condition, and 29th in rural Interstate pavement condition.

Mississippi is 17th in capital and bridge costs per mile and 3rd in maintenance spending per mile.

Mississippi's best rankings are in maintenance disbursements per mile (3rd) and administrative disbursements per mile (10th).

Mississippi's worst rankings are other fatality rate (49th) and rural fatality rate (46th).

Mississippi's commuters spend 22.2 hours stuck in traffic congestion, ranking 27th 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 rates. In the 10 non-fatality rate categories, Mississippi's lowest ranking is 29th, but in the three fatality rankings, the highest ranking is 45th," 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 Mississippi to have fatality rates as low as other rural states such as Minnesota, its ranking will not improve until it reduces the fatality rate somewhat."

Additional Analysis

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, other) per mile.

Compared to nearby states, Mississippi's overall highway performance is worse than Tennessee (3rd) and Arkansas (13th), and similar to Texas (19th).

Mississippi is doing worse than some comparable states such as Alabama (15th), but better than others like Louisiana (41st).

While no rural state is ever going to lead the country in fatality rate, Mississippi needs to have a better showing than 49th, 46th, and 45th in the three rates. Of the 10 non-fatality ratings, Mississippi's lowest ranking is 29th in structurally deficient bridges and rural Interstate pavement condition. Of the three fatality rankings, Mississippi's highest rating is 45th in urban fatality rate. In every edition of this report, Mississippi has performed poorly in the fatality categories. Whether due to a lack of enforcement, poor road design, indifference, or some combination, the state has failed to address this problem. Reducing the fatality rates would vault the state into the top 10 in the overall rankings.

Mississippi is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Arizona, Tennessee, Louisiana, Wyoming, Delaware, Missouri, Alaska, Hawaii, Kentucky, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, and Illinois.

Mississippi is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, California,

South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

Mississippi's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	18
Overall Rank Based on 2019 Data:	15
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	17
Maintenance Disbursements Ratio	3
Administrative Disbursements Ratio	10
Other Disbursements Ratio	14
Rural Interstate Percent in Poor Condition	29
Urban Interstate Percent in Poor Condition	26
Rural Other Principal Arterial Percent in Poor Condition	23
Urban Other Principal Arterial Percent in Poor Condition	26
Urban Area Congestion	27
Structurally Deficient Bridges, Percent*	29
Rural Fatality Rate	46
Urban Fatality Rate	45
Other Fatality Rate	49

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 11th in the Nation in Highway Performance and Cost-Effectiveness

Missouri'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 an eight-spot decline from the previous report where Missouri ranked 3rd. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Missouri ranks in the bottom 15 of all states in urban area congestion, structurally deficient bridges, and urban fatality rate. Missouri's 28.1 hours of urbanized area congestion is 1.1 times higher than peer state Kansas' rate and 1.4 times higher than peer state Louisiana's rate. Missouri's 9.02% of structurally deficient bridges is 1.8 times higher than Kansas' percent but lower than Louisiana's percent. Finally, Missouri's 1.30 urban fatality rate is 1.3 times higher than Kansas' rate but lower than Louisiana's rate.

In safety and performance categories, Missouri ranks 17th in rural fatality rate, 42nd in urban fatality rate, 39th in structurally deficient bridges, 38th in traffic congestion, 9th in rural Interstate pavement condition, and 24th in urban Interstate pavement condition.

Missouri is 2nd in capital and bridge costs per mile and 15th in maintenance spending per mile.

Missouri's best rankings are in capital and bridge disbursements (2nd) and rural Interstate pavement condition (9th).

Missouri's worst rankings are in urban fatality rate (42nd) and structurally deficient bridges (39th).

Missouri commuters spend 28.1 hours stuck in traffic congestion, ranking 38th nationally.

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

"To improve in the rankings, Missouri needs to reduce its urban fatality rate, improve its traffic congestion, and reduce 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 nine of the other categories. The state is a consistently strong performer, having finished in the top 15 states for the last six years."

Additional Analysis

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, other) per mile.

Compared to nearby states, Missouri's overall highway performance is similar to Arkansas (ranks 13th), but better than Iowa (ranks 31st) and Illinois (ranks 29th).

Missouri is doing better than comparable states such as Kansas (ranks 22nd) and others like Louisiana (ranks 36th).

While Missouri's rankings in urbanized area congestion, percent structurally deficient bridges, and urban fatality rate 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 urbanized area congestion, percent structurally deficient bridges, and urban fatality rate, the state would return to the top 10, perhaps the top five, in overall ranking.

Missouri is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Alaska, Hawaii, Kentucky, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, and Illinois.

Missouri is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Virginia, Illinois, and Ohio.

Missouri's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	11
Overall Rank Based on 2019 Data:	3
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	2
Maintenance Disbursements Ratio	15
Administrative Disbursements Ratio	14
Other Disbursements Ratio	30
Rural Interstate Percent in Poor Condition	9
Urban Interstate Percent in Poor Condition	24
Rural Other Principal Arterial Percent in Poor Condition	12
Urban Other Principal Arterial Percent in Poor Condition	23
Urban Area Congestion	38
Structurally Deficient Bridges, Percent*	39
Rural Fatality Rate	17
Urban Fatality Rate	42
Other Fatality Rate	30

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 25th in the Nation in Highway Performance and Cost-Effectiveness

Montana'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 14-spot decline from the previous report, where Montana ranked 11th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Montana ranks in the bottom 10 of all states in rural fatality rate and other fatality rate. Montana's rural fatality rate of 1.84 is 1.1 times higher than Idaho's rate and 1.4 times higher than Wyoming's rate. Montana's other fatality rate is 1.5 times higher than Idaho's rate and 1.7 times higher than Wyoming's rate.

In safety and performance categories, Montana ranks 47th in rural fatality rate, 14th in urban fatality rate, 28th in structurally deficient bridges, 3rd in traffic congestion, 25th in rural Interstate pavement condition, and 13th in urban Interstate pavement condition.

Montana is 32nd in capital and bridge costs per mile and 34th in maintenance spending per mile.

Montana's best rankings are in urbanized area congestion (3rd) and urban fatality rate (14th).

Montana's worst rankings are in rural fatality rate (47th) and other fatality rate (45th).

Montana's commuters spend eight hours stuck in traffic congestion, ranking 3rd 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 improve its rural arterial pavement quality, improve its urban arterial pavement quality, reduce its rural fatality rate, and its other fatality rates," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and

senior managing director of transportation policy at Reason Foundation. “The state ranks in the bottom 20 of all states in seven of the categories. According to most metrics, Montana's highway system is on a downward slide.”

Additional Analysis

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, other per mile.

Compared to nearby states, Montana’s overall highway performance is better than Washington (ranks 46th) and South Dakota (ranks 28th), but worse than North Dakota (ranks 9th).

Montana is doing worse than some comparable states such as Wyoming (ranks 16th), but better than others like Idaho (ranks 34th).

Montana declined 14 places from the previous report. Montana was penalized by the change in how the report calculates spending. However, Montana’s high capital and bridge and maintenance spending are not the state’s biggest problems. Arterial pavement quality is in the bottom 15 of all states and has been on a downward slide over the past five years. Both the rural and other fatality rates are abysmal, even for a low-population, low-density state. With the exception of urbanized area congestion, the state has no top 10 rankings. And unless leaders address pavement quality, the state’s ranking will continue to slip.

Montana is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

Montana is one of six states that declined in the overall rankings by at least 10 spots from the previous report. The other states are Oregon, Kansas, South Dakota, Vermont, and Idaho.

Montana's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	25
Overall Rank Based on 2019 Data:	11
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	32
Maintenance Disbursements Ratio	34
Administrative Disbursements Ratio	20
Other Disbursements Ratio	33
Rural Interstate Percent in Poor Condition	25
Urban Interstate Percent in Poor Condition	13
Rural Other Principal Arterial Percent in Poor Condition	36
Urban Other Principal Arterial Percent in Poor Condition	38
Urban Area Congestion	3
Structurally Deficient Bridges, Percent*	28
Rural Fatality Rate	47
Urban Fatality Rate	14
Other Fatality Rate	45

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 26th in the Nation in Highway Performance and Cost-Effectiveness

Nebraska'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 five-spot decline from the previous report where the state ranked 21st. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Nebraska ranks in the bottom 10 of all states in maintenance disbursements and urban arterial pavement condition. The state's 1.45 maintenance disbursement per lane-mile ratio is 1.2 times higher than peer state Kansas' ratio and 1.8 times higher than peer state South Dakota's ratio. Nebraska's 28.70% of poor urban arterial pavement mileage is four times higher than Kansas' percent and South Dakota's percent.

In safety and performance categories, Nebraska ranks 28th in rural fatality rate, 17th in urban fatality rate, 36th in structurally deficient bridges, 8th in traffic congestion, 10th in rural Interstate pavement condition, and 29th in urban Interstate pavement condition.

Nebraska is 24th in capital and bridge costs per mile and 41st in maintenance spending per mile.

Nebraska's best rankings are in administrative disbursements per mile (6th) and urbanized area congestion (8th).

Nebraska's worst rankings are in urban arterial pavement condition (48th) and maintenance disbursements per lane-mile (41st).

Nebraska commuters spend 14.7 hours stuck in traffic congestion, ranking 8th 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 reducing its maintenance disbursements and improving its urban arterial pavement quality. The state ranks in the bottom 10 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 in the top 10 in administrative disbursements, rural arterial pavement quality, and urbanized area congestion, Nebraska's poor performance in other categories prevents the state from obtaining a higher ranking."

Additional Analysis

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, other) per mile.

Compared to nearby states, Nebraska's overall highway performance is better than Iowa (ranks 31st) and Colorado (ranks 43rd), but worse than Wyoming (ranks 16th).

Nebraska is doing worse than comparable states such as Kansas (ranks 22nd) but better than others like South Dakota (ranks 28th).

Nebraska's ranking of 26th is nothing to brag about. The state is unable to translate its medium-high disbursements into a top 20 ranking because its rural arterial pavement quality, urban arterial pavement quality, and bridge quality are all below average. Nebraska does have low fatality rates for a rural state. But the state needs to consider adopting a project prioritization tool or similar approach to help it get more bang for the buck.

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

Nebraska's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	26
Overall Rank Based on 2019 Data:	21
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	24
Maintenance Disbursements Ratio	41
Administrative Disbursements Ratio	6
Other Disbursements Ratio	28
Rural Interstate Percent in Poor Condition	10
Urban Interstate Percent in Poor Condition	29
Rural Other Principal Arterial Percent in Poor Condition	34
Urban Other Principal Arterial Percent in Poor Condition	48
Urban Area Congestion	8
Structurally Deficient Bridges, Percent*	36
Rural Fatality Rate	28
Urban Fatality Rate	17
Other Fatality Rate	19

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 21st in the Nation in Highway Performance and Cost-Effectiveness

Nevada'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 one-spot decrease from the previous report where Nevada ranked 20th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Nevada ranks in the bottom 10 states nationally in capital and bridge disbursements, administrative disbursements, and rural fatality rate. Nevada's 1.36 capital and bridge disbursement per lane-mile ratio is higher than Utah's ratio but lower than Arizona's ratio. Nevada's 2.34 administrative disbursement per lane-mile ratio is four times higher than Utah's ratio and 1.5 times higher than Arizona's ratio. Nevada's rural fatality rate of 2.19 is 1.5 times higher than peer state Arizona and 2.2 times higher than peer state Utah.

In safety and performance categories, Nevada ranks 48th in rural fatality rate, 32nd in urban fatality rate, 2nd in structurally deficient bridges, 11th in traffic congestion, 17th in urban Interstate pavement condition, and 2nd in rural Interstate pavement condition.

Nevada is 44th in capital and bridge spending per mile and 24th in maintenance spending per mile.

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

Nevada's worst rankings are in rural fatality rate (48th) and administrative disbursements per mile (47th).

Nevada commuters spend 16.4 hours stuck in traffic congestion, ranking 11th 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 above average but translate to a highway system with excellent pavement condition and the second lowest percentage of structurally deficient bridges in the nation. However, the administrative costs seem out of line. Nevada's other 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 prioritizes reducing 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

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, other) per mile.

Compared to nearby states, Nevada's overall highway performance is better than Idaho (ranks 34th), Oregon (ranks 37th), and California (ranks 47th).

Nevada is doing better than some comparable states such as Arizona (ranks 30th) but worse than others like Utah (ranks 10th).

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 11 places behind peer state and neighbor Utah. The biggest difference is administrative costs and fatality rates. If Nevada were able to improve in those rankings a little bit, its overall ranking would rise significantly.

Nevada is one of seven states with an administrative disbursement per mile ratio above 2.0. The other six are Vermont, Delaware, New Mexico, South Dakota, New Hampshire, and Washington.

Nevada is one of three states that have rural fatality rates of 2.0 per 100 million vehicle-miles traveled or higher. The other two states are South Carolina and Hawaii.

Nevada is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Hawaii, Kentucky, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, and Illinois.

Nevada's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	21
Overall Rank Based on 2019 Data:	20
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	44
Maintenance Disbursements Ratio	24
Administrative Disbursements Ratio	47
Other Disbursements Ratio	36
Rural Interstate Percent in Poor Condition	2
Urban Interstate Percent in Poor Condition	17
Rural Other Principal Arterial Percent in Poor Condition	1
Urban Other Principal Arterial Percent in Poor Condition	12
Urban Area Congestion	11
Structurally Deficient Bridges, Percent*	2
Rural Fatality Rate	48
Urban Fatality Rate	32
Other Fatality Rate	7

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 14th in the Nation in Highway Performance and Cost-Effectiveness

New Hampshire'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 five-spot improvement from the previous report, in which the state ranked 19th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

New Hampshire ranks in the bottom 10 in administrative disbursements per mile. New Hampshire's 2.23 administrative disbursement per lane-mile ratio is eight times higher than peer state Maine's ratio, but lower than peer state Vermont's ratio.

In safety and performance categories, New Hampshire ranks 3rd in rural fatality rate, 1st in urban fatality rate, 34th in structurally deficient bridges, 21st in traffic congestion, 1st in urban Interstate pavement condition, and 6th in rural Interstate pavement condition.

New Hampshire is 19th in capital and bridge spending per mile and 30th in maintenance costs per mile.

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

New Hampshire's worst rankings are administrative disbursements per lane-mile (45th), other disbursements per lane-mile (34th), and structurally deficient bridges (34th).

New Hampshire commuters spend 19.1 hours stuck in traffic congestion, ranking 21st 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 its percentage of structurally deficient bridges. 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. New Hampshire does not have many weaknesses but by improving in the administrative costs and structurally deficient bridges categories, the state can move into the top 10."

Additional Analysis

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, other) per mile.

Compared to nearby states, New Hampshire's overall highway performance is worse than Connecticut (ranks 5th), but better than Massachusetts (ranks 20th) and New York (ranks 49th).

New Hampshire is doing better than some comparable states such as Vermont (ranks 38th) and others like Maine (ranks 32nd).

New Hampshire has a high ranking for a state in the Northeast. And the reason is straightforward. The state is able to have good pavement quality and low fatality rates. However, New Hampshire's administrative spending is high. If the state reduces its administrative disbursements, it could be a top-10 state.

New Hampshire's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	14
Overall Rank Based on 2019 Data:	19
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	19
Maintenance Disbursements Ratio	30
Administrative Disbursements Ratio	45
Other Disbursements Ratio	34
Rural Interstate Percent in Poor Condition	6
Urban Interstate Percent in Poor Condition	1
Rural Other Principal Arterial Percent in Poor Condition	22
Urban Other Principal Arterial Percent in Poor Condition	13
Urban Area Congestion	21
Structurally Deficient Bridges, Percent*	34
Rural Fatality Rate	3
Urban Fatality Rate	1
Other Fatality Rate	14

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 44th in the Nation in Highway Performance and Cost-Effectiveness

New Jersey'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 six-spot improvement from the previous report, where New Jersey ranked last overall. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

New Jersey 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. New Jersey's 1.53 capital and bridge disbursement ratio is 1.4 times higher than peer state Maryland's ratio and 3.5 times higher than peer state Massachusetts' ratio. New Jersey's 1.47 maintenance ratio is 1.7 times higher than Maryland's ratio and 2.5 times higher than Massachusetts' ratio. New Jersey's 9.32% of poor urban Interstate pavement mileage is 1.3 times higher than Maryland's rate and 3.2 times higher than Massachusetts' rate. New Jersey's 2.26% of poor rural arterial pavement mileage is 2.2 times higher than Maryland's percentage and twice as high as Massachusetts' percentage. New Jersey's 18.69% of poor urban arterial pavement mileage is 1.1 times higher than Maryland's percentage but slightly lower than Massachusetts' percentage. Finally, New Jersey drivers spend 48 hours stuck in traffic congestion annually, twice as much as Maryland drivers and 1.2 times more than Massachusetts drivers.

In safety and performance categories, New Jersey ranks 13th in rural fatality rate, 18th in urban fatality rate, 31st in structurally deficient bridges, 50th in traffic congestion, 46th in urban Interstate pavement condition, and 24th in rural Interstate pavement condition.

New Jersey is 45th in capital and bridge spending per mile and 42nd in maintenance costs per mile.

New Jersey's best rankings are other fatality rate (3rd) and rural fatality rate (13th).

New Jersey's worst rankings are urbanized area congestion (50th) and urban Interstate pavement condition (46th).

New Jersey commuters spend more time stuck in traffic congestion—over 48 hours per year—than drivers in any other state. Annual peak hours spent in congestion range from 6.5 hours in Wyoming to 48 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 a lower percentage of deficient bridges. For example, the state ranks in the bottom 15 in all four disbursement categories (capital and bridge disbursements, administrative disbursements, maintenance disbursements, other disbursements) 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

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, other) per mile.

Compared to nearby states, New Jersey's overall highway performance is better than New York (ranks 49th), but worse than Delaware (ranks 35th) and Pennsylvania (ranks 41st).

New Jersey is doing worse than comparable states such as Massachusetts (ranks 20th) and Maryland (ranks 24th).

New Jersey benefitted from the change in how the report calculated spending. But while the state improved its ranking from 50th to 44th, there are still a number of major problems. The state ranks in the bottom 10 of six of the categorical rankings. For example, despite spending a lot of money, pavement quality is far below average. The state ranks in the

bottom 10 in the nation in three of the four pavement categories rankings. In contrast, peer states Maryland and Massachusetts have pavement quality around the national average. New Jersey is one of six states with a capital and bridge disbursement ratio higher than 1.5. The other five are Washington, Alaska, Idaho, New York, and Arizona.

New Jersey is one of eight states that reported more than 7% of their urban Interstate pavement in poor condition. The other seven are Hawaii, Louisiana, New York, California, West Virginia, Delaware, and Michigan.

New Jersey is one of nine states where automobile commuters spend more than 30 hours annually stuck in peak-hour traffic congestion. New York, Massachusetts, Texas, Rhode Island, Illinois, California, Delaware, and Connecticut are the others.

New Jersey's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	44
Overall Rank Based on 2019 Data:	50
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	45
Maintenance Disbursements Ratio	42
Administrative Disbursements Ratio	35
Other Disbursements Ratio	40
Rural Interstate Percent in Poor Condition	24
Urban Interstate Percent in Poor Condition	46
Rural Other Principal Arterial Percent in Poor Condition	41
Urban Other Principal Arterial Percent in Poor Condition	45
Urban Area Congestion	50
Structurally Deficient Bridges, Percent*	31
Rural Fatality Rate	13
Urban Fatality Rate	18
Other Fatality Rate	3

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 36th in the Nation in Highway Performance and Cost-Effectiveness

New Mexico'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 nine-spot decline from the previous report, where New Mexico ranked 27th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

New Mexico ranks in the bottom 10 nationally in administrative disbursements and urban fatality rate. The state's 2.53 administrative disbursements per-lane-mile ratio is 1.1 times lower than peer state Nevada's ratio and 4.3 times higher than peer state Utah's ratio. The state's urban fatality rate of 2.15 is two times higher than Nevada's rate and 2.5 times higher than Utah's rate.

In safety and performance categories, New Mexico ranks 31st in rural fatality rate, 50th in urban fatality rate, 18th in structurally deficient bridges, 16th in traffic congestion, 28th in urban Interstate pavement condition, and 40th in rural Interstate pavement condition.

New Mexico is 7th in capital and bridge spending per mile and 1st in maintenance spending per mile.

New Mexico's best rankings are in maintenance disbursements per mile (1st) and capital and bridge disbursements per mile (7th).

New Mexico's worst rankings are in urban fatality rate (50th) and administrative disbursement per lane-mile (48th).

New Mexico commuters spend 17.6 hours stuck in traffic congestion, ranking 16th 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 its urban fatality rate and improve its administrative efficiency. The state ranks 48th in administrative spending and 50th in urban fatality rate. These are the only categories where the state ranks in the bottom 10," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "New Mexico will not improve in the ratings until it improves in these categories."

Additional Analysis

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, other) per mile.

Compared to nearby states, New Mexico's overall highway performance is worse than Arizona (ranks 30th) and Texas (ranks 19th), but better than Colorado (ranks 43rd).

New Mexico is doing worse than comparable states such as Utah (ranks 10th) and others like Nevada (ranks 21st).

New Mexico's high administrative spending and rural fatality rate are the state's biggest weaknesses. The state has low capital disbursements and maintenance disbursements. Traffic congestion is minimal and bridge condition is good. Yet, the state finishes in the top 20 in only four categories. There's a lot of room for improvement but if New Mexico is able to reduce its fatality rate and administrative spending even slightly, it will move back into the top 25 overall.

New Mexico is one of seven states with an administrative disbursement per mile ratio above 2.0. The other six are Vermont, Delaware, Nevada, South Dakota, New Hampshire, and Washington.

New Mexico is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Hawaii, Kentucky, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, and Illinois.

New Mexico is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, California, South Dakota, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

New Mexico's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	36
Overall Rank Based on 2019 Data:	27
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	7
Maintenance Disbursements Ratio	1
Administrative Disbursements Ratio	48
Other Disbursements Ratio	27
Rural Interstate Percent in Poor Condition	40
Urban Interstate Percent in Poor Condition	28
Rural Other Principal Arterial Percent in Poor Condition	31
Urban Other Principal Arterial Percent in Poor Condition	36
Urban Area Congestion	16
Structurally Deficient Bridges, Percent*	18
Rural Fatality Rate	31
Urban Fatality Rate	50
Other Fatality Rate	36

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 49th in the Nation in Highway Performance and Cost-Effectiveness

New York'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 New York ranked 46th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

New York 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, New York's 1.57 capital and bridge disbursement per lane-mile ratio is 1.3 times more than peer state Illinois' ratio and 1.7 times more than peer state Pennsylvania's ratio. New York's 1.94 maintenance disbursement per lane-mile ratio is 2.3 times more than Illinois' ratio and 1.6 times more than Pennsylvania's ratio. New York's 4.92 other disbursements per lane-mile ratio is 9.3 times more than Illinois' ratio and three times more than Pennsylvania's ratio. New York's 9.39% of poor urban Interstate pavement mileage is 1.9 times more than Illinois' percent and 1.5 times more than Pennsylvania's percent. New York's 23.81% of poor urban arterial pavement mileage is 25.9 times more than Illinois' percent and 28.7 times more than Pennsylvania's percent. New York drivers spend 43.2 hours in traffic annually, 1.4 times more hours than Illinois' drivers and 1.9 times more hours Pennsylvania's drivers.

In safety and performance categories, New York ranks 7th in rural fatality rate, 19th in urban fatality rate, 40th in structurally deficient bridges, 49th in traffic congestion, 48th in urban Interstate pavement condition, and 38th in rural Interstate pavement condition.

New York is 47th in capital and bridge spending per mile and 46th in maintenance spending per mile.

New York's best rankings are in rural fatality rate (7th) and other fatality rate (9th).

New York's worst rankings are other disbursements per mile (50th) and urbanized area congestion (49th).

New York commuters spend 43.2 hours stuck in traffic congestion, ranking 49th 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 20 in spending in all four disbursement categories but still ranks in the bottom 20 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

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, other) per mile.

Compared to nearby states, New York's overall highway performance is worse than New Jersey (ranks 44th), Vermont (ranks 38th), and Connecticut (ranks 5th).

New York is doing worse than comparable states such as Pennsylvania (ranks 41st) and others like Illinois (ranks 29th).

Costs in New York are higher than in some other parts of the country, including peer states Illinois and 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 20 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 two states have worse overall rankings, no other state ranks in the bottom 15 of all states in eight categories.

New York is one of six states with a capital and bridge disbursement ratio above 1.50. The other five are Washington, Alaska, Idaho, Arizona, and New Jersey.

New York is one of seven states with a maintenance disbursement ratio above 1.50. The other six are Washington, Vermont, Indiana, New York, Oklahoma, and California.

New York is one of five states with an other disbursement ratio above 2.00. The other four are Oregon, Kansas, Utah, and Washington.

New York is one of eight states that reported more than 7% of their urban Interstate pavement in poor condition. The other six are Hawaii, Louisiana, California, New Jersey, West Virginia, Delaware, and Michigan.

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

New York is one of nine states where automobile commuters spend more than 30 hours annually stuck in peak-hour traffic congestion. New Jersey, Massachusetts, Texas, Rhode Island, Illinois, California, Delaware, and Connecticut are the others.

New York's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	49
Overall Rank Based on 2019 Data:	46
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	47
Maintenance Disbursements Ratio	46
Administrative Disbursements Ratio	36
Other Disbursements Ratio	50
Rural Interstate Percent in Poor Condition	33
Urban Interstate Percent in Poor Condition	48
Rural Other Principal Arterial Percent in Poor Condition	32
Urban Other Principal Arterial Percent in Poor Condition	46
Urban Area Congestion	49
Structurally Deficient Bridges, Percent*	40
Rural Fatality Rate	7
Urban Fatality Rate	19
Other Fatality Rate	9

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 2nd in the Nation in Highway Performance and Cost-Effectiveness

North Carolina'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 three-spot improvement from the previous report, where North Carolina ranked 5th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

North Carolina ranks in the bottom 15 nationally in other fatality rate, ranking 39th. North Carolina's other fatality rate of 1.85 is 1.2 times higher than peer state Virginia's rate and is 1.1 times higher than peer state Georgia's rate.

In safety and performance categories, North Carolina ranks 22nd in rural fatality rate, 20th in urban fatality rate, 30th in structurally deficient bridges, 11th in traffic congestion, 15th in urban Interstate pavement condition, and 15th in rural Interstate pavement condition.

North Carolina is 11th in capital and bridge spending per mile and 8th in maintenance spending per mile.

North Carolina's best rankings are in other disbursements per lane-mile (5th) and urban arterial pavement condition (7th).

North Carolina's worst rankings are in other fatality rate (39th) and structurally deficient bridges (30th).

North Carolina commuters spend 16.4 hours stuck in traffic congestion, ranking 11th nationally.

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

"To improve in the rankings, North Carolina needs to reduce its other fatality rate and its percentage of structurally deficient bridges. Neither ranking is abysmal but they are the

only categories in which the state ranks outside the top 25," 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 reduced its percentage of structurally deficient bridges, leading to a three-spot improvement in the rankings."

Additional Analysis

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, other) per mile.

Compared to nearby states, North Carolina's overall highway performance is better than Kentucky (ranks 7th), Tennessee (ranks 3rd), and South Carolina (ranks 6th).

North Carolina is doing better than some comparable states such as Georgia (ranks 4th) but worse than Virginia (ranks 1st).

North Carolina has an excellent highway system. The state ranks in the top 25 in 11 of the 13 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-five ranking in the *Annual Highway Report*. If the state continues to reduce its percentage of structurally deficient bridges and other fatality rate, it will be a contender for the top spot.

North Carolina is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, California, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

North Carolina's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	2
Overall Rank Based on 2019 Data:	5
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	11
Maintenance Disbursements Ratio	8
Administrative Disbursements Ratio	8
Other Disbursements Ratio	5
Rural Interstate Percent in Poor Condition	15
Urban Interstate Percent in Poor Condition	15
Rural Other Principal Arterial Percent in Poor Condition	10
Urban Other Principal Arterial Percent in Poor Condition	7
Urban Area Congestion	11
Structurally Deficient Bridges, Percent*	30
Rural Fatality Rate	22
Urban Fatality Rate	20
Other Fatality Rate	39

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 9th in the Nation in Highway Performance and Cost-Effectiveness

North 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 an eight-spot decline from the previous report, where North Dakota ranked first overall. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

North Dakota ranks in the bottom 10 nationally in percentage of structurally deficient bridges. More than 11% of North Dakota's bridges are structurally deficient, more than 1.5 times peer state Montana's percentage of structurally deficient bridges but less than peer state South Dakota's percentage of structurally deficient bridges.

In safety and performance categories, North Dakota ranks 19th in rural fatality rate, 5th in urban fatality rate, 43rd in structurally deficient bridges, 4th in traffic congestion, 2nd in urban Interstate pavement condition, and 7th in rural Interstate pavement condition.

North Dakota is 38th in capital and bridge spending per mile and 5th in maintenance spending per mile.

North Dakota's best rankings are in urban Interstate pavement condition (2nd) and urbanized area congestion (4th).

North Dakota's worst rankings are in structurally deficient bridges (43rd) and capital and bridge disbursement per lane-mile (38th).

North Dakota commuters spend 8.6 hours stuck in traffic congestion, ranking 4th nationally.

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

"To improve in the rankings, North Dakota needs to improve its capital and bridge efficiency and 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. "Other than percent structurally deficient bridges, capital and bridge spending, and other spending, North Dakota's next lowest ranking is 28th."

Additional Analysis

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, other) per mile.

Compared to nearby states, North Dakota's overall highway performance is better than Minnesota (ranks 12th), Wyoming (ranks 16th), and Nebraska (ranks 26th).

North Dakota is doing better than comparable states such as South Dakota (ranks 28th) and others like Montana (ranks 25th).

North Dakota has finished in the top spot for the past four years, but this year it only ranks in the top 10. North Dakota was penalized by the change in how the report calculates spending. However, the state's biggest problem is its high percentage of structurally deficient bridges, a weakness that seems to be getting worse, not better. The state continues to excel in categories in which other peer states struggle, such as fatality rate. In fact, North Dakota's average fatality rank of 1.14 is better than every large-geographic-area-small-population state in the country and is better than some large-population-small-geographic-area states.

North Dakota is one of nine states that reported more than 10% of their bridges are structurally deficient. The others are West Virginia, Iowa, Rhode Island, South Dakota, Pennsylvania, Louisiana, Maine, and Michigan.

North Dakota's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	9
Overall Rank Based on 2019 Data:	1
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	38
Maintenance Disbursements Ratio	5
Administrative Disbursements Ratio	12
Other Disbursements Ratio	35
Rural Interstate Percent in Poor Condition	7
Urban Interstate Percent in Poor Condition	2
Rural Other Principal Arterial Percent in Poor Condition	28
Urban Other Principal Arterial Percent in Poor Condition	24
Urban Area Congestion	4
Structurally Deficient Bridges, Percent*	43
Rural Fatality Rate	19
Urban Fatality Rate	5
Other Fatality Rate	23

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 17th in the Nation in Highway Performance and Cost-Effectiveness

Ohio's highway system ranks 17th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a seven-spot improvement from the previous report, where Ohio ranked 24th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Ohio ranks in the bottom 15 states nationally in administrative disbursements and urban arterial pavement condition. Ohio's 1.42 capital and bridge disbursement per lane-mile ratio is 3.3 times higher than peer state Illinois' ratio and 2.9 times more than peer state Michigan's ratio. More than 15.37% of Ohio's urban arterial pavement is in poor condition. That percentage is 1.5 times higher than Illinois' percentage but less than Michigan's percentage.

In safety and performance categories, Ohio ranks 11th in rural fatality rate, 15th in urban fatality rate, 16th in structurally deficient bridges, 30th in traffic congestion, 32nd in urban Interstate pavement condition, and 33rd in rural Interstate pavement condition.

Ohio is 16th in capital and bridge spending per mile and 7th in maintenance spending per mile.

Ohio's best rankings are in maintenance disbursements per lane-mile (7th) and rural fatality rate (11th).

Ohio's worst rankings are in urban arterial pavement condition (39th) and administrative disbursements per lane-mile (37th).

Ohio commuters spend 22.6 hours stuck in traffic congestion, ranking 30th 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 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 and urban arterial pavement condition are the state's biggest weaknesses."

Additional Analysis

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, other) per mile.

Compared to nearby states, Ohio's overall highway performance is better than Indiana (ranks 23rd) and Pennsylvania (ranks 41st) but worse than Kentucky (ranks 7th).

Ohio is doing better than comparable states such as Michigan (ranks 27th) and others like Illinois (ranks 29th).

Ohio's 17th-place ranking is above average. However, for several years, Ohio was the top-ranked large population state (defined as a population of 10 million or more). But for the past two years North Carolina and Georgia have each ranked higher. What's responsible for the change? The biggest culprit is Ohio's administrative costs per lane-mile, which increased 129% from $5,390 to $12,329 in 2019 (before adjusting for population density) and have not improved since. 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.

Ohio is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Virginia, and Illinois.

Ohio's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	17
Overall Rank Based on 2019 Data:	24
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	16
Maintenance Disbursements Ratio	7
Administrative Disbursements Ratio	37
Other Disbursements Ratio	16
Rural Interstate Percent in Poor Condition	33
Urban Interstate Percent in Poor Condition	32
Rural Other Principal Arterial Percent in Poor Condition	17
Urban Other Principal Arterial Percent in Poor Condition	39
Urban Area Congestion	30
Structurally Deficient Bridges, Percent*	16
Rural Fatality Rate	11
Urban Fatality Rate	15
Other Fatality Rate	27

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 45th in the Nation in Highway Performance and Cost-Effectiveness

Oklahoma'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 nine-spot decline from the previous report, where Oklahoma ranked 36th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Oklahoma ranks in the bottom 10 in six of the 13 categories. The state's 1.32 capital and bridge disbursements per lane-mile ratio is 1.9 times higher than peer state Arkansas' ratio and two times higher than peer state Kansas' ratio. The state's 1.88 maintenance disbursements per lane-mile ratio is 4.4 times higher than Arkansas' ratio and 2.3 times higher than Kansas' ratio. The state's 1.53 administrative disbursements per lane-mile ratio is eight times higher than Arkansas' ratio and two times higher than Kansas' ratio. Oklahoma drivers spend 29.6 hours annually in traffic, 1.5 times more than Arkansas' drivers and 1.2 times more than Kansas' drivers. Almost 10% (9.89%) of Oklahoma's bridges are structurally deficient—1.9 times higher than Arkansas' and Kansas' percents. Finally, Oklahoma's other fatality rate of 1.97 is 1.8 times higher than Arkansas' rate and similar to Kansas' rate.

In safety and performance categories, Oklahoma ranks 33rd in rural fatality rate, 35th in urban fatality rate, 41st in structurally deficient bridges, 41st in traffic congestion, 38th in urban Interstate pavement condition, and 35th in rural Interstate pavement condition.

Oklahoma is 41st in capital and bridge spending per mile and 45th in maintenance spending per mile.

Oklahoma's best rankings are in urban arterial pavement condition (25th) and rural fatality rate (33rd).

Oklahoma's worst rankings are in maintenance disbursements per lane-mile (45th) and other fatality rate (44th).

Oklahoma commuters spend 29.6 hours stuck in traffic congestion, ranking 41st 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 all 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 high costs, poor pavement and bridge conditions, and a high fatality rate."

Additional Analysis

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, other) per mile.

Compared to nearby states, Oklahoma's overall highway performance is worse than Colorado (ranks 43rd), Texas (ranks 19th), and Missouri (ranks 11th).

Oklahoma is doing worse than comparable states such as Arkansas (ranks 13th) and others like Kansas (ranks 22nd).

Some states such as Virginia have 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. 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. Disbursements, which are very high for a rural Great Plains state, also need to be a focus area. Becoming a top-20 state in pavement and bridge quality will help Oklahoma rise in the overall rankings.

Oklahoma is one of seven states with a maintenance disbursement ratio above 1.50. The other six are Washington, Vermont, Indiana, Alaska, New York, and California.

Oklahoma is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Hawaii, Kentucky, Alabama, Georgia, Colorado, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, Illinois, and New Mexico.

Oklahoma is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oregon, Texas, Kansas, Tennessee, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

Oklahoma's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	45
Overall Rank Based on 2019 Data:	36
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	41
Maintenance Disbursements Ratio	45
Administrative Disbursements Ratio	41
Other Disbursements Ratio	37
Rural Interstate Percent in Poor Condition	35
Urban Interstate Percent in Poor Condition	38
Rural Other Principal Arterial Percent in Poor Condition	40
Urban Other Principal Arterial Percent in Poor Condition	25
Urban Area Congestion	41
Structurally Deficient Bridges, Percent*	41
Rural Fatality Rate	33
Urban Fatality Rate	35
Other Fatality Rate	44

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 37th in the Nation in Highway Performance and Cost-Effectiveness

Oregon'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 12-spot decrease from the previous report, where Oregon ranked 25th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Oregon ranks in the bottom 10 nationally in other disbursements, as well as both rural and other fatalities. Oregon's 2.85 other disbursements per lane-mile ratio is 1.4 times more than peer state Utah's ratio and 1.1 times more than peer state Washington's ratio. Oregon's other fatality rate of 1.94 is 1.9 times higher than Utah's rate and 1.2 times higher than Washington's rate. Oregon's rural fatality rate of 1.62 is approximately 1.5 times higher than Utah's rate, and two times higher than Washington's rate.

In safety and performance categories, Oregon ranks 42nd in rural fatality rate, 33rd in urban fatality rate, 13th in structurally deficient bridges, 33rd in traffic congestion, 21st in urban Interstate pavement condition, and 11th in rural Interstate pavement condition.

Oregon is 39th in capital and bridge spending per mile and 35th in maintenance spending per mile.

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

Oregon's worst rankings are in other disbursements per lane-mile (49th) and other fatality rate (43rd).

Oregon commuters spend 23 hours stuck in traffic congestion, ranking 33rd 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 reduce its other disbursements per mile as well as its rural and other fatality rates. The state ranks in the bottom 10 in each of these three categories," 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

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, other) per mile.

Compared to nearby states, Oregon's overall highway performance is better than California (ranks 47th) and Idaho (ranks 34th), but worse than Nevada (ranks 21st).

Oregon is doing better than some comparable states such as Washington (ranks 46th) but worse than others like Utah (ranks 10th).

Oregon was penalized by the report's change in calculating spending. It has no rankings in the top 10 but three in the bottom 10. But a closer look shows fatality rates to be a bigger problem than spending. While the state has smooth road pavement and a low percentage of structurally deficient bridges, it has a high overall fatality rate, higher other disbursements, and significant traffic congestion. Given the state's average to slightly above average costs, it should be performing better. Its fatality rates lag significantly behind Utah, a state with which it has many similarities.

Oregon is one of five states with an other disbursement ratio above 2.00. The other four are New York, Kansas, Utah, and Washington.

Oregon is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Kentucky, Hawaii, Alabama, Georgia, Colorado, Oklahoma, Texas, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, and Illinois.

Oregon is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Texas, Kansas, Tennessee, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

Oregon is one of six states that declined in the overall rankings by at least 10 spots from the previous report. The other states are Montana, Kansas, South Dakota, Vermont, and Idaho.

Oregon's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	37
Overall Rank Based on 2019 Data:	25
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	39
Maintenance Disbursements Ratio	35
Administrative Disbursements Ratio	39
Other Disbursements Ratio	49
Rural Interstate Percent in Poor Condition	11
Urban Interstate Percent in Poor Condition	21
Rural Other Principal Arterial Percent in Poor Condition	20
Urban Other Principal Arterial Percent in Poor Condition	22
Urban Area Congestion	33
Structurally Deficient Bridges, Percent*	13
Rural Fatality Rate	42
Urban Fatality Rate	33
Other Fatality Rate	43

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 41st in the Nation in Highway Performance and Cost-Effectiveness

Pennsylvania's highway system ranks 41st in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a two-spot decline from the previous report, where Pennsylvania ranked 39th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Pennsylvania ranks in the bottom 10 nationally in other disbursements, structurally deficient bridges, and rural Interstate pavement condition. Pennsylvania's 1.68 other disbursement per lane-mile ratio is 3.3 times higher than peer state Ohio's ratio but lower than peer state New York's ratio. More than 3% (3.03%) of Pennsylvania's rural Interstates are in poor condition. This is 1.4 times more than Ohio's percent, but similar to New York's percent. Finally, 13.80% of Pennsylvania's bridges are structurally deficient, 1.4 times higher than New York's percent and three times higher than Ohio's percent.

In safety and performance categories, Pennsylvania ranks 9th in rural fatality rate, 29th in urban fatality rate, 46th in structurally deficient bridges, 32nd in traffic congestion, 39th in urban Interstate pavement condition, and 42nd in rural Interstate pavement condition.

Pennsylvania is 21st in capital and bridge spending per mile and 37th in maintenance spending per mile.

Pennsylvania's best rankings are in rural fatality rate (9th) and capital and bridge disbursement per mile (21st).

Pennsylvania's worst rankings are structurally deficient bridges (46th) and other disbursements per lane-mile (43rd).

Pennsylvania commuters spend 22.9 hours stuck in traffic congestion, ranking 32nd 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 improve its rural Interstate pavement condition and its urbanized area congestion. Given the poor condition of its bridges and its mediocre pavement condition, the state might consider 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

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, other) per mile.

Compared to nearby states, Pennsylvania's overall highway performance is worse than Maryland (ranks 24th) and West Virginia (ranks 39th), but better than New Jersey (ranks 44th).

Pennsylvania is doing better than some comparable states such as New York (ranks 49th) but worse than others like Ohio (ranks 17th).

Pennsylvania ranks in the bottom 20 states in 10 of the 13 categories. The only categories in which it ranks in the top 30 are rural and urban fatality rates and capital and bridge disbursements per mile. It is fair to say the state is not the highest performer in our study. The state used an innovative public private partnership—the Rapid Bridge Replacement Project—to improve its bridges. Unfortunately, they still rank 46th and need further attention. The state also could reduce its 32nd place ranking in congestion by building variably priced managed toll lanes in Philadelphia and Pittsburgh, an area in which the state lags behind its peer states.

Pennsylvania is one of eight states with more than 3% of their rural Interstate system pavement in poor condition. The other seven are Alaska, Colorado, California, Washington, West Virginia, Louisiana, and Michigan.

Pennsylvania is one of nine states that reported more than 10% of their bridges are structurally deficient. The others are West Virginia, Iowa, Rhode Island, South Dakota, Louisiana, Maine, North Dakota, and Michigan.

Pennsylvania is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Kentucky, Hawaii, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Michigan, Kansas, and Illinois.

Pennsylvania is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, California, South Dakota, New Mexico, Washington, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

Pennsylvania's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	41
Overall Rank Based on 2019 Data:	39
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	21
Maintenance Disbursements Ratio	37
Administrative Disbursements Ratio	38
Other Disbursements Ratio	43
Rural Interstate Percent in Poor Condition	42
Urban Interstate Percent in Poor Condition	39
Rural Other Principal Arterial Percent in Poor Condition	33
Urban Other Principal Arterial Percent in Poor Condition	35
Urban Area Congestion	32
Structurally Deficient Bridges, Percent*	46
Rural Fatality Rate	9
Urban Fatality Rate	29
Other Fatality Rate	35

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 42nd in the Nation in Highway Performance and Cost-Effectiveness

Rhode Island'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 seven-spot improvement from the previous report, where Rhode Island ranked 49th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Rhode Island ranks in the bottom 10 nationally in four of the report's 13 metrics. The state's arterial pavement and bridge quality are disproportionately poor. A total of 4.25% of Rhode Island's rural arterial pavement is in poor condition, 5.4 times more than peer state Connecticut's percent and 1.9 times more than peer state New Jersey's percent. A full 30% of the state's urban arterial pavement is in poor condition, three times more than Connecticut's percent and 1.6 times New Jersey's percent. Rhode Island drivers spend 32.7 hours in traffic annually, 1.1 times more than Connecticut drivers but less than New Jersey drivers. Finally, 17.46% of Rhode Island's bridges are structurally deficient, 3.3 times more than Connecticut's percent and 2.5 times more than New Jersey's percent.

In safety and performance categories, Rhode Island ranks 26th in rural fatality rate, 16th in urban fatality rate, 48th in structurally deficient bridges, 46th in traffic congestion, 18th in urban Interstate pavement condition, and 3rd in rural Interstate pavement condition.

Rhode Island is 22nd in capital and bridge spending per mile and 31st in maintenance spending per mile.

Rhode Island's best rankings are in rural Interstate pavement condition (3rd) and other disbursements per lane-mile (3rd).

Rhode Island's worst rankings are in urban arterial pavement condition (49th) and rural arterial pavement condition (49th).

Rhode Island commuters spend 32.7 hours stuck in traffic congestion, ranking 46th 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 improve its pavement condition, reduce its traffic congestion, and reduce its percentage of deficient bridges. The state has average costs but still ranks in the bottom three 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."

Additional Analysis

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, other) per mile.

Compared to nearby states, Rhode Island's overall highway performance is worse than Massachusetts (ranks 20th) and New Hampshire (ranks 14th), but better than New York (ranks 49th).

Rhode Island is doing better than some comparable states such as New Jersey (ranks 44th) but worse than others like Connecticut (ranks 5th).

Rhode Island excels in some categories but performs miserably in others. The state ranks in the top 20 in four categories and the bottom 10 in four categories. Ultimately, the state's low ranking is a result of it performing very poorly in those four categories, particularly arterial pavement quality and percent structurally deficient bridges. Given the state's average costs, it might make sense to reprioritize resources on arterial pavement and bridges.

Rhode Island is one of five states that reported more than 3% of their rural other principal arterial pavement to be in poor condition. The others are Hawaii, Maine, Idaho, and Alaska.

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

Rhode Island is one of nine states that reported more than 10% of their bridges to be structurally deficient. The others are West Virginia, Iowa, South Dakota, Pennsylvania, Louisiana, Maine, North Dakota, and Michigan.

Rhode Island is one of nine states where automobile commuters spend more than 30 hours annually stuck in peak-hour traffic congestion. New Jersey, New York, Massachusetts, Texas, Illinois, California, Delaware, and Connecticut are the others.

Rhode Island's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	42
Overall Rank Based on 2019 Data:	49
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	22
Maintenance Disbursements Ratio	31
Administrative Disbursements Ratio	29
Other Disbursements Ratio	3
Rural Interstate Percent in Poor Condition	3
Urban Interstate Percent in Poor Condition	18
Rural Other Principal Arterial Percent in Poor Condition	49
Urban Other Principal Arterial Percent in Poor Condition	49
Urban Area Congestion	46
Structurally Deficient Bridges, Percent*	48
Rural Fatality Rate	26
Urban Fatality Rate	16
Other Fatality Rate	13

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. For more details on the calculation of each of the 13 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal, and state roads, but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1st in structurally deficient bridges has the smallest percentage of structurally deficient bridges, not the smallest number of structurally deficient bridges.

SOUTH CAROLINA

South Carolina Ranks 6th in the Nation in Highway Performance and Cost-Effectiveness

South Carolina's highway system ranks 6th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a 17-spot improvement from the previous report, where South Carolina ranked 23rd. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

South Carolina ranks in the bottom 10 nationally in other and rural fatality rates. South Carolina's other fatality rate of 2.09 is 1.5 times higher than peer state Alabama's rate and similar to peer state Kentucky's rate. South Carolina's rural fatality rate of 2.92 is two times higher than Alabama's rate and 2.5 times higher than Kentucky's rate.

In safety and performance categories, South Carolina ranks 50th in rural fatality rate, 30th in urban fatality rate, 23rd in structurally deficient bridges, 17th in traffic congestion, 3rd in urban Interstate pavement condition, and 19th in rural Interstate pavement condition.

South Carolina is 5th in capital and bridge spending per mile and 2nd in maintenance spending per mile.

South Carolina's best rankings are in other disbursements per mile (2nd) and maintenance disbursements per mile (2nd).

South Carolina's worst rankings are in rural fatality rate (50th) and other fatality rate (46th).

South Carolina commuters spend 18.5 hours stuck in traffic congestion, ranking 17th 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 reduce all three of its fatality rates. The high fatality rates have long been a problem in the state. Typically, rural states have

higher 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 Minnesota's rate, if the state could reduce its rate closer to the national average it would move up in the overall rankings."

Additional Analysis

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, other) per mile.

Compared to nearby states, South Carolina's overall highway performance is worse than Tennessee (ranks 3rd), North Carolina (ranks 2nd), and Georgia (ranks 4th).

South Carolina is doing better than comparable states such as Alabama (ranks 15th) and Kentucky (ranks 7th).

South Carolina improved 17 spots in their year's ranking, however the state still struggles in some categories. 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 conditions. Last year, pavement quality deteriorated significantly. This year, the spending remains low and urban pavement quality improved significantly. However, rural pavement quality could be better. Most significantly, the state's fatality rates are still way too high. State leaders might want to conduct a study examining why the fatality rates are high, and how they could be lowered.

South Carolina is one of three states that have rural fatality rates of 2.0 per 100 million vehicle-miles traveled or higher. The other two states are Hawaii and Nevada.

South Carolina is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Kentucky, Hawaii, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, Pennsylvania, Michigan, Kansas, and Illinois.

South Carolina is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

South Carolina is one of eight states that improved in the overall rankings by at least 10 spots from the previous report. The other states are Florida, Connecticut, Massachusetts, Maryland, Alabama, Illinois, and Georgia.

South Carolina's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	6
Overall Rank Based on 2019 Data:	23
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	5
Maintenance Disbursements Ratio	2
Administrative Disbursements Ratio	3
Other Disbursements Ratio	2
Rural Interstate Percent in Poor Condition	19
Urban Interstate Percent in Poor Condition	3
Rural Other Principal Arterial Percent in Poor Condition	24
Urban Other Principal Arterial Percent in Poor Condition	8
Urban Area Congestion	17
Structurally Deficient Bridges, Percent*	23
Rural Fatality Rate	50
Urban Fatality Rate	30
Other Fatality Rate	46

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 28th in the Nation in Highway Performance and Cost-Effectiveness

South Dakota'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 19-spot decrease from the previous report, where South Dakota ranked 9th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

South Dakota ranks in the bottom 10 states nationally in administrative disbursements and structurally deficient bridges. South Dakota's 2.31 administrative disbursement per lane-mile ratio is 5.1 times higher than peer state North Dakota's ratio and 9.2 times higher than peer state Nebraska's ratio. A total 17.30% of the state's bridges are structurally deficient, which is 1.5 times the percentage of North Dakota's structurally deficient bridges and two times the percentage of Nebraska's structurally deficient bridges.

In safety and performance categories, South Dakota ranks 29th in rural fatality rate, 31st in urban fatality rate, 47th in structurally deficient bridges, 5th in traffic congestion, 4th in urban Interstate pavement condition, and 8th in rural Interstate pavement condition.

South Dakota is 18th in capital and bridge spending per mile and 36th in maintenance spending per mile.

South Dakota's best rankings are in urban Interstate pavement condition (4th) and urbanized area congestion (5th).

South Dakota's worst rankings are in structurally deficient bridges (47th) and administrative disbursements per mile (46th).

South Dakota's commuters spend 9.8 hours stuck in traffic congestion, ranking 5th 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 administrative disbursements and its percentage of structurally deficient bridges. The state ranks in the bottom five of all states in the country in both categories," said Baruch Feigenbaum, lead author of the *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The condition of South Dakota's roadways seems to have regressed over the past few years."

Additional Analysis

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, other) per mile.

Compared to nearby states, South Dakota's overall highway performance is worse than Wyoming (ranks 16th) and Minnesota (ranks 12th), but better than Iowa (ranks 31st).

South Dakota is doing worse than comparable states such as Nebraska (ranks 26th) and North Dakota (ranks 9th).

In past years, South Dakota has had a similar ranking to its neighbor, North Dakota. Both states had lower overall spending, good pavement quality, and low fatality rates (for rural states). But over the last few years the states have been diverging. While South Dakota's pavement condition is still good, maintenance and administrative spending have increased. South Dakota ranks in the bottom 15 for both metrics. Further, fatality rates have increased; the state now ranks in the bottom half of all states for all three fatality rates. And South Dakota has not reduced its large percentage of structurally deficient bridges. It has the fourth highest percentage in the country. The state needs to improve bridge quality and to reduce costs to climb back into the top 20.

South Dakota is one of seven states with an administrative disbursement ratio higher than 2.0. The other six are Vermont, Delaware, New Mexico, Nevada, New Hampshire, and Washington.

South Dakota is one of nine states that reported more than 10% of their bridges to be structurally deficient. The others are West Virginia, Iowa, Rhode Island, Pennsylvania, Louisiana, Maine, North Dakota, and Michigan.

South Dakota is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are New Mexico, Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Kentucky, Hawaii, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Carolina, Pennsylvania, Michigan, Kansas, and Illinois.

South Dakota is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, California, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

South Dakota is one of six states that declined in the overall rankings by at least 10 spots from the previous report. The other states are Oregon, Montana, Kansas, Vermont, and Idaho.

South Dakota's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	28
Overall Rank Based on 2019 Data:	9
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	18
Maintenance Disbursements Ratio	36
Administrative Disbursements Ratio	46
Other Disbursements Ratio	29
Rural Interstate Percent in Poor Condition	8
Urban Interstate Percent in Poor Condition	4
Rural Other Principal Arterial Percent in Poor Condition	18
Urban Other Principal Arterial Percent in Poor Condition	19
Urban Area Congestion	5
Structurally Deficient Bridges, Percent*	47
Rural Fatality Rate	29
Urban Fatality Rate	31
Other Fatality Rate	37

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 3rd in the Nation in Highway Performance and Cost-Effectiveness

Tennessee'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 seven-spot improvement from the previous report, where Tennessee ranked 10th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Tennessee ranks in the bottom 15 nationally in urban fatality rate and other fatality rate. Tennessee's 1.45 urban fatality rate is 1.1 times higher than peer state Missouri's rate and 1.2 times higher than peer state Kentucky's rate. Tennessee's other fatality rate is 1.2 times higher than Missouri's rate but lower than Kentucky's rate.

In safety and performance categories, Tennessee ranks 23rd in rural fatality rate, 47th in urban fatality rate, 11th in structurally deficient bridges, 29th in traffic congestion, 10th in urban Interstate pavement condition, and 12th in rural Interstate pavement condition.

Tennessee is 9th in capital and bridge spending per mile and 11th in maintenance spending per mile.

Tennessee's best rankings are in other disbursements per mile (1st) and capital and bridge disbursements per mile (9th).

Tennessee's worst rankings are in urban fatality rate (47th) and other fatality rate (40th).

Tennessee commuters spend 22.5 hours stuck in traffic congestion, ranking 29th 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 urban fatality rate and its other fatality rate. Both rank in the bottom 10 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 would be a contender for the top overall spot.

Additional Analysis

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, other) per mile.

Compared to nearby states, Tennessee's overall highway performance is worse than Virginia (ranks 1st) but better than Mississippi (ranks 18th) and Georgia (ranks 4th).

Tennessee is doing better than comparable states such as Missouri (ranks 11th) and Kentucky (ranks 7th).

Similar to other southern states, Tennessee's other 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 and in the top 20 in eight categories. Like other top-10 states, Tennessee is able to maintain smooth roads and high-quality bridges at a low overall cost.

Tennessee is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are Florida, Arizona, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Hawaii, Kentucky, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, Illinois, and New Mexico.

Tennessee is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

Tennessee's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	3
Overall Rank Based on 2019 Data:	10
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	9
Maintenance Disbursements Ratio	11
Administrative Disbursements Ratio	26
Other Disbursements Ratio	1
Rural Interstate Percent in Poor Condition	12
Urban Interstate Percent in Poor Condition	10
Rural Other Principal Arterial Percent in Poor Condition	13
Urban Other Principal Arterial Percent in Poor Condition	10
Urban Area Congestion	29
Structurally Deficient Bridges, Percent*	11
Rural Fatality Rate	23
Urban Fatality Rate	47
Other Fatality Rate	40

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 19th in the Nation in Highway Performance and Cost-Effectiveness

Texas' 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 three-spot decline from the previous report where Texas ranked 16th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Texas ranks in the bottom 10 states nationally in traffic congestion and other fatality rate. Texas' 34.9 hours of traffic congestion are 4.4 times more than peer state Montana's hours but similar to peer state California's hours. Texas' 1.89 per 100 million other vehicle-miles fatality rate is lower than Montana's rate but 1.1 times higher than California's rate.

In safety and performance categories, Texas ranks 40th in rural fatality rate, 34th in urban fatality rate, 3rd in structurally deficient bridges, 47th in traffic congestion, 30th in urban Interstate pavement condition, and 22nd in rural Interstate pavement condition.

Texas is 31st in capital and bridge spending per mile and 17th in maintenance spending per mile.

Texas' best rankings are in percent structurally deficient bridges (3rd), administrative disbursements per mile (9th), and rural arterial pavement condition (9th).

Texas' worst rankings are in urbanized area congestion (47th) and other fatality rate (42nd).

Texas commuters spend 34.9 hours stuck in traffic congestion, ranking 47th 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 rural fatality rate. The state ranks in the bottom 10 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 five categories and has no other glaring weaknesses. If the state can reduce urbanized area congestion and rural fatality rate, it could move up significantly in the rankings."

Additional Analysis

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, other) per mile.

Compared to nearby states, Texas' overall highway performance is better than New Mexico (ranks 36th), Louisiana (ranks 41st), and Oklahoma (ranks 45th).

Texas is doing better than some comparable states such as California (ranks 47th) and others like Montana (ranks 25th).

Texas ranks in the top 20 because its rankings are average to good in most categories. Its overall costs rank slightly below average, its overall pavement quality ranks above average, and it has the third lowest percentage of structurally deficient bridges. Considering the state has large rural sections, its fatality rates are not bad either. But urbanized area congestion and 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 nine states where automobile commuters spend more than 30 hours annually stuck in peak-hour traffic congestion. New Jersey, New York, Massachusetts, Rhode Island, Illinois, California, Delaware, and Connecticut are the others.

Texas is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are Florida, Arizona, Tennessee, Louisiana, Mississippi, Wyoming, Delaware, Missouri, Alaska, Hawaii, Kentucky, Alabama, Georgia, Colorado, Oklahoma, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, Illinois, and New Mexico.

Texas is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Kansas, Tennessee, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

Texas' Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	19
Overall Rank Based on 2019 Data:	16
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	31
Maintenance Disbursements Ratio	17
Administrative Disbursements Ratio	9
Other Disbursements Ratio	31
Rural Interstate Percent in Poor Condition	22
Urban Interstate Percent in Poor Condition	30
Rural Other Principal Arterial Percent in Poor Condition	9
Urban Other Principal Arterial Percent in Poor Condition	37
Urban Area Congestion	47
Structurally Deficient Bridges, Percent*	3
Rural Fatality Rate	40
Urban Fatality Rate	34
Other Fatality Rate	42

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 10th in the Nation in Highway Performance and Cost-Effectiveness

Utah'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 four-spot decrease from the previous report, where Utah ranked 6th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Utah ranks in the bottom 15 nationally in capital disbursements and other disbursements. The state's 1.30 capital disbursement per lane-mile ratio is lower than peer state Nevada's ratio, but 1.2 times higher than peer state Colorado's ratio. Utah's 2.12 other disbursements per lane-mile ratio is 1.8 times higher than Nevada's ratio and 4.8 times higher than Colorado's ratio.

In safety and performance categories, Utah ranks 16th in rural fatality rate, 13th in urban fatality rate, 5th in structurally deficient bridges, 13th in traffic congestion, 4th in rural Interstate pavement condition, and 20th in urban Interstate pavement condition.

Utah is 40th in capital and bridge spending per mile and 32nd in maintenance spending per mile.

Utah's best rankings are in rural Interstate pavement condition (4th), structurally deficient bridges (5th), and urban arterial pavement condition (5th).

Utah's worst rankings are other disbursements per mile (47th) and capital and bridge disbursements per mile (40th).

Utah commuters spend 17 hours stuck in traffic congestion, ranking 13th 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 capital and bridge disbursements and its other disbursements. While Utah does not rank poorly in any category, 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. "If Utah is able to decrease its disbursements, it will vault into the top five in the overall rankings.

Additional Analysis

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, other) per mile.

Compared to nearby states, Utah's overall highway performance is better than Idaho (ranks 34th), New Mexico (ranks 36th), and Arizona (ranks 30th).

Utah is doing better than comparable states such as Nevada (ranks 21st) and Colorado (ranks 43rd).

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 ranking also shows 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 two of the four disbursement categories. Yet, because 10 of Utah's 13 performance rankings are in the top 20, the state ranks in the top five. Utah's worst ranking is other disbursements per mile. If the state can decrease that spending, the state will move into the top five of all states.

Utah is one of five states with an other disbursement ratio above 2.00. The other four are New York, Oregon, Kansas, and Washington.

Utah's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	10
Overall Rank Based on 2019 Data:	6
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	40
Maintenance Disbursements Ratio	32
Administrative Disbursements Ratio	18
Other Disbursements Ratio	47
Rural Interstate Percent in Poor Condition	4
Urban Interstate Percent in Poor Condition	20
Rural Other Principal Arterial Percent in Poor Condition	11
Urban Other Principal Arterial Percent in Poor Condition	5
Urban Area Congestion	13
Structurally Deficient Bridges, Percent*	5
Rural Fatality Rate	16
Urban Fatality Rate	13
Other Fatality Rate	6

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 38th in the Nation in Highway Performance and Cost-Effectiveness

Vermont'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 25-spot decrease from the previous report, where Vermont ranked 13th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Vermont ranks in the bottom 10 nationally in maintenance, administrative, and other disbursements per lane-mile. Vermont's 2.12 maintenance disbursements per lane-mile ratio is 1.5 times higher than peer state Maine's ratio and 2.2 higher than peer state New Hampshire's ratio. Vermont's 3.21 administrative disbursements per lane-mile ratio is 11.4 times higher than Maine's ratio and 1.4 times higher than New Hampshire's ratio. Vermont's 1.83 other disbursement per lane-mile ratio is 2.7 times higher than Maine's ratio and 1.7 times higher than Vermont's ratio.

In safety and performance categories, Vermont ranks 6th in rural fatality rate, 12th in urban fatality rate, 7th in structurally deficient bridges, 19th in traffic congestion, 6th in urban Interstate pavement condition, and 21st in rural Interstate pavement condition.

Vermont is 35th in capital and bridge spending per mile and 49th in maintenance spending per mile.

Vermont's best rankings are in urban Interstate pavement condition (6th) and rural fatality rate (6th).

Vermont's worst rankings are in administrative disbursements per mile (50th) and maintenance disbursements per miler (49th).

Vermont commuters spend 19 hours stuck in traffic congestion, ranking 19th 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 and maintenance disbursements per mile. The state ranks last of all states in administrative disbursements per mile and second to last in maintenance disbursements. This spending is the biggest reason 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. "The state's ranking dropped 25 places from the previous version due to high disbursements and a decline in rural arterial pavement quality."

Additional Analysis

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, other) per mile.

Compared to nearby states, Vermont's overall highway performance is worse than Connecticut (ranks 5th) and Massachusetts (ranks 20th), but better than New York (ranks 49th).

Vermont is doing worse than comparable states such as New Hampshire (ranks 14th) and Maine (ranks 32nd).

Vermont was penalized by the report's change in calculating spending. However, high spending is not the state's only problem. Vermont has high disbursements but low fatality rates. While maintenance, administrative, and other disbursements all rank in the bottom 10 of all states, Vermont average fatality rank of 9.3 is the lowest of any state in the country. However, to improve its ranking the state needs to reduce its spending and improve its rural arterial pavement quality substantially.

Vermont is one of seven states with a maintenance disbursement ratio above 1.50. The other six are Washington, Indiana, Alaska, New York, Oklahoma, and California.

Vermont is one of seven states with an administrative disbursement ratio higher than 2.0. The other six are Delaware, New Mexico, Nevada, South Dakota, New Hampshire, and Washington.

Vermont is one of six states that declined in the overall rankings by at least 10 spots from the previous report. The other states are Oregon, Montana, Kansas, South Dakota, and Idaho.

Vermont's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	38
Overall Rank Based on 2019 Data:	13
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	35
Maintenance Disbursements Ratio	49
Administrative Disbursements Ratio	50
Other Disbursements Ratio	45
Rural Interstate Percent in Poor Condition	21
Urban Interstate Percent in Poor Condition	6
Rural Other Principal Arterial Percent in Poor Condition	38
Urban Other Principal Arterial Percent in Poor Condition	21
Urban Area Congestion	19
Structurally Deficient Bridges, Percent*	7
Rural Fatality Rate	6
Urban Fatality Rate	12
Other Fatality Rate	12

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 1st in the Nation in Highway Performance and Cost-Effectiveness

Virginia'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 a one-spot improvement from the previous report, where Virginia ranked 2nd. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Virginia has no rankings in the bottom 20 of all states. Virginia's worst ranking is other fatality rate at 29th. The state's 1.52 rate could be improved, but it is lower than peer states North Carolina and Georgia.

In safety and performance categories, Virginia ranks 27th in rural fatality rate, 10th in urban fatality rate, 10th in structurally deficient bridges, 24th in traffic congestion, 19th in urban Interstate pavement condition, and 5th in rural Interstate pavement condition.

Virginia is 1st in capital and bridge spending per mile and 28th in maintenance spending per mile.

Virginia's best rankings are in capital and bridge disbursements per mile (1st) and rural arterial pavement condition (3rd).

Virginia's worst rankings are in other fatality rate (29th) and maintenance disbursements per mile (28th).

Virginia commuters spend 19.9 hours stuck in traffic congestion, ranking 24th nationally.

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

"To improve in the category rankings, Virginia should try to reduce its other and rural fatality rates, as well as its maintenance disbursements per mile. While none of the rankings are awful, these are the only 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. "Over the past two years Virginia's ranking has improved 20 spots due to the improvement in all four disbursement categories, including by double digits in capital and bridge disbursements. Virginia is now the top performing state in this report."

Additional Analysis

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, other) per mile.

Compared to nearby states, Virginia's overall highway performance is better than Tennessee (ranks 3rd), West Virginia (ranks 39th), and Maryland (ranks 24th).

Virginia is doing better than comparable states such as North Carolina (ranks 2nd) and Georgia (ranks 4th).

Virginia is one of the few states that manage 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 nine of 13 categories. The secret to the state's high overall ranking is not its number one rankings. It ranks best in only one category. Rather, it is the lack of poor rankings. Virginia could still reduce its traffic congestion, which is forecast to rebound in a post-COVID world 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 in urban parts of the state.

Virginia is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Illinois, and Ohio.

Virginia's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	1
Overall Rank Based on 2019 Data:	2
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	1
Maintenance Disbursements Ratio	28
Administrative Disbursements Ratio	19
Other Disbursements Ratio	10
Rural Interstate Percent in Poor Condition	5
Urban Interstate Percent in Poor Condition	19
Rural Other Principal Arterial Percent in Poor Condition	3
Urban Other Principal Arterial Percent in Poor Condition	16
Urban Area Congestion	24
Structurally Deficient Bridges, Percent*	10
Rural Fatality Rate	27
Urban Fatality Rate	10
Other Fatality Rate	29

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 46th in the Nation in Highway Performance and Cost-Effectiveness

Washington'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 four-spot decline from the previous report, where Washington ranked 42nd. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

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. Washington's 2.09 capital and bridge disbursement per lane ratio is highest in the country, 1.6 times higher than peer state Oregon's ratio and two times higher than peer state Colorado's ratio. Washington's 3.36 maintenance disbursement ratio per lane-mile is the highest in the country, three times higher than Oregon's ratio and 2.3 times higher than Colorado's ratio. Washington's 2.20 administrative disbursement per lane-mile ratio is 1.5 times higher than both Oregon's and Colorado's ratios. Washington's 2.03 other disbursement per lane-mile ratio is 4.6 times higher than Colorado's ratio but lower than Oregon's ratio. Washington also struggles with Interstate pavement condition; 4.10% of Washington's rural Interstate pavement is in poor condition, 6.2 times more than Oregon's percent but less than Colorado's percent. Finally, 17.50% of Washington's urban arterial pavement is in poor condition, 2.3 times more than Oregon's percent and 1.5 times more than Colorado's percent.

In safety and performance categories, Washington ranks 4th in rural fatality rate, 6th in urban fatality rate, 15th in structurally deficient bridges, 35th in traffic congestion, 22nd in urban Interstate pavement condition, and 45th in rural Interstate pavement condition.

Washington is 50th in capital and bridge spending per mile and 50th in maintenance spending per mile.

Washington's best rankings are in rural fatality rate (4th) and urban fatality rate (6th).

Washington's worst rankings are in capital and bridge disbursements per mile (50th) and maintenance disbursements per mile (50th).

Washington commuters spend 24.3 hours stuck in traffic congestion, ranking 35th 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

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, other) per mile.

Compared to nearby states, Washington's overall highway performance is better than California (ranks 47th) but worse than Idaho (ranks 34th) and Montana (ranks 25th).

Washington is doing worse than comparable states such as Colorado (ranks 43rd) and others like Oregon (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 more than its peer states, its pavement quality is poor. For example, Washington has six times as much poor rural Interstate pavement as Oregon. 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 six states with a capital and bridge disbursement ratio above 1.50. The other five are Alaska, Idaho, New York, Arizona, and New Jersey.

Washington is one of seven states with a maintenance disbursement ratio above 1.50. The other six are Vermont, Indiana, Alaska, New York, Oklahoma, and California.

Washington is one of seven states with an administrative disbursement ratio higher than 2.0. The other six are Vermont, Delaware, New Mexico, Nevada, South Dakota, and New Hampshire.

Washington is one of five states with an other disbursement ratio above 2.00. The other four are New York, Oregon, Kansas, and Utah.

Washington is one of eight states with more than 3% of their rural Interstate system pavement in poor condition. The other seven are Alaska, Colorado, California, West Virginia, Louisiana, Pennsylvania, and Michigan.

Washington is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are West Virginia, Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

Washington's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	46
Overall Rank Based on 2019 Data:	42
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	50
Maintenance Disbursements Ratio	50
Administrative Disbursements Ratio	44
Other Disbursements Ratio	46
Rural Interstate Percent in Poor Condition	45
Urban Interstate Percent in Poor Condition	22
Rural Other Principal Arterial Percent in Poor Condition	30
Urban Other Principal Arterial Percent in Poor Condition	44
Urban Area Congestion	35
Structurally Deficient Bridges, Percent*	15
Rural Fatality Rate	4
Urban Fatality Rate	6
Other Fatality Rate	34

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 39th in the Nation in Highway Performance and Cost-Effectiveness

West Virginia's highway system ranks 39th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a nine-spot decrease from the previous report, where West Virginia ranked 30th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

West Virginia ranks in the bottom 10 nationally in five categories. A total 3.44% of West Virginia's rural Interstates have poor pavement, 4.3 times more than peer state Kentucky's poor pavement and 1.2 times more than peer state Indiana's poor pavement. A total 8.99% of West Virginia's urban Interstate pavement is in poor condition, 3.9 times more than Kentucky's percent and 2.1 times more than Indiana's percent. A total 2.93% of West Virginia's rural arterial pavement is in poor condition, 5.6 times more than Kentucky's percent and 7.9 more than Indiana's percent. Further, 20.37% of West Virginia's bridges are structurally deficient, 3.6 times more than Indiana's percent and three times more than Kentucky's percent. Finally, West Virginia has an other fatality rate of 2.28, 1.1 times higher than Kentucky's rate and 1.9 times higher than Indiana's rate.

In safety and performance categories, West Virginia ranks 21st in rural fatality rate, 21st in urban fatality rate, 50th in structurally deficient bridges, 6th in traffic congestion, 45th in urban Interstate pavement condition, and 44th in rural Interstate pavement condition.

West Virginia is 4th in capital and bridge spending per mile and 9th in maintenance spending per mile.

West Virginia's best rankings are in capital and bridge disbursements per mile (4th) and other disbursements per mile (4th).

West Virginia's worst rankings are in structurally deficient bridges (50th) and other fatality rate (50th).

West Virginia commuters spend 10 hours stuck in traffic congestion, ranking 6th nationally.

West Virginia's state-controlled highway mileage makes it the seventh 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 of six states where more than 2.5% of rural arterial pavement is in poor condition. This is a concern because West Virginia has a large number 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 are among the lowest 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

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, other) per mile.

Compared to nearby states, West Virginia's overall highway performance is worse than Maryland (ranks 24th), Ohio (ranks 17th), and Virginia (ranks 1st).

West Virginia is doing worse than some comparable states such as Indiana (ranks 23rd) and others like Kentucky (ranks 7th).

West Virginia shows that it takes more than low costs to earn a high ranking. In fact, the lowest ranking the state earns in any spending category is 14th in maintenance disbursements. So what's the problem? Overall, the system is in poor shape. West Virginia has the highest percentage of structurally deficient bridges, the sixth highest percentage of poor rural arterial pavement as well as many miles of poor Interstate pavement. In fact, if not for good 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 prioritize improving its pavement and bridge quality.

West Virginia is one of eight states with more than 3% of their rural Interstate system pavement in poor condition. The other seven are Alaska, Colorado, California, Washington, Louisiana, Pennsylvania, and Michigan.

West Virginia is one of eight states that reported more than 7% of their urban Interstate pavement in poor condition. The other six are Hawaii, Louisiana, New York, California, New Jersey, Delaware, and Michigan.

West Virginia is one of nine states that reported more than 10% of their bridges are structurally deficient. The others are Iowa, Rhode Island, South Dakota, Pennsylvania, Louisiana, Maine, North Dakota, and Michigan.

West Virginia is one of 24 states that have other fatality rates of 1.5 per 100 million vehicle-miles traveled or higher. The other 23 are Mississippi, Kentucky, Louisiana, South Carolina, Montana, Oklahoma, Oregon, Texas, Kansas, Tennessee, North Carolina, California, South Dakota, New Mexico, Pennsylvania, Washington, Georgia, Maine, Michigan, Missouri, Virginia, Illinois, and Ohio.

West Virginia's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	39
Overall Rank Based on 2019 Data:	30
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	4
Maintenance Disbursements Ratio	9
Administrative Disbursements Ratio	5
Other Disbursements Ratio	4
Rural Interstate Percent in Poor Condition	44
Urban Interstate Percent in Poor Condition	45
Rural Other Principal Arterial Percent in Poor Condition	45
Urban Other Principal Arterial Percent in Poor Condition	14
Urban Area Congestion	6
Structurally Deficient Bridges, Percent*	50
Rural Fatality Rate	21
Urban Fatality Rate	21
Other Fatality Rate	50

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 33rd in the Nation in Highway Performance and Cost-Effectiveness

Wisconsin's highway system ranks 33rd in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a seven-spot decrease from the previous report, where Wisconsin ranked 26th. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Wisconsin ranks in the bottom 10 nationally in other disbursements and urban arterial pavement condition. Wisconsin's 1.58 other disbursements per lane-mile is 1.3 times higher than peer state Minnesota's ratio and 3.1 times higher than peer state Michigan's ratio. A total of 17.30% of Wisconsin's urban arterial pavement is in poor condition, 9.4 times more than Minnesota's percent and about the same as Michigan's percent.

In safety and performance categories, Wisconsin ranks 12th in rural fatality rate, 9th in urban fatality rate, 27th in structurally deficient bridges, 13th in traffic congestion, 37th in urban Interstate pavement condition, and 36th in rural Interstate pavement condition.

Wisconsin is 29th in capital and bridge spending per mile and 21st in maintenance spending per mile.

Wisconsin's best rankings are in urban fatality rate (9th) and rural fatality rate (12th).

Wisconsin's worst rankings are in urban arterial pavement condition (43rd) and other disbursements per mile (42nd).

Wisconsin commuters spend 17 hours a year stuck in traffic congestion, ranking 13th 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 and reduce its other disbursements spending. 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. While few of the state's rankings are poor, the only thing Wisconsin excels at is having a low fatality rate."

Additional Analysis

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, other) per mile.

Compared to nearby states, Wisconsin's overall highway performance is worse than Indiana (ranks 23rd), Illinois (ranks 29th), and Iowa (ranks 31st).

Wisconsin is doing worse than some comparable states such as Michigan (ranks 27th) and others like Minnesota (ranks 12th).

Wisconsin's highway system is perfectly average. From the overall ranking of 33rd to the highest ranking of nine and the lowest ranking of 43, 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. Some of the state's lowest rankings are in pavement quality. If Wisconsin can bring its pavement quality to average, it can rise in the rankings substantially.

Wisconsin's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	33
Overall Rank Based on 2019 Data:	26
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	29
Maintenance Disbursements Ratio	21
Administrative Disbursements Ratio	30
Other Disbursements Ratio	42
Rural Interstate Percent in Poor Condition	36
Urban Interstate Percent in Poor Condition	37
Rural Other Principal Arterial Percent in Poor Condition	35
Urban Other Principal Arterial Percent in Poor Condition	43
Urban Area Congestion	13
Structurally Deficient Bridges, Percent*	27
Rural Fatality Rate	12
Urban Fatality Rate	9
Other Fatality Rate	21

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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 16th in the Nation in Highway Performance and Cost-Effectiveness

Wyoming's highway system ranks 16th in the nation in overall cost-effectiveness and condition, according to the *Annual Highway Report* by Reason Foundation. This is a four-spot decline from the previous report, where Wyoming ranked 12th overall. However, some categories in the report cannot be compared to previous years due to methodological changes that also impacted some state's overall rankings. These changes are fully explained in Part 2 and the appendix of the full report.

Wyoming ranks in the bottom 10 nationally in urban Interstate pavement condition and urban fatality rate. Almost 7% (6.70%) of Wyoming's urban Interstate pavement is in poor condition, four times worse than peer state Idaho's percent and 3.9 times worse than peer state Montana's percent. Wyoming's urban fatality rate of 1.37 is 2.6 times worse than Idaho's rate and 1.7 times more than Montana's rate.

In safety and performance categories, Wyoming ranks 34th in rural fatality rate, 44th in urban fatality rate, 32nd in structurally deficient bridges, 1st in traffic congestion, 41st in urban Interstate pavement condition, and 31st in rural Interstate pavement condition.

Wyoming is 26th in capital and bridge spending per mile and 25th in maintenance spending per mile.

Wyoming's best rankings are in urbanized area congestion (1st) and rural arterial pavement condition (4th).

Wyoming's worst rankings are in urban fatality rate (44th) and urban Interstate pavement condition (41st).

Wyoming commuters spend 6.5 hours stuck in traffic congestion, ranking 1st 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 improve its urban Interstate pavement condition and reduce its urban fatality rates further. The state ranks in the bottom 10 in both rankings. While rural states tend to have higher fatality rates, any bottom 10 ranking is a 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.

Additional Analysis

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, other) per mile.

Compared to nearby states, Wyoming's overall highway performance is better than Nebraska (ranks 26th) and Colorado (ranks 43rd) but worse than Utah (ranks 10th).

Wyoming is doing better than comparable states such as Montana (ranks 25th) and others like Idaho (ranks 34th).

Wyoming is a typical intermountain state. Overall costs are medium-high, 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 five of 13 rankings. The reason Wyoming is not in the top 10 states overall is urban pavement condition and urban fatality rate. Improving each of those rankings only slightly will vault the state into the top 10.

Wyoming is one of 25 states that have urban fatality rates of 1.0 per 100 million vehicle-miles traveled or higher. The other 24 states are Florida, Arizona, Tennessee, Louisiana, Mississippi, Delaware, Missouri, Alaska, Hawaii, Kentucky, Alabama, Georgia, Colorado, Oklahoma, Texas, Oregon, Nevada, South Dakota, South Carolina, Pennsylvania, Michigan, Kansas, Illinois, and New Mexico.

Wyoming's Complete Results	Ranking (out of 50 states)
Overall Rank Based on 2020 Data:	16
Overall Rank Based on 2019 Data:	12
Performance in Each Category Based on 2020 Data	**Ranking**
Capital-Bridge Disbursements Ratio	26
Maintenance Disbursements Ratio	25
Administrative Disbursements Ratio	24
Other Disbursements Ratio	13
Rural Interstate Percent in Poor Condition	31
Urban Interstate Percent in Poor Condition	41
Rural Other Principal Arterial Percent in Poor Condition	4
Urban Other Principal Arterial Percent in Poor Condition	15
Urban Area Congestion	1
Structurally Deficient Bridges, Percent*	32
Rural Fatality Rate	34
Urban Fatality Rate	44
Other Fatality Rate	11

*2021 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government and urban congestion data from the Texas A&M Transportation Institute for 2020 as well as bridge condition data from the *Better Roads* inventory for 2021. 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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