

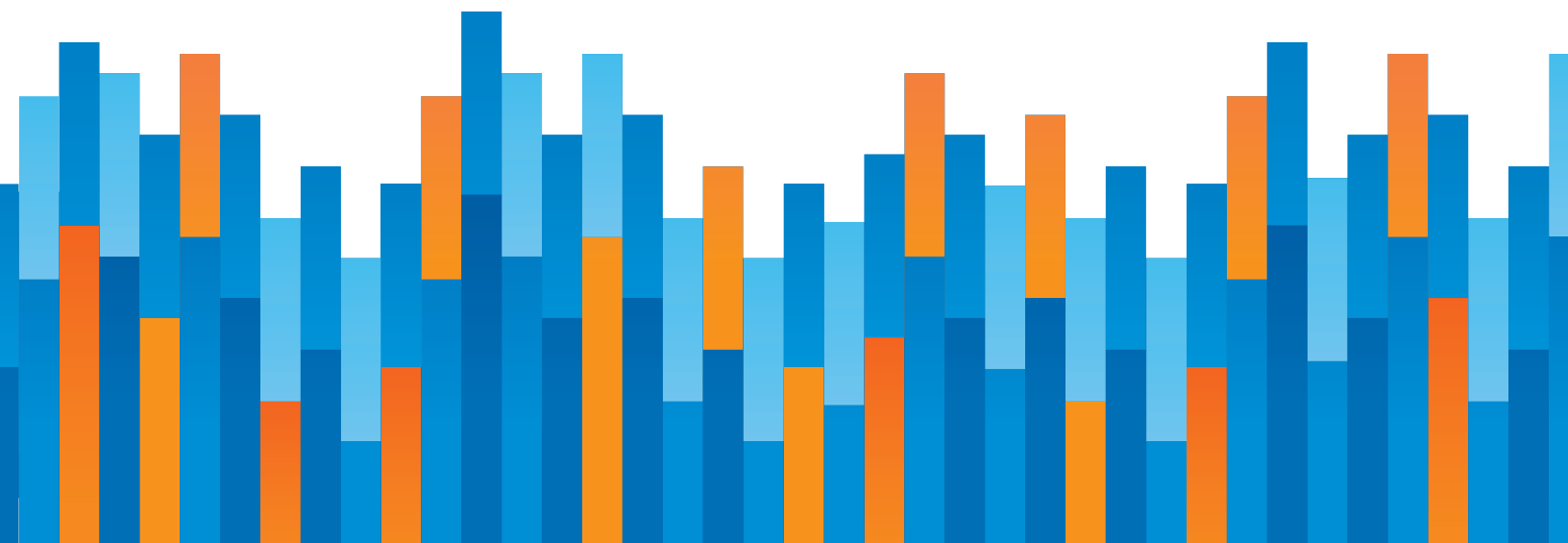


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28TH ANNUAL HIGHWAY REPORT SUMMARIES

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March 2025





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ALABAMA

Alabama'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 two-spot worsening from Alabama's ranking of 15th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Alabama's highways rank 29th in urban Interstate pavement condition, 33rd in rural Interstate pavement condition, 1st in urban arterial pavement condition, 4th in rural arterial pavement condition, 8th in structurally deficient bridges, 29th in urban fatality rate, and 33rd in rural fatality rate.

Alabama ranks 17th out of the 50 states in traffic congestion, and its drivers spend 13 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Alabama ranks 22nd in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Alabama ranks 1st in maintenance spending, such as the costs of repaving roads and filling in potholes. Alabama's administrative disbursements, including office spending that doesn't make its way to roads, ranks 42nd nationwide.

The categories in which the state improved the most from the previous report were urban fatality rate (from 38th to 29th) and urban Interstate pavement (from 36th to 29th).

Alabama worsened the most in the other disbursements (from 22nd to 46th).

Compared to neighboring and nearby states, Alabama's overall highway performance is better than Mississippi's (18th) and Arkansas' (28th) but worse than South Carolina's (2nd), Georgia's (6th), and Florida's (14th).

Comparing its overall performance to similarly populated states, Alabama ranks behind Kentucky (11th) but ahead of Louisiana (46th).

Alabama’s highway system ranks 17th out of 50 states overall this year, ranked 15th in last year’s report, and was 10th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Alabama should focus on reducing administrative disbursements and other disbursements. These are the only categories in which the state ranks in the bottom 10,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the number of traffic fatalities on urban and rural roads should also be a priority for Alabama.”

ALABAMA’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	17
Capital-Bridge Disbursements	22
Maintenance Disbursements	1
Administrative Disbursements	42
Other Disbursements	46
Rural Interstate Pavement Condition	33
Urban Interstate Pavement Condition	29
Rural Other Principal Arterial Pavement Condition	4
Urban Other Principal Arterial Pavement Condition	1
Urbanized Area Congestion	17
Structurally Deficient Bridges	8
Rural Fatality Rate	33
Urban Fatality Rate	29
Other Fatality Rate	26

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

ALASKA

Alaska's highway system ranks 50th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, Alaska also ranked 50th in the nation in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Alaska's highways rank 8th in urban Interstate pavement condition, 48th in rural Interstate pavement condition, 19th in urban arterial pavement condition, 50th in rural arterial pavement condition, 35th in structurally deficient bridges, 49th in urban fatality rate, and 48th in rural fatality rate.

Alaska ranks 13th out of the 50 states in traffic congestion, and its drivers spend 10 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Alaska ranks 48th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Alaska ranks 40th in maintenance spending, such as the costs of repaving roads and filling in potholes. Alaska's administrative disbursements, including office spending that doesn't make its way to roads, ranks 21st nationwide.

The categories in which the state improved the most from the previous report were in maintenance disbursements (47th to 40th) and administrative disbursements (27th to 21st).

Alaska worsened the most in the urban arterial pavement condition category (9th to 19th).

Compared to other somewhat similar states, Alaska's overall highway performance is worse than Wyoming's (12th), Idaho's (15th), Montana's (16th), Oregon's (35th), Washington's (47th), and Hawaii's (48th).

Comparing its overall performance to similarly populated states, Alaska ranks behind both North Dakota (3rd) and Vermont (44th).

Alaska's highway system ranks 50th out of 50 states overall this year, ranked 50th in last year's report, and was 49th in the nation five years ago in 2019.

“Alaska has unique weather and location challenges but can do better. In terms of improving in the road condition and performance categories, Alaska should focus on improving rural Interstate pavement condition and rural arterial pavement condition. Alaska ranks in the bottom three of all the states in these two categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “The number of traffic deaths are among the worst in the nation, so reducing the number of traffic fatalities on urban and rural roads should also be a top priority for Alaska.”

ALASKA’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	50
Capital-Bridge Disbursements	48
Maintenance Disbursements	40
Administrative Disbursements	21
Other Disbursements	28
Rural Interstate Pavement Condition	48
Urban Interstate Pavement Condition	8
Rural Other Principal Arterial Pavement Condition	50
Urban Other Principal Arterial Pavement Condition	19
Urbanized Area Congestion	13
Structurally Deficient Bridges	35
Rural Fatality Rate	48
Urban Fatality Rate	49
Other Fatality Rate	3

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

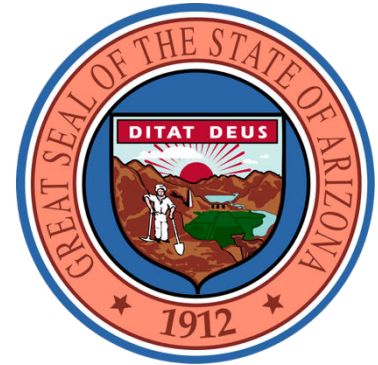
The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

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ARIZONA

Arizona's highway system ranks 29th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a one-spot improvement from Arizona's ranking of 28th in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Arizona's highways rank 12th in urban Interstate pavement condition, 41st in rural Interstate pavement condition, 20th in urban arterial pavement condition, 30th in rural arterial pavement condition, 1st in structurally deficient bridges, 38th in urban fatality rate, and 45th in rural fatality rate.

Arizona ranks 30th out of the 50 states in traffic congestion, and its drivers spend 23 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Arizona ranks 27th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Arizona ranks 7th in maintenance spending, such as the costs of repaving roads and filling in potholes. Arizona's administrative disbursements, including office spending that doesn't make its way to roads, ranks 41st nationwide.

The categories in which the state improved the most from the previous report were in capital-bridge disbursements (46th to 27th) and other disbursements (44th to 30th).

Arizona worsened the most in the other fatality rate (18th to 41st).

Compared to neighboring and nearby states, Arizona's overall highway performance is worse than Utah's (8th), but better than New Mexico's (38th) and Colorado's (43rd).

Comparing its overall performance to similarly populated states, Arizona ranks behind Tennessee (5th) but ahead of Washington (47th).

Arizona's highway system ranks 29th out of 50 states overall this year, ranked 30th in last year's report, and was 29th in the nation five years ago in 2019.

“In terms of improving in the road condition and performance categories, Arizona should focus on improving its administrative disbursements per mile, rural Interstate pavement condition, rural fatality rate, and other fatality rate. Arizona ranks in the bottom 10 of all the states in each of these categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Arizona should also prioritize reducing the number of traffic fatalities on urban and rural roads.”

ARIZONA'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	29
Capital-Bridge Disbursements	27
Maintenance Disbursements	7
Administrative Disbursements	41
Other Disbursements	30
Rural Interstate Pavement Condition	41
Urban Interstate Pavement Condition	12
Rural Other Principal Arterial Pavement Condition	30
Urban Other Principal Arterial Pavement Condition	20
Urbanized Area Congestion	30
Structurally Deficient Bridges	1
Rural Fatality Rate	45
Urban Fatality Rate	38
Other Fatality Rate	41

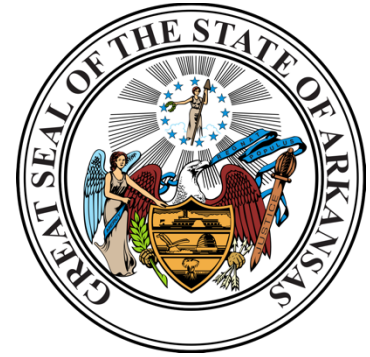
Reason Foundation's *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

ARKANSAS

Arkansas' 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 15-spot worsening from Arkansas' ranking of 13th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Arkansas' highways rank 40th in urban Interstate pavement condition, 39th in rural Interstate pavement condition, 30th in urban arterial pavement condition, 36th in rural arterial pavement condition, 23rd in structurally deficient bridges, 46th in urban fatality rate, and 43rd in rural fatality rate.

Arkansas ranks 4th out of the 50 states in traffic congestion, and its drivers spend about seven hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Arkansas ranks 25th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Arkansas ranks 6th in maintenance spending, such as the costs of repaving roads and filling potholes. Arkansas' administrative disbursements, including office spending that doesn't make its way to roads, ranks 3rd nationwide.

The category in which the state improved the most from the previous report was urbanized area congestion (from 25th to 4th).

Arkansas worsened the most in urban fatality rate (from 7th to 46th).

Compared to neighboring and nearby states, Arkansas' overall highway performance is better than Oklahoma's (39th) and Louisiana's (46th) but worse than Tennessee's (5th).

Comparing its overall performance to similarly populated states, Arkansas ranks behind Kansas (22nd) but ahead of Iowa (31st).

Arkansas' highway system ranks 28th out of 50 states overall this year, ranked 13th in last year's report, and ranked 32nd in the nation five years ago in 2019.

“In terms of improving the road condition and performance categories, Arkansas should focus on improving urban Interstate pavement conditions, given it is Arkansas’ lowest performance-focused ranking,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Arkansas should also make it a priority to reduce the number of deaths on its urban and rural roads, given its fatality rates are some of the worst in the nation.”

ARKANSAS’ RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	28
Capital-Bridge Disbursements	25
Maintenance Disbursements	6
Administrative Disbursements	3
Other Disbursements	21
Rural Interstate Pavement Condition	39
Urban Interstate Pavement Condition	40
Rural Other Principal Arterial Pavement Condition	36
Urban Other Principal Arterial Pavement Condition	30
Urbanized Area Congestion	4
Structurally Deficient Bridges	23
Rural Fatality Rate	43
Urban Fatality Rate	46
Other Fatality Rate	36

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report’s data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

CALIFORNIA

California'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 two-spot fall from California's ranking of 47th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.

In safety and condition categories, California's highways rank 47th in urban Interstate pavement condition, 46th in rural Interstate pavement condition, 50th in urban arterial pavement condition, 41st in rural arterial pavement condition, 25th in structurally deficient bridges, 33rd in urban fatality rate, and 28th in rural fatality rate.

California ranks 44th out of the 50 states in traffic congestion, and its drivers spend 60 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, California ranks 43rd in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. California ranks 44th in maintenance spending, such as the costs of repaving roads and filling in potholes. California's administrative disbursements, including office spending that doesn't make its way to roads, ranks 35th nationwide.

The category in which the state improved the most from the previous report was rural fatality rate (39th to 28th).

California worsened the most in urban fatalities (23rd to 33rd).

Compared to neighboring and nearby states, California's overall highway performance is worse than Nevada's (24th), Arizona's (29th), Oregon's (35th), and Washington's (47th).

Comparing its overall performance to similarly populated states, California ranks behind Florida (14th) and Texas (25th).

California's highway system ranks 49th out of 50 states overall this year, ranked 47th in last year's report, and was 43rd in the nation five years ago, in 2019.

"In terms of improving in the road condition and performance categories, California should focus on improving urban and rural Interstate pavement quality, improving both rural and

urban principal arterial pavement quality, reducing maintenance and capital-bridge disbursements, and improving urbanized area congestion. The state ranks in the bottom 10 states for each of these performance-based categories said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. It also ranks in the bottom 10 for other fatality rate, which is another weakness.

CALIFORNIA'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	49
Capital-Bridge Disbursements	43
Maintenance Disbursements	44
Administrative Disbursements	35
Other Disbursements	43
Rural Interstate Pavement Condition	46
Urban Interstate Pavement Condition	47
Rural Other Principal Arterial Pavement Condition	41
Urban Other Principal Arterial Pavement Condition	50
Urbanized Area Congestion	44
Structurally Deficient Bridges	25
Rural Fatality Rate	28
Urban Fatality Rate	33
Other Fatality Rate	45

Reason Foundation's *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge

data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

COLORADO

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 consistent with the ranking of 43rd that Colorado had in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.

In safety and condition categories, Colorado's highways rank 45th in urban Interstate pavement condition, 47th in rural Interstate pavement condition, 35th in urban arterial pavement condition, 37th in rural arterial pavement condition, 19th in structurally deficient bridges, 40th in urban fatality rate, and 32nd in rural fatality rate.

Colorado ranks 36th out of the 50 states in traffic congestion, and its drivers spend 36 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Colorado ranks 42nd in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Colorado ranks 45th in maintenance spending, such as the costs of repaving roads and filling in potholes. Colorado administrative disbursements, including office spending that doesn't make its way to roads, ranks 26th nationwide.

The category in which the state improved the most from the previous report was administrative disbursements (from 40th to 26th).

Colorado worsened the most in capital-bridge disbursements (28th to 42nd).

Compared to neighboring and nearby states, Colorado's highway performance is worse than Utah's (8th), Wyoming's (12th), Kansas' (22nd), Arizona's (29th), Nebraska's (30th), and New Mexico's (38th).

Comparing its overall performance to similarly populated states, Colorado ranks behind Minnesota (7th) and Wisconsin (26th).

Colorado's highway system ranks 43rd out of the 50 states overall this year, ranked 43rd in last year's report, and was 36th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Colorado should focus on reducing capital and bridge disbursements and maintenance disbursements as well as improving both rural and urban Interstate conditions,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “The state should also focus on lowering its urban fatality rate, its lowest safety-focused category ranking.”

COLORADO'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	43
Capital-Bridge Disbursements	42
Maintenance Disbursements	45
Administrative Disbursements	26
Other Disbursements	13
Rural Interstate Pavement Condition	47
Urban Interstate Pavement Condition	45
Rural Other Principal Arterial Pavement Condition	37
Urban Other Principal Arterial Pavement Condition	35
Urbanized Area Congestion	36
Structurally Deficient Bridges	19
Rural Fatality Rate	32
Urban Fatality Rate	40
Other Fatality Rate	32

Reason Foundation's *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

CONNECTICUT

Connecticut's highway system ranks 13th in the nation in overall cost-effectiveness and condition.



According to the *Annual Highway Report* by Reason Foundation, this is an eight-spot fall from Connecticut's ranking of 5th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.

In safety and condition categories, Connecticut's highways rank 15th in urban Interstate pavement condition, 9th in rural Interstate pavement condition, 28th in urban arterial pavement condition, 32nd in rural arterial pavement condition, 21st in structurally deficient bridges, 26th in urban fatality rate, and 30th in rural fatality rate.

Connecticut's ranks 32nd out of the 50 states in traffic congestion, and its drivers spend 29 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Connecticut ranks 18th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Connecticut ranks 9th in maintenance spending, such as the costs of repaving roads and filling in potholes. Connecticut administrative disbursements, including office spending that doesn't make its way to roads, rank 14th nationwide.

The categories in which the state improved the most were urbanized area congestion (42nd to 32nd) and maintenance disbursements (16th to 9th).

Connecticut worsened the most in urban fatality rate (11th to 26th).

Compared to neighboring and nearby states, Connecticut's rank is higher than New Hampshire's (19th), Massachusetts' (40th), Rhode Island's (42nd), and New York's (45th).

Comparing its overall performance to similarly populated states, Connecticut ranks behind Utah (8th) but higher than Iowa (31st), Oregon (35th), and Oklahoma (39th).

Connecticut's highway system ranked 13th overall this year, 5th overall last year, and 44th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Connecticut should focus on improving rural arterial pavement conditions and urbanized area congestion. These are the only performance-focused categories in which the state ranks in the bottom 20,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Connecticut should also look to lower its rural fatality rate, which was the state’s lowest safety-focused ranking.”

CONNECTICUT'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

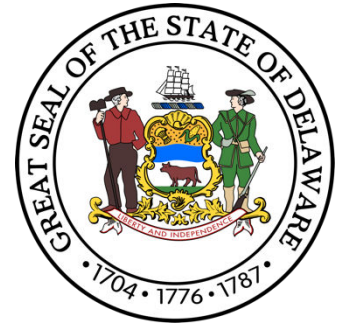
Category	Rank
Overall	13
Capital-Bridge Disbursements	18
Maintenance Disbursements	9
Administrative Disbursements	14
Other Disbursements	20
Rural Interstate Pavement Condition	9
Urban Interstate Pavement Condition	15
Rural Other Principal Arterial Pavement Condition	32
Urban Other Principal Arterial Pavement Condition	28
Urbanized Area Congestion	32
Structurally Deficient Bridges	21
Rural Fatality Rate	30
Urban Fatality Rate	26
Other Fatality Rate	21

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

DELAWARE

Delaware'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 six-spot fall from Delaware's ranking of 35th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.

In safety and condition categories, Delaware's highways rank 46th in urban Interstate pavement condition, 16th in urban arterial pavement condition, 21st in rural arterial pavement condition, 4th in structurally deficient bridges, 36th in urban fatality rate, and 49th in rural fatality rate. Delaware does not have any rural Interstate mileage.

Delaware ranks 48th out of the 50 states in traffic congestion, and its drivers spend 83 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Delaware's ranks 4th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Delaware ranks 46th in maintenance spending, such as the costs of repaving roads and filling in potholes. Delaware's administrative disbursements, including office spending that doesn't make its way to roads, ranks 48th nationwide.

The categories in which the state improved the most from the previous report were other disbursements (25th to 10th) and urban fatality rate (43rd to 36th).

Delaware worsened the most in other fatality rate (25th to 38th).

Compared to neighboring and nearby states, Delaware's overall highway performance is worse than Virginia's (4th), Maryland's (32nd), New Jersey's (34th) and Pennsylvania's (37th).

Comparing its overall performance to similarly populated states, Delaware ranks ahead of Rhode Island (42nd) but behind South Dakota (27th).

Delaware's highway system ranks 41st out of 50 states overall this year, ranked 35th in last year's report, and was 42nd in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Delaware should focus on lowering both maintenance and administrative disbursements, as well as reducing traffic congestion, as there are three categories in which the state ranks in the bottom five,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the urban, rural, and other fatality rates should also be a priority as the state ranks in the bottom 15 of all states for all three metrics.”

DELAWARE'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	41
Capital-Bridge Disbursements	4
Maintenance Disbursements	46
Administrative Disbursements	48
Other Disbursements	10
Rural Interstate Pavement Condition	N/A
Urban Interstate Pavement Condition	46
Rural Other Principal Arterial Pavement Condition	21
Urban Other Principal Arterial Pavement Condition	16
Urbanized Area Congestion	48
Structurally Deficient Bridges	4
Rural Fatality Rate	49
Urban Fatality Rate	36
Other Fatality Rate	38

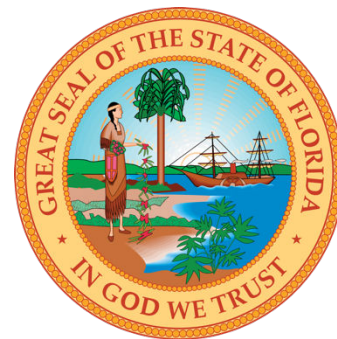
Reason Foundation's *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

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FLORIDA

Florida'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 six-spot fall from Florida's ranking of 8th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.

In safety and condition categories, Florida's highways rank 9th in urban Interstate pavement condition, 4th in rural Interstate pavement condition, 5th in urban arterial pavement condition, 5th in rural arterial pavement condition, 10th in structurally deficient bridges, 48th in urban fatality rate, and 38th in rural fatality rate.

Florida ranks 39th out of the 50 states in traffic congestion, and its drivers spend 45 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Florida ranks 40th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Florida ranks 25th in maintenance spending, such as the costs of repaving roads and filling in potholes. Florida's administrative disbursements, including office spending that doesn't make its way to roads, ranks 23rd nationwide.

The categories in which the state improved the most were rural fatality rate (45th to 38th) and administrative disbursements (28th to 23rd).

Florida worsened the most in urbanized area congestion (18th to 39th).

Compared to neighboring and nearby states, Florida's overall highway performance is better than Alabama's (17th) and Mississippi's (18th) but worse than South Carolina's (2nd) and Georgia's (6th).

Comparing its overall performance to similarly populated states, Florida ranks ahead of Texas (25th) and New York (45th).

Florida's highway system ranks 14th out of 50 states overall this year, ranked 8th in last year's report, and was 40th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Florida should focus on reducing capital-bridge disbursements and reducing traffic congestion. These are the only performance categories in which the state ranks in the bottom 25 states,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “The state should also look to lower its urban fatality rate. Florida’s rank of 48th in urban fatality rate makes it one of the worst in the nation for this safety metric.”

FLORIDA’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	14
Capital-Bridge Disbursements	40
Maintenance Disbursements	25
Administrative Disbursements	23
Other Disbursements	23
Rural Interstate Pavement Condition	4
Urban Interstate Pavement Condition	9
Rural Other Principal Arterial Pavement Condition	5
Urban Other Principal Arterial Pavement Condition	5
Urbanized Area Congestion	39
Structurally Deficient Bridges	10
Rural Fatality Rate	38
Urban Fatality Rate	48
Other Fatality Rate	27

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

GEORGIA

Georgia'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 two-spot worsening from Georgia's ranking of 4th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Georgia's highways rank 13th in urban Interstate pavement condition, 14th in rural Interstate pavement condition, 3rd in urban arterial pavement condition, 2nd in rural arterial pavement condition, 5th in structurally deficient bridges, 39th in urban fatality rate, and 25th in rural fatality rate.

Georgia ranks 43rd out of the 50 states in traffic congestion, and its drivers spend 54 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Georgia ranks 8th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Georgia ranks 15th in maintenance spending, such as the costs of repaving roads and filling in potholes. Georgia's administrative disbursements, including office spending that doesn't make its way to roads, ranks 32nd nationwide.

The categories in which the state improved the most from the previous report were rural fatality rate (from 35th to 25th) and rural arterial pavement condition (8th to 2nd).

Georgia worsened the most in other disbursements (7th to 22nd).

Compared to neighboring and nearby states, Georgia's overall highway performance is better than Alabama's (17th) and Mississippi's (18th) but worse than South Carolina's (2nd) and Tennessee's (5th).

Comparing its overall performance to similarly populated states, Georgia ranks ahead of Ohio (10th) but behind North Carolina (1st).

Georgia's highway system ranks 6th out of 50 states overall this year, ranked 4th in last year's report, and was 26th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Georgia should look at improving its urbanized area congestion, the only category where the state ranks in the bottom 10,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the urban fatality rate, which is the only safety category the state ranks in the bottom 15, should also be a priority for Georgia.”

GEORGIA'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	6
Capital-Bridge Disbursements	8
Maintenance Disbursements	15
Administrative Disbursements	32
Other Disbursements	22
Rural Interstate Pavement Condition	14
Urban Interstate Pavement Condition	13
Rural Other Principal Arterial Pavement Condition	2
Urban Other Principal Arterial Pavement Condition	3
Urbanized Area Congestion	43
Structurally Deficient Bridges	5
Rural Fatality Rate	25
Urban Fatality Rate	39
Other Fatality Rate	29

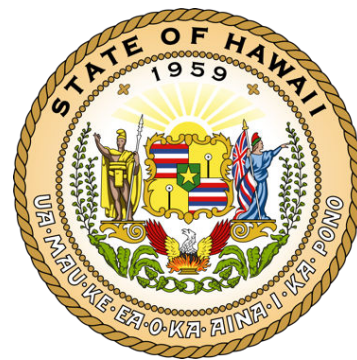
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The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

HAWAII

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 consistent with the ranking Hawaii had in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Hawaii's highways rank 50th in urban Interstate pavement condition, 40th in urban arterial pavement condition, 47th in rural arterial pavement condition, 26th in structurally deficient bridges, 47th in urban fatality rate, and 50th in rural fatality rate. Hawaii does not have any rural Interstate mileage.

Hawaii ranks 19th out of the 50 states in traffic congestion, and its drivers spend 15 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Hawaii ranks 20th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Hawaii ranks 8th in maintenance spending, such as the costs of repaving roads and filling in potholes. Hawaii's administrative disbursements, including office spending that doesn't make its way to roads, ranks 25th nationwide.

The categories in which the state improved the most from the previous report were maintenance disbursements (20th to 8th), urbanized area congestion (26th to 19th), and structurally deficient bridges (33rd to 26th).

Hawaii worsened the most in urban fatality rate (39th to 47th).

Compared to neighboring and nearby states, Hawaii's overall highway performance is better than California's (49th) and Alaska's (50th) but worse than Oregon's (35th) and Washington's (47th).

Comparing its overall performance to similarly populated states, Hawaii ranks behind New Hampshire (19th), and West Virginia (33rd).

Hawaii’s highway system ranks 48th out of 50 states overall this year, ranked 48th in last year’s report, and was 47th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Hawaii should focus on improving urban Interstate pavement conditions and both rural and urban arterial pavement conditions. The state ranks in the bottom 12 for each of those categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the number of traffic fatalities on urban and rural roads should also be a priority for Hawaii. The state has some of the worst fatality rates in the country.”

HAWAII’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	48
Capital-Bridge Disbursements	20
Maintenance Disbursements	8
Administrative Disbursements	25
Other Disbursements	14
Rural Interstate Pavement Condition	N/A
Urban Interstate Pavement Condition	50
Rural Other Principal Arterial Pavement Condition	47
Urban Other Principal Arterial Pavement Condition	40
Urbanized Area Congestion	19
Structurally Deficient Bridges	26
Rural Fatality Rate	50
Urban Fatality Rate	47
Other Fatality Rate	1

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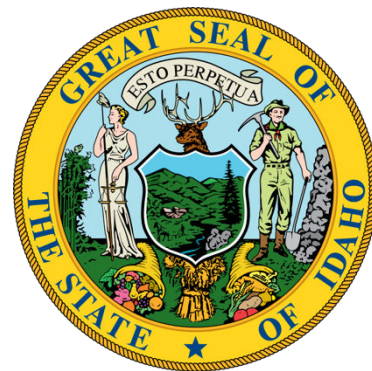
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IDAHO

Idaho'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 19-spot improvement from Idaho's ranking of 34th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Idaho's highways rank 7th in urban Interstate pavement condition, 23rd in rural Interstate pavement condition, 12th in urban arterial pavement condition, 12th in rural arterial pavement condition, 20th in structurally deficient bridges, 5th in urban fatality rate, and 23rd in rural fatality rate.

Idaho ranks 7th out of the 50 states in traffic congestion, and its drivers spend seven hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Idaho ranks 49th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Idaho ranks 33rd in maintenance spending, such as the costs of repaving roads and filling in potholes. Idaho's administrative disbursements, including office spending that doesn't make its way to roads, ranks 17th nationwide.

The categories in which the state improved the most from the previous report were rural arterial pavement condition (46th to 12th) and urban arterial pavement condition (34th to 12th).

Idaho worsened the most in the other disbursements (from 32nd to 40th).

Compared to neighboring and nearby states, Idaho's overall highway performance is better than Montana's (18th), Nevada's (24th), Oregon's (35th), and Washington's (47th) but worse than Utah's (8th).

Comparing its overall performance to similarly populated states, Idaho ranks higher than Nebraska (30th) and West Virginia (33rd).

Idaho’s highway system ranks 15th out of 50 states overall this year, ranked 34th in last year’s report, and was 13th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Idaho should focus on reducing capital-bridge disbursements and other disbursements. These two categories are Idaho’s worst rankings overall,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Additionally, Idaho should look for ways to lower its rural fatality rate, in which it ranks 23rd, the state’s lowest safety-focused ranking.”

IDAHO’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	15
Capital-Bridge Disbursements	49
Maintenance Disbursements	33
Administrative Disbursements	17
Other Disbursements	40
Rural Interstate Pavement Condition	23
Urban Interstate Pavement Condition	7
Rural Other Principal Arterial Pavement Condition	12
Urban Other Principal Arterial Pavement Condition	12
Urbanized Area Congestion	7
Structurally Deficient Bridges	20
Rural Fatality Rate	23
Urban Fatality Rate	5
Other Fatality Rate	15

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

ILLINOIS

Illinois' 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 seven-spot worsening from Illinois' ranking of 29th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Illinois' highways rank 37th in urban Interstate pavement condition, 29th in rural Interstate pavement condition, 34th in urban arterial pavement condition, 42nd in rural arterial pavement condition, 38th in structurally deficient bridges, 21st in urban fatality rate, and 16th in rural fatality rate.

Illinois ranks 46th out of the 50 states in traffic congestion, and its drivers spend 65 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Illinois ranks 45th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Illinois ranks 24th in maintenance spending, such as the costs of repaving roads and filling in potholes. Illinois' administrative disbursements, including office spending that doesn't make its way to roads, ranks 30th nationwide.

The categories in which the state improved the most from the previous report were urban fatality rate (from 26th to 21st) and maintenance disbursements (27th to 24th).

Illinois worsened the most in administrative disbursements (11th to 30th).

Compared to neighboring and nearby states, Illinois' overall highway performance is worse than Missouri's (9th), Kentucky's (11th), Mississippi's (18th), Indiana's (20th), Wisconsin's (26th), Arkansas' (28th), and Iowa's (31st).

Comparing its overall performance to similarly populated states, Illinois ranks behind Ohio (10th) but ahead of Pennsylvania (37th).

Illinois' highway system ranks 36th out of 50 states overall this year, ranked 29th in last year's report, and was 28th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Illinois should focus on reducing capital-bridge disbursements, rural arterial pavement condition, and urbanized congestion. These are the only categories in which the state ranks in the bottom 10,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Additionally, Illinois should prioritize reducing the percent of structurally deficient bridges in the state. The state’s worst performing safety category is bridges.”

ILLINOIS’ RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	36
Capital-Bridge Disbursements	45
Maintenance Disbursements	24
Administrative Disbursements	30
Other Disbursements	29
Rural Interstate Pavement Condition	29
Urban Interstate Pavement Condition	37
Rural Other Principal Arterial Pavement Condition	42
Urban Other Principal Arterial Pavement Condition	34
Urbanized Area Congestion	46
Structurally Deficient Bridges	38
Rural Fatality Rate	16
Urban Fatality Rate	21
Other Fatality Rate	28

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

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INDIANA

Indiana's highway system ranks 20th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a three-spot improvement from Indiana's ranking of 23rd overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Indiana's highways rank 22nd in urban Interstate pavement condition, 34th in rural Interstate pavement condition, 4th in urban arterial pavement condition, 3rd in rural arterial pavement condition, 24th in structurally deficient bridges, 45th in urban fatality rate, and 14th in rural fatality rate.

Indiana ranks 28th out of the 50 states in traffic congestion, and its drivers spend 22 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Indiana ranks 46th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Indiana ranks 49th in maintenance spending, such as the costs of repaving roads and filling in potholes. Indiana's administrative disbursements, including office spending that doesn't make its way to roads, ranks 16th nationwide.

The categories in which the state improved the most from the previous report were rural fatality rate (37th to 14th) and urban arterial pavement condition (18th to 4th).

Indiana worsened the most in the urban fatality rate (24th to 45th).

Compared to neighboring and nearby states, Indiana's overall highway performance is better than Illinois' (36th) and Michigan's (23rd) but worse than Ohio's (10th) and Kentucky's (11th).

Comparing its overall performance to similarly populated states, Indiana ranks behind Missouri (9th) but ahead of Massachusetts (40th).

Indiana's highway system ranks 20th out of 50 states overall this year, ranked 23rd in last year's report, and was 33rd in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Indiana should focus on reducing capital-bridge and maintenance disbursements. These are the only categories in which the state ranks in the bottom five and make up the worst rankings for the state overall,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the number of traffic fatalities on urban roads should also be a priority for Indiana.”

INDIANA’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	20
Capital-Bridge Disbursements	46
Maintenance Disbursements	49
Administrative Disbursements	16
Other Disbursements	6
Rural Interstate Pavement Condition	34
Urban Interstate Pavement Condition	22
Rural Other Principal Arterial Pavement Condition	3
Urban Other Principal Arterial Pavement Condition	4
Urbanized Area Congestion	28
Structurally Deficient Bridges	24
Rural Fatality Rate	14
Urban Fatality Rate	45
Other Fatality Rate	5

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

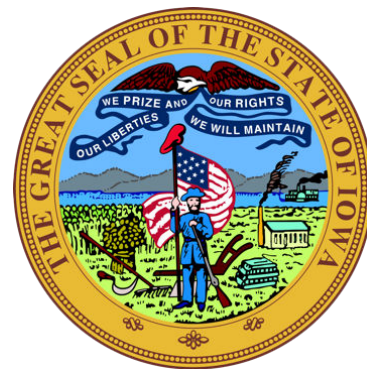
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IOWA

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 consistent with Iowa's ranking of 31st overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Iowa's highways rank 24th in urban Interstate pavement condition, 28th in rural Interstate pavement condition, 26th in urban arterial pavement condition, 40th in rural arterial pavement condition, 49th in structurally deficient bridges, 11th in urban fatality rate, and 6th in rural fatality rate.

Iowa ranks 3rd out of the 50 states in traffic congestion, and its drivers spend seven hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Iowa ranks 44th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Iowa ranks 21st in maintenance spending, such as the costs of repaving roads and filling in potholes. Iowa's administrative disbursements, including office spending that doesn't make its way to roads, ranks 33rd nationwide.

The categories in which the state improved the most from the previous report were urban fatality rate (22nd to 11th) and urban Interstate pavement condition (33rd to 24th).

Iowa worsened the most in the administrative disbursements (from 17th to 33rd).

Compared to neighboring and nearby states, Iowa's overall highway performance is better than Illinois' (36th) but worse than Minnesota's (7th), Missouri's (9th), Wisconsin's (26th), South Dakota's (27th), and Nebraska's (30th).

Comparing its overall performance to similarly populated states, Iowa ranks behind Utah (8th) and Connecticut (13th).

Iowa's highway system ranks 31st out of 50 states overall this year, ranked 31st in last year's report, and was 31st in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Iowa should look to lower capital-bridge disbursements, as that is the only performance-based category in which the state ranks in the bottom 10,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Additionally, when looking at safety-focused categories, the state should prioritize lowering the percentage of structurally deficient bridges in the state. It’s ranking of 49th in bridges is its worse by far of all categories examined in this report.”

IOWA’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	31
Capital-Bridge Disbursements	44
Maintenance Disbursements	21
Administrative Disbursements	33
Other Disbursements	17
Rural Interstate Pavement Condition	28
Urban Interstate Pavement Condition	24
Rural Other Principal Arterial Pavement Condition	40
Urban Other Principal Arterial Pavement Condition	26
Urbanized Area Congestion	3
Structurally Deficient Bridges	49
Rural Fatality Rate	6
Urban Fatality Rate	11
Other Fatality Rate	18

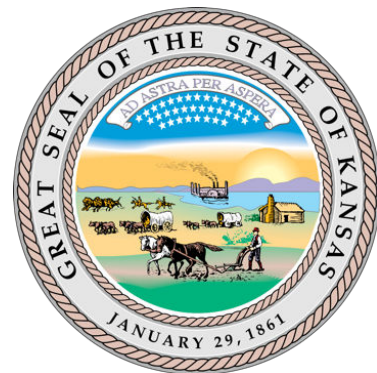
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KANSAS

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 consistent with Kansas' ranking of 22nd overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Kansas' highways rank 21st in urban Interstate pavement condition, 15th in rural Interstate pavement condition, 21st in urban arterial pavement condition, 13th in rural arterial pavement condition, 22nd in structurally deficient bridges, 19th in urban fatality rate, and 11th in rural fatality rate.

Kansas ranks 5th out of the 50 states in traffic congestion, and its drivers spend about seven hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Kansas ranks 38th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Kansas ranks 23rd in maintenance spending, such as the costs of repaving roads and filling in potholes. Indiana's administrative disbursements, including office spending that doesn't make its way to roads, ranks 34th nationwide.

The categories in which the state improved the most from the previous report were urbanized area congestion (37th to 5th) and rural fatality rate (30th to 11th).

Kansas worsened the most in capital-bridge disbursements (13th to 38th).

Compared to neighboring and nearby states, Kansas' overall highway performance is better than Nebraska's (30th), Oklahoma's (39th), and Colorado's (43rd), but worse than Missouri's (9th).

Comparing its overall performance to similarly populated states, Kansas ranks behind Mississippi (18th) but ahead of Arkansas (28th).

Kansas highway system ranks 22nd out of 50 states overall this year, ranked 22nd in last year's report, and was 6th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Kansas should focus on reducing other disbursements. This is the only category in which the state ranks in the bottom five,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “When looking at safety-focused categories, the state needs to work to lower its other fatality rate. That was Kansas’ only safety ranking in the bottom 20.”

KANSAS’ RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	22
Capital-Bridge Disbursements	38
Maintenance Disbursements	23
Administrative Disbursements	34
Other Disbursements	49
Rural Interstate Pavement Condition	15
Urban Interstate Pavement Condition	21
Rural Other Principal Arterial Pavement Condition	13
Urban Other Principal Arterial Pavement Condition	21
Urbanized Area Congestion	5
Structurally Deficient Bridges	22
Rural Fatality Rate	11
Urban Fatality Rate	19
Other Fatality Rate	35

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KENTUCKY

Kentucky's highway system ranks 11th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a four-spot fall from Kentucky's ranking of 7th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Kentucky's highways rank 30th in urban Interstate pavement condition, 24th in rural Interstate pavement condition, 14th in urban arterial pavement condition, 7th in rural arterial pavement condition, 33rd in structurally deficient bridges, 22nd in urban fatality rate, and 17th in rural fatality rate.

Kentucky ranks 22nd out of the 50 states in traffic congestion, and its drivers spend 16 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Kentucky ranks 15th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Kentucky ranks 17th in maintenance spending, such as the costs of repaving roads and filling in potholes. Kentucky's administrative disbursements, including office spending that doesn't make its way to roads, ranks 2nd nationwide.

The categories in which the state improved the most from the previous report were urban fatality rate (40th to 22nd), rural fatality rate (24th to 17th), and rural arterial pavement condition (14th to 7th).

Kentucky worsened the most in urban Interstate pavement condition (16th to 30th).

Compared to neighboring and nearby states, Kentucky's overall highway performance is better than Indiana's (20th), West Virginia's (33rd), and Illinois', but worse than Virginia's (4th) and Tennessee's (5th).

Comparing its overall performance to similarly populated states, Kentucky ranks ahead of Oregon (35th) and Louisiana (46th).

Kentucky's highway system ranks 11th out of 50 states overall this year, ranked 7th in last year's report, and was 5th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Kentucky should focus on lowering the state's other disbursements,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “It's the state's only non-safety category to rank in the bottom 20. For safety-focused categories, Kentucky needs to work to lower its bottom five other fatality rate.”

KENTUCKY'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	11
Capital-Bridge Disbursements	15
Maintenance Disbursements	17
Administrative Disbursements	2
Other Disbursements	31
Rural Interstate Pavement Condition	24
Urban Interstate Pavement Condition	30
Rural Other Principal Arterial Pavement Condition	7
Urban Other Principal Arterial Pavement Condition	14
Urbanized Area Congestion	22
Structurally Deficient Bridges	33
Rural Fatality Rate	17
Urban Fatality Rate	22
Other Fatality Rate	47

Reason Foundation's *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

LOUISIANA

Louisiana'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 six-spot decline from Louisiana's ranking of 40th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.

In safety and condition categories, Louisiana's highways rank 49th in urban Interstate pavement condition, 45th in rural Interstate pavement condition, 42nd in urban arterial pavement condition, 46th in rural arterial pavement condition, 44th in structurally deficient bridges, 37th in urban fatality rate, and 13th in rural fatality rate.

Louisiana ranks 34th out of the 50 states in traffic congestion, and its drivers spend 34 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Louisiana ranks 14th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Louisiana ranks 19th in maintenance spending, such as the costs of repaving roads and filling in potholes. Louisiana's administrative disbursements, including office spending that doesn't make its way to roads, ranks 4th nationwide.

The categories in which the state improved the most from the previous report were urban fatality rate (46th to 37th) and rural fatality rate (20th to 13th).

Louisiana worsened the most in other disbursements (17th to 45th).

Compared to neighboring states, Louisiana's overall highway performance is worse than Mississippi's (18th), Texas' (25th), and Arkansas' (28th).

Comparing its overall performance to similarly populated states, Louisiana ranks behind South Carolina (2nd) and Kentucky (11th).

Louisiana's highway system ranks 46th out of 50 states overall this year, ranked 40th in last year's report, and was 34th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Louisiana needs to focus on all pavement condition categories and on lowering other disbursements. The state ranks in the bottom 10 in all of those categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “For safety-focused categories, Louisiana needs to both lower the state’s other fatality rate and lower the percentage of structurally deficient bridges in the state.”

LOUISIANA’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	46
Capital-Bridge Disbursements	14
Maintenance Disbursements	19
Administrative Disbursements	4
Other Disbursements	45
Rural Interstate Pavement Condition	45
Urban Interstate Pavement Condition	49
Rural Other Principal Arterial Pavement Condition	46
Urban Other Principal Arterial Pavement Condition	42
Urbanized Area Congestion	34
Structurally Deficient Bridges	44
Rural Fatality Rate	13
Urban Fatality Rate	37
Other Fatality Rate	46

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

MAINE

Maine'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 an 11-spot improvement from Maine's ranking of 32nd overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Maine's highways rank 6th in urban Interstate pavement condition, 3rd in rural Interstate pavement condition, 29th in urban arterial pavement condition, 44th in rural arterial pavement condition, 46th in structurally deficient bridges, 4th in urban fatality rate, and 15th in rural fatality rate.

Maine ranks 2nd out of the 50 states in traffic congestion, and its drivers spend 7 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Maine ranks 21st in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Maine ranks 35th in maintenance spending, such as the costs of repaving roads and filling in potholes. Maine's administrative disbursements, including office spending that doesn't make its way to roads, ranks 11th nationwide.

The categories in which the state improved the most from the previous report were rural Interstate pavement condition (27th to 3rd) and other fatality rate (32nd to 23rd).

Maine worsened the most in rural fatalities (from 8th to 15th).

Compared to neighboring and nearby states, Maine's overall highway performance is better than Massachusetts' (40th) and Vermont's (44th) but worse than New Hampshire's (19th).

Comparing its overall performance to similarly populated states, Maine ranks above Hawaii (48th) but below Montana (16th).

Maine's highway system ranks 21st out of 50 states overall this year, ranked 32nd in last year's report, and was 4th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Maine should focus on improving rural arterial pavement condition and lowering maintenance disbursements. For the performance and road condition categories, these are the state’s lowest rankings,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “For the safety-focused categories, Maine needs to look to lower the percentage of structurally deficient bridges in the state. Currently, Maine ranks in the bottom five for bridges.”

MAINE'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	11
Capital-Bridge Disbursements	21
Maintenance Disbursements	35
Administrative Disbursements	11
Other Disbursements	24
Rural Interstate Pavement Condition	3
Urban Interstate Pavement Condition	6
Rural Other Principal Arterial Pavement Condition	44
Urban Other Principal Arterial Pavement Condition	29
Urbanized Area Congestion	2
Structurally Deficient Bridges	46
Rural Fatality Rate	15
Urban Fatality Rate	4
Other Fatality Rate	23

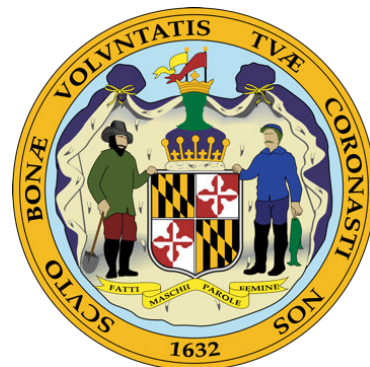
Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

MARYLAND

Maryland'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 an eight-spot fall from Maryland's ranking of 24th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Maryland's highways rank 44th in urban Interstate pavement condition, 25th in rural Interstate pavement condition, 45th in urban arterial pavement condition, 27th in rural arterial pavement condition, 14th in structurally deficient bridges, 28th in urban fatality rate, and 1st in rural fatality rate.

Maryland ranks 45th out of the 50 states in traffic congestion, and its drivers spend 62 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Maryland ranks 19th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Maryland ranks 31st in maintenance spending, such as the costs of repaving roads and filling in potholes. Maryland's administrative disbursements, including office spending that doesn't make its way to roads, ranks 22nd nationwide.

The categories in which the state improved the most from the previous report were capital-bridge disbursements (30th to 19th) and other fatality rate (22nd to 11th).

Maryland worsened the most in urbanized area congestion (34th to 45th).

Compared to neighboring and nearby states, Maryland's overall highway performance is better than West Virginia's (33rd), Pennsylvania's (37th), and Delaware's (41st), but worse than Virginia's (4th).

Comparing its overall performance to similarly populated states, Maryland ranks behind Missouri (9th) and Wisconsin (26th).

Maryland's highway system ranks 32nd out of 50 states overall this year, ranked 24th in last year's report, and was 39th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Maryland should focus on reducing other disbursements and urbanized area congestion, as well as improving its urban arterial pavement condition. The state ranks in the bottom five in all three categories, its worst rankings by far,” said Baruch Feigenbaum, lead author of the 28th *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing Maryland’s urban fatality rate should also be a priority, as it ranks in the bottom half of states in that category.”

MARYLAND’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	32
Capital-Bridge Disbursements	19
Maintenance Disbursements	31
Administrative Disbursements	22
Other Disbursements	47
Rural Interstate Pavement Condition	25
Urban Interstate Pavement Condition	44
Rural Other Principal Arterial Pavement Condition	27
Urban Other Principal Arterial Pavement Condition	45
Urbanized Area Congestion	45
Structurally Deficient Bridges	14
Rural Fatality Rate	1
Urban Fatality Rate	28
Other Fatality Rate	11

Reason Foundation’s 28th *Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

MASSACHUSETTS

Massachusetts' 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 20-spot fall from Massachusetts' ranking of 20th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Massachusetts' highways rank 28th in urban Interstate pavement condition, 24th in rural Interstate pavement condition, 46th in urban arterial pavement condition, 33rd in rural arterial pavement condition, 37th in structurally deficient bridges, 8th in urban fatality rate, and 24th in rural fatality rate.

Massachusetts ranks 49th out of the 50 states in traffic congestion, and its drivers spend 95 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Massachusetts ranks 12th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Massachusetts ranks 41st in maintenance spending, such as the costs of repaving roads and filling in potholes. Massachusetts' administrative disbursements, including office spending that doesn't make its way to roads, ranks 43rd nationwide.

The category in which the state improved the most from the previous report was urban arterial pavement condition (47th to 46th).

Massachusetts worsened the most in maintenance disbursements (14th to 41st).

Compared to neighboring and nearby states, Massachusetts' overall highway performance is better than Rhode Island's (42nd), Vermont's (44th), and New York's (45th) but worse than Connecticut's (13th) and New Hampshire's (19th).

Comparing its overall performance to similarly populated states, Massachusetts ranks behind Tennessee (5th) and Indiana (20th).

Massachusetts' highway system ranks 40th out of 50 states overall this year, ranked 20th in last year's report, and was 46th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Massachusetts should focus on reducing urbanized area congestion and improving its urban arterial pavement condition. The state ranks in the bottom five in both categories, its worst rankings by far,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the percentage of structurally deficient bridges in Massachusetts ought to be a priority, as the state ranks in the bottom 15 in bridges.”

MASSACHUSETTS’ RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	40
Capital-Bridge Disbursements	12
Maintenance Disbursements	41
Administrative Disbursements	43
Other Disbursements	18
Rural Interstate Pavement Condition	24
Urban Interstate Pavement Condition	28
Rural Other Principal Arterial Pavement Condition	33
Urban Other Principal Arterial Pavement Condition	46
Urbanized Area Congestion	49
Structurally Deficient Bridges	37
Rural Fatality Rate	24
Urban Fatality Rate	8
Other Fatality Rate	4

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

MICHIGAN

Michigan'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 four-spot improvement from Michigan's ranking of 27th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Michigan's highways rank 41st in urban Interstate pavement condition, 38th in rural Interstate pavement condition, 33rd in urban arterial pavement condition, 16th in rural arterial pavement condition, 43rd in structurally deficient bridges, 24th in urban fatality rate, and 3rd in rural fatality rate.

Michigan ranks 26th out of the 50 states in traffic congestion, and its drivers spend 17 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Michigan ranks 33rd in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Michigan ranks 22nd in maintenance spending, such as the costs of repaving roads and filling in potholes. Michigan's administrative disbursements, including office spending that doesn't make its way to roads, ranks 13th nationwide.

The categories in which the state improved the most from the previous report were other fatality rate (31st to 19th), urbanized area congestion (35th to 26th), and urban arterial pavement condition (42nd to 33rd).

Michigan worsened the most in capital-bridge disbursements (20th to 33rd).

Compared to neighboring and nearby states, Michigan's overall highway performance is better than Wisconsin's (26th) but worse than Ohio's (10th) and Indiana's (20th).

Comparing its overall performance to similarly populated states, Michigan ranks ahead of New Jersey (34th) but behind North Carolina (1st).

Michigan's highway system ranks 23rd out of 50 states overall this year, ranked 27th in last year's report, and was 30th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Michigan should focus on improving both rural and urban Interstate pavement conditions. The state ranks in the bottom 15 in both categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the percentage of structurally deficient bridges in the state should also be a priority, as the state ranks in the bottom 10 in this crucial safety category as well.”

MICHIGAN'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	23
Capital-Bridge Disbursements	33
Maintenance Disbursements	22
Administrative Disbursements	13
Other Disbursements	15
Rural Interstate Pavement Condition	38
Urban Interstate Pavement Condition	41
Rural Other Principal Arterial Pavement Condition	16
Urban Other Principal Arterial Pavement Condition	33
Urbanized Area Congestion	26
Structurally Deficient Bridges	43
Rural Fatality Rate	3
Urban Fatality Rate	24
Other Fatality Rate	19

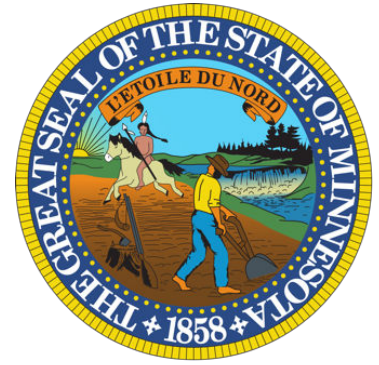
Reason Foundation's *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

MINNESOTA

Minnesota'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 five-spot improvement from Minnesota's ranking of 12th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Minnesota's highways rank 14th in urban Interstate pavement condition, 2nd in rural Interstate pavement condition, 2nd in urban arterial pavement condition, 17th in rural arterial pavement condition, 12th in structurally deficient bridges, 1st in urban fatality rate, and 2nd in rural fatality rate.

Minnesota ranks 29th out of the 50 states in traffic congestion, and its drivers spend 22 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Minnesota ranks 29th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Minnesota ranks 36th in maintenance spending, such as the costs of repaving roads and filling in potholes. Minnesota's administrative disbursements, including office spending that doesn't make its way to roads, ranks 36th nationwide.

The categories in which the state improved the most from the previous report were rural Interstate pavement condition (17th to 2nd) and urban Interstate pavement condition (27th to 14th).

Minnesota worsened the most in administrative disbursements (33rd to 36th).

Compared to neighboring and nearby states, Minnesota's overall highway performance is better than Wisconsin's (26th), South Dakota's (27th), and Iowa's (31st), but worse than North Dakota's (3rd).

Comparing its overall performance to similarly populated states, Minnesota ranks ahead of Colorado (43rd) but behind South Carolina (2nd).

Minnesota’s highway system ranks 7th out of 50 states overall this year, ranked 12th in last year’s report, and was 22nd in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Minnesota should focus on reducing maintenance, administrative, and other disbursements. The state ranks in the bottom 15 of all states in each of these categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Minnesota could also improve its capital and bridge disbursements and urbanized area congestion.”

MINNESOTA’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	7
Capital-Bridge Disbursements	29
Maintenance Disbursements	36
Administrative Disbursements	36
Other Disbursements	36
Rural Interstate Pavement Condition	2
Urban Interstate Pavement Condition	14
Rural Other Principal Arterial Pavement Condition	17
Urban Other Principal Arterial Pavement Condition	2
Urbanized Area Congestion	29
Structurally Deficient Bridges	12
Rural Fatality Rate	2
Urban Fatality Rate	1
Other Fatality Rate	6

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

MISSISSIPPI

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 consistent with Mississippi's ranking of 18th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Mississippi's highways rank 35th in urban Interstate pavement condition, 40th in rural Interstate pavement condition, 32nd in urban arterial pavement condition, 38th in rural arterial pavement condition, 28th in structurally deficient bridges, 42nd in urban fatality rate, and 40th in rural fatality rate.

Mississippi ranks 6th out of the 50 states in traffic congestion, and its drivers spend seven hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Mississippi ranks 13th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Mississippi ranks 9th in maintenance spending, such as the costs of repaving roads and filling in potholes. Mississippi's administrative disbursements, including office spending that doesn't make its way to roads, ranks 8th nationwide.

The categories in which the state improved the most from the previous report were urbanized area congestion (27th to 6th) and other fatality rate (49th to 30th).

Mississippi worsened the most in rural arterial pavement condition (23rd to 38th).

Compared to neighboring and nearby states, Mississippi's overall highway performance is better than Arkansas' (28th) and Louisiana's (46th), but worse than Tennessee's (5th) and Alabama's (17th).

Comparing its overall performance to similarly populated states, Mississippi ranks ahead of Kansas (22nd) and New Mexico (38th).

Mississippi's highway system ranks 18th out of 50 states overall this year, ranked 18th in last year's report, and was 25th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Mississippi should focus on improving its rural Interstate and arterial pavement condition. The state ranks in the bottom 15 in both categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing fatality rates, both urban and rural, should also be a focus for Mississippi, which ranks in the bottom 15 in both categories.”

MISSISSIPPI'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	18
Capital-Bridge Disbursements	13
Maintenance Disbursements	9
Administrative Disbursements	8
Other Disbursements	9
Rural Interstate Pavement Condition	40
Urban Interstate Pavement Condition	35
Rural Other Principal Arterial Pavement Condition	38
Urban Other Principal Arterial Pavement Condition	32
Urbanized Area Congestion	6
Structurally Deficient Bridges	28
Rural Fatality Rate	40
Urban Fatality Rate	42
Other Fatality Rate	30

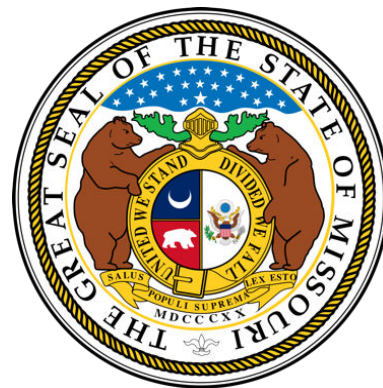
Reason Foundation's *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

MISSOURI

Missouri's highway system ranks 9th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a two-spot improvement from Missouri's ranking of 11th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Missouri's highways rank 23rd in urban Interstate pavement condition, 26th in rural Interstate pavement condition, 22nd in urban arterial pavement condition, 14th in rural arterial pavement condition, 39th in structurally deficient bridges, 32nd in urban fatality rate, and 26th in rural fatality rate.

Missouri ranks 20th out of the 50 states in traffic congestion, and its drivers spend 15 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Missouri ranks 3rd in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Missouri ranks 27th in maintenance spending, such as the costs of repaving roads and filling in potholes. Missouri's administrative disbursements, including office spending that doesn't make its way to roads, ranks 5th nationwide.

The categories in which the state improved the most from the previous report was urbanized area congestion (38th to 20th) and administrative disbursements (14th to 5th).

Missouri worsened the most in rural Interstate pavement condition (9th to 26th).

Compared to neighboring and nearby states, Missouri's overall highway performance is better than Kentucky's (11th), Kansas' (22nd), Arkansas' (28th), Nebraska's (30th), Iowa's (31st), and Illinois' (36th).

Comparing its overall performance to similarly populated states, Missouri ranks ahead of both Indiana (20th) and Maryland (32nd).

Missouri's highway system ranks 9th out of 50 states overall this year, ranked 11th in last year's report, and was 3rd in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Missouri should focus on reducing maintenance and other disbursements. The state ranks in the bottom half in both categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the percentage of structurally deficient bridges in the state and lowering the urban fatality rate should also be priorities for Missouri, as it ranks in the bottom 20 in both of those categories.”

MISSOURI'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	9
Capital-Bridge Disbursements	3
Maintenance Disbursements	27
Administrative Disbursements	5
Other Disbursements	27
Rural Interstate Pavement Condition	26
Urban Interstate Pavement Condition	23
Rural Other Principal Arterial Pavement Condition	14
Urban Other Principal Arterial Pavement Condition	22
Urbanized Area Congestion	20
Structurally Deficient Bridges	39
Rural Fatality Rate	26
Urban Fatality Rate	32
Other Fatality Rate	13

Reason Foundation's *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge

data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

MONTANA

Montana'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 nine-spot improvement from Montana's ranking of 25th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Montana's highways rank 2nd in urban Interstate pavement condition, 13th in rural Interstate pavement condition, 27th in urban arterial pavement condition, 24th in rural arterial pavement condition, 32nd in structurally deficient bridges, 44th in urban fatality rate, and 41st in rural fatality rate.

Montana ranks 18th out of the 50 states in traffic congestion, and its drivers spend 14 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Montana ranks 16th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Montana ranks 38th in maintenance spending, such as the costs of repaving roads and filling in potholes. Montana's administrative disbursements, including office spending that doesn't make its way to roads, ranks 19th nationwide.

The categories in which the state improved the most from the previous report were capital-bridge disbursements (from 32nd to 16th) and other fatality rate (from 45th to 24th).

Montana worsened the most in urban fatality rate (from 14th to 44th).

Compared to neighboring and nearby states, Montana's overall highway performance is better than South Dakota's (25th) and Washington's (47th) but worse than North Dakota's (3rd), Wyoming's (12th), and Idaho's (15th).

Comparing its overall performance to similarly populated states, Montana ranks ahead of Maine (21st) and West Virginia (33rd).

Montana's highway system ranks 16th out of 50 states overall this year, ranked 25th in last year's report, and was 8th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Montana should focus on reducing maintenance disbursements and structurally deficient bridges. The state ranks in the bottom 20 in both categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the number of traffic fatalities on urban and rural roads should also be a priority for Montana, as the state ranks in the bottom 10 in both categories.”

MONTANA’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	16
Capital-Bridge Disbursements	16
Maintenance Disbursements	38
Administrative Disbursements	19
Other Disbursements	25
Rural Interstate Pavement Condition	13
Urban Interstate Pavement Condition	2
Rural Other Principal Arterial Pavement Condition	24
Urban Other Principal Arterial Pavement Condition	27
Urbanized Area Congestion	18
Structurally Deficient Bridges	32
Rural Fatality Rate	41
Urban Fatality Rate	44
Other Fatality Rate	24

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

NEBRASKA

Nebraska'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 four-spot fall from Nebraska's ranking of 26th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Nebraska's highways rank 25th in urban Interstate pavement condition, 16th in rural Interstate pavement condition, 49th in urban arterial pavement condition, 35th in rural arterial pavement condition, 36th in structurally deficient bridges, 31st in urban fatality rate, and 20th in rural fatality rate.

Nebraska ranks 15th out of the 50 states in traffic congestion, and its drivers spend 12 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Nebraska ranks 28th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Nebraska ranks 32nd in maintenance spending, such as the costs of repaving roads and filling in potholes. Nebraska's administrative disbursements, including office spending that doesn't make its way to roads, ranks 29th nationwide.

The categories in which the state improved the most from the previous report were maintenance disbursements (from 41st to 32nd) and other fatality rate (from 19th to 12th).

Nebraska worsened the most in the administrative disbursements (from 6th to 29th).

Compared to neighboring and nearby states, Nebraska's overall highway performance is better than Iowa's (31st) and Colorado's (43rd) but worse than Missouri's (9th), Wyoming's (12th), Kansas' (22nd), and South Dakota's (25th).

Comparing its overall performance to similarly populated states, Nebraska ranks ahead of New Mexico (38th) but behind Idaho (15th).

Nebraska's highway system ranks 30th out of 50 states overall this year, ranked 26th in last year's report, and was 15th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Nebraska should focus on improving urban arterial pavement condition, where the state ranks second worst nationwide,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the percentage of structurally deficient bridges should also be a priority for Nebraska, as the state ranks in the bottom 15 in this important safety category.”

NEBRASKA’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	30
Capital-Bridge Disbursements	28
Maintenance Disbursements	32
Administrative Disbursements	29
Other Disbursements	16
Rural Interstate Pavement Condition	16
Urban Interstate Pavement Condition	25
Rural Other Principal Arterial Pavement Condition	35
Urban Other Principal Arterial Pavement Condition	49
Urbanized Area Congestion	15
Structurally Deficient Bridges	36
Rural Fatality Rate	20
Urban Fatality Rate	31
Other Fatality Rate	12

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

NEVADA

Nevada'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 three-spot fall from Nevada's ranking of 21st overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Nevada's highways rank 20th in urban Interstate pavement condition, 5th in rural Interstate pavement condition, 11th in urban arterial pavement condition, 1st in rural arterial pavement condition, 3rd in structurally deficient bridges, 25th in urban fatality rate, and 47th in rural fatality rate.

Nevada ranks 35th out of the 50 states in traffic congestion, and its drivers spend 36 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Nevada ranks 36th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Nevada ranks 26th in maintenance spending, such as the costs of repaving roads and filling in potholes. Nevada's administrative disbursements, including office spending that doesn't make its way to roads, ranks 49th nationwide.

The categories in which the state improved the most from the previous report were capital-bridge disbursements (44th to 36th) and urban fatality rate (32nd to 25th).

Nevada worsened the most in other fatality rate (from 7th to 37th).

Compared to neighboring and nearby states, Nevada's overall highway performance is better than Arizona's (29th), Oregon's (35th), and California's (49th) but worse than Utah's (8th) and Idaho's (15th).

Comparing its overall performance to similarly populated states, Nevada ranks ahead of Iowa (31st) but behind Kansas (22nd).

Nevada's highway system ranks 24th out of 50 states overall this year, ranked 21st in last year's report, and was 27th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Nevada should focus on reducing administrative disbursements. The state ranks second-to-last in this category,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the number of traffic fatalities on rural roads should also be a priority for Nevada, as the state ranks fourth worst in this category.”

NEVADA’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	24
Capital-Bridge Disbursements	36
Maintenance Disbursements	26
Administrative Disbursements	49
Other Disbursements	34
Rural Interstate Pavement Condition	5
Urban Interstate Pavement Condition	20
Rural Other Principal Arterial Pavement Condition	1
Urban Other Principal Arterial Pavement Condition	11
Urbanized Area Congestion	35
Structurally Deficient Bridges	3
Rural Fatality Rate	47
Urban Fatality Rate	25
Other Fatality Rate	37

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

NEW HAMPSHIRE

New Hampshire's highway system ranks 19th in the nation in overall cost-effectiveness and condition.



According to the *Annual Highway Report* by Reason Foundation, this is a five-spot worsening from New Hampshire's ranking of 14th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.

In safety and condition categories, New Hampshire's highways rank 1st in urban Interstate pavement condition, 2nd in rural Interstate pavement condition, 8th in urban arterial pavement condition, 19th in rural arterial pavement condition, 34th in structurally deficient bridges, 3rd in urban fatality rate, and 19th in rural fatality rate.

New Hampshire ranks 33rd out of the 50 states in traffic congestion, and its drivers spend 33 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, New Hampshire ranks 9th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. New Hampshire ranks 28th in maintenance spending, such as the costs of repaving roads and filling in potholes. New Hampshire's administrative disbursements, including office spending that doesn't make its way to roads, ranks 46th nationwide.

The categories in which the state improved the most from the previous report were capital-bridge disbursements (from 19th to 9th) and urban arterial pavement condition (from 13th to 8th).

New Hampshire worsened the most in the rural fatality rate (from 3rd to 19th).

Compared to neighboring and nearby states, New Hampshire's overall highway performance is better than Maine's (21st), Massachusetts' (40th), and Vermont's (44th) but worse than Connecticut's (13th).

Comparing its overall performance to similarly populated states, New Hampshire ranks ahead of West Virginia (33rd) but behind Montana (16th).

New Hampshire’s highway system ranks 19th out of 50 states overall this year, ranked 14th in last year’s report, and was 24th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, New Hampshire should focus on reducing administrative disbursements and other disbursements. The state ranks in the bottom 10 in both categories, its worst rankings by far,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the percentage of structurally deficient bridges should also be a priority for New Hampshire, as the state ranks in the bottom 20 in bridges.”

NEW HAMPSHIRE’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	19
Capital-Bridge Disbursements	9
Maintenance Disbursements	28
Administrative Disbursements	46
Other Disbursements	44
Rural Interstate Pavement Condition	2
Urban Interstate Pavement Condition	1
Rural Other Principal Arterial Pavement Condition	19
Urban Other Principal Arterial Pavement Condition	8
Urbanized Area Congestion	33
Structurally Deficient Bridges	34
Rural Fatality Rate	19
Urban Fatality Rate	3
Other Fatality Rate	20

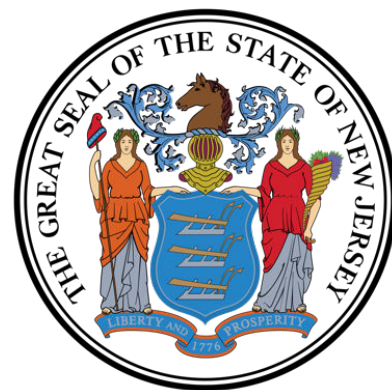
Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

NEW JERSEY

New Jersey's highway system ranks 34th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a 10-spot improvement from New Jersey's ranking of 44th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, New Jersey's highways rank 43rd in urban Interstate pavement condition, 12th in rural Interstate pavement condition, 41st in urban arterial pavement condition, 29th in rural arterial pavement condition, 30th in structurally deficient bridges, 16th in urban fatality rate, and 5th in rural fatality rate.

New Jersey ranks 50th out of the 50 states in traffic congestion, and its drivers spend 104 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, New Jersey ranks 39th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. New Jersey ranks 16th in maintenance spending, such as the costs of repaving roads and filling in potholes. New Jersey's administrative disbursements, including office spending that doesn't make its way to roads, ranks 10th nationwide.

The categories in which the state improved the most from the previous report were maintenance disbursements (from 42nd to 16th) and administrative disbursements (from 35th to 10th).

New Jersey worsened the most in other fatality rate (from 3rd to 8th).

Compared to neighboring and nearby states, New Jersey's overall highway performance is better than Pennsylvania's (37th), Delaware's (41st), and New York's (45th) but worse than Connecticut's (13th), and Maryland's (32nd).

Comparing its overall performance to similarly populated states, New Jersey ranks behind Virginia (4th) and Michigan (23rd).

New Jersey's highway system ranks 34th out of 50 states overall this year, ranked 44th in last year's report, and was 50th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, New Jersey should focus on reducing traffic congestion and improving urban Interstate pavement and urban arterial pavement condition. The state ranks in the bottom 10 in all three categories and is worst in the country in traffic congestion,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the number of structurally deficient bridges should also be a priority for New Jersey, as the state performs poorly in this category.”

NEW JERSEY'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	34
Capital-Bridge Disbursements	39
Maintenance Disbursements	16
Administrative Disbursements	10
Other Disbursements	38
Rural Interstate Pavement Condition	12
Urban Interstate Pavement Condition	43
Rural Other Principal Arterial Pavement Condition	29
Urban Other Principal Arterial Pavement Condition	41
Urbanized Area Congestion	50
Structurally Deficient Bridges	30
Rural Fatality Rate	5
Urban Fatality Rate	16
Other Fatality Rate	8

Reason Foundation's *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

NEW MEXICO

New Mexico's highway system ranks 38th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a two-spot fall from New Mexico's ranking of 36th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, New Mexico's highways rank 38th in urban Interstate pavement condition, 40th in rural Interstate pavement condition, 39th in urban arterial pavement condition, 34th in rural arterial pavement condition, 16th in structurally deficient bridges, 50th in urban fatality rate, and 42nd in rural fatality rate.

New Mexico ranks 25th out of the 50 states in traffic congestion, and its drivers spend 17 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, New Mexico ranks 10th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. New Mexico ranks 3rd in maintenance spending, such as the costs of repaving roads and filling in potholes. New Mexico's administrative disbursements, including office spending that doesn't make its way to roads, ranks 44th nationwide.

The categories in which the state improved the most from the previous report were administrative disbursements (48th to 44th), structurally deficient bridges (18th to 16th), and other fatality rate (36th to 34th).

New Mexico worsened the most in rural fatality rate (31st to 42nd).

Compared to neighboring and nearby states, New Mexico's overall highway performance is better than Oklahoma's (39th) and Colorado's (43rd), but worse than Utah's (8th), Texas' (25th), and Arizona's (29th).

Comparing its overall performance to similarly populated states, New Mexico ranks ahead of Nebraska (30th), but behind Mississippi (18th).

New Mexico’s highway system ranks 38th out of 50 states overall this year, ranked 36th in last year’s report, and was 21st in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, New Mexico should focus on reducing administrative disbursements and improving its rural Interstate pavement condition. The state ranks in the bottom 10 in both categories, its worst spending and pavement rankings,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation.

“Reducing fatality rates, both rural and urban, should also be a priority for New Mexico as the state ranks in the bottom 10 in both categories as well.”

NEW MEXICO’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	38
Capital-Bridge Disbursements	10
Maintenance Disbursements	3
Administrative Disbursements	44
Other Disbursements	35
Rural Interstate Pavement Condition	40
Urban Interstate Pavement Condition	38
Rural Other Principal Arterial Pavement Condition	34
Urban Other Principal Arterial Pavement Condition	39
Urbanized Area Congestion	25
Structurally Deficient Bridges	16
Rural Fatality Rate	42
Urban Fatality Rate	50
Other Fatality Rate	34

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

NEW YORK

New York'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 four-spot improvement from New York's ranking of 49th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, New York's highways rank 48th in urban Interstate pavement condition, 42nd in rural Interstate pavement condition, 47th in urban arterial pavement condition, 28th in rural arterial pavement condition, 40th in structurally deficient bridges, 18th in urban fatality rate, and 4th in rural fatality rate.

New York ranks 47th out of the 50 states in traffic congestion, and its drivers spend 68 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, New York ranks 41st in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. New York ranks 42nd in maintenance spending, such as the costs of repaving roads and filling in potholes. New York's administrative disbursements, including office spending that doesn't make its way to roads, ranks 40th nationwide.

The categories in which the state improved the most from the previous report were other disbursements (50th to 41st) and capital-bridge disbursements (47th to 41st).

New York worsened the most in administrative disbursements (36th to 40th).

Compared to neighboring and nearby states, New York's overall highway performance is worse than Connecticut's (13th), New Jersey's (34th), Pennsylvania's (37th), Massachusetts' (40th), and Vermont's (44th).

Comparing its overall performance to similarly populated states, New York ranks behind both Florida (14th) and Pennsylvania (37th).

New York's highway system ranks 45th out of 50 states overall this year, ranked 49th in last year's report, and was 45th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, New York should look at improving urban Interstate pavement condition, urban arterial pavement condition, and urbanized area congestion. New York ranks in the bottom four of all states for each of these categories. The state also ranks in the bottom 12 of all states in all four disbursements categories, so reducing spending needs to be a priority,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the percentage of structurally deficient bridges in the state should be a priority for New York, as it ranks in the bottom 12 in this crucial safety category as well.”

NEW YORK’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	45
Capital-Bridge Disbursements	41
Maintenance Disbursements	42
Administrative Disbursements	40
Other Disbursements	41
Rural Interstate Pavement Condition	42
Urban Interstate Pavement Condition	48
Rural Other Principal Arterial Pavement Condition	28
Urban Other Principal Arterial Pavement Condition	47
Urbanized Area Congestion	47
Structurally Deficient Bridges	40
Rural Fatality Rate	4
Urban Fatality Rate	18
Other Fatality Rate	13

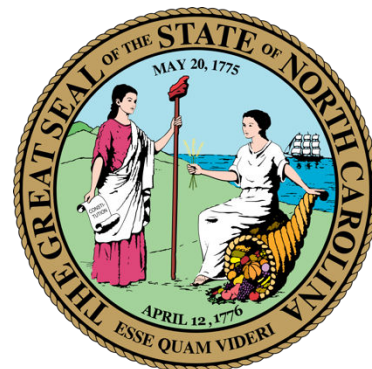
Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

NORTH CAROLINA

North Carolina'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 North Carolina's ranking of 2nd overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, North Carolina's highways rank 17th in urban Interstate pavement condition, 20th in rural Interstate pavement condition, 10th in urban arterial pavement condition, 15th in rural arterial pavement condition, 31st in structurally deficient bridges, 9th in urban fatality rate, and 39th in rural fatality rate.

North Carolina ranks 21st out of the 50 states in traffic congestion, and its drivers spend 15 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, North Carolina ranks 7th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. North Carolina ranks 5th in maintenance spending, such as the costs of repaving roads and filling in potholes. North Carolina's administrative disbursements, including office spending that doesn't make its way to roads, ranks 1st nationwide.

The categories in which the state improved the most from the previous report were urban fatality rate (20th to 9th) and administrative disbursements (8th to 1st).

North Carolina worsened the most in rural fatality rate (22nd to 39th).

Compared to neighboring and nearby states, North Carolina's overall highway performance is better than South Carolina's (2nd), Virginia's (4th), Tennessee's (5th), and Georgia's (6th).

Comparing its overall performance to similarly populated states, North Carolina ranks ahead of Georgia (6th) and Michigan (23rd).

North Carolina's highway system ranks 1st out of 50 states overall this year, ranked 2nd in last year's report, and was 17th in the nation five years ago, in 2019.

“In terms of improving North Carolina’s rankings in the road condition and performance categories, the state ought to focus on congestion, which is a growing problem in many parts of the state,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “In the safety categories, there is still a lot of room for improvement. North Carolina ought to prioritize reducing its rural and other fatality rates, in which the state ranks 39th in both categories.”

NORTH CAROLINA’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	1
Capital-Bridge Disbursements	7
Maintenance Disbursements	5
Administrative Disbursements	1
Other Disbursements	2
Rural Interstate Pavement Condition	20
Urban Interstate Pavement Condition	17
Rural Other Principal Arterial Pavement Condition	15
Urban Other Principal Arterial Pavement Condition	10
Urbanized Area Congestion	21
Structurally Deficient Bridges	31
Rural Fatality Rate	39
Urban Fatality Rate	9
Other Fatality Rate	39

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

NORTH DAKOTA

North Dakota'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 six-spot improvement from North Dakota's ranking of 9th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, North Dakota's highways rank 3rd in urban Interstate pavement condition, 6th in rural Interstate pavement condition, 25th in urban arterial pavement condition, 20th in rural arterial pavement condition, 42nd in structurally deficient bridges, 6th in urban fatality rate, and 29th in rural fatality rate.

North Dakota ranks 1st out of the 50 states in traffic congestion, and its drivers spend four hours a year stuck in traffic congestion.

In spending and cost-effectiveness, North Dakota ranks 26th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. North Dakota ranks 14th in maintenance spending, such as the costs of repaving roads and filling in potholes. North Dakota's administrative disbursements, including office spending that doesn't make its way to roads, ranks 15th nationwide.

The categories in which the state improved the most from the previous report were other disbursements (35th to 11th), other fatality rate (23rd to 7th).

North Dakota worsened the most in rural fatality rate (19th to 29th).

Compared to neighboring and nearby states, North Dakota's overall highway performance is better than Minnesota's (7th), Montana's (16th), and Nebraska's (30th).

Comparing its overall performance to similarly populated states, North Dakota ranks ahead of South Dakota (27th) and Alaska (50th).

North Dakota's highway system ranks 3rd out of 50 states overall this year, ranked 9th in last year's report, and was 1st in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, North Dakota should focus on reducing capital-bridge disbursements. The state ranks in the bottom half of all states in this category, its worst non-safety ranking,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the percentage of structurally deficient bridges should also be a priority for North Dakota, as the state ranks in the bottom 10 in bridges.”

NORTH DAKOTA’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	3
Capital-Bridge Disbursements	26
Maintenance Disbursements	14
Administrative Disbursements	15
Other Disbursements	11
Rural Interstate Pavement Condition	6
Urban Interstate Pavement Condition	3
Rural Other Principal Arterial Pavement Condition	20
Urban Other Principal Arterial Pavement Condition	25
Urbanized Area Congestion	1
Structurally Deficient Bridges	42
Rural Fatality Rate	29
Urban Fatality Rate	6
Other Fatality Rate	7

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

OHIO

Ohio'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 seven-spot improvement from Ohio's ranking of 17th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Ohio's highways rank 32nd in urban Interstate pavement condition, 26th in rural Interstate pavement condition, 36th in urban arterial pavement condition, 9th in rural arterial pavement condition, 13th in structurally deficient bridges, 12th in urban fatality rate, and 9th in rural fatality rate.

Ohio ranks 14th out of the 50 states in traffic congestion, and its drivers spend 12 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Ohio ranks 6th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Ohio ranks 20th in maintenance spending, such as the costs of repaving roads and filling in potholes. Ohio's administrative disbursements, including office spending that doesn't make its way to roads, ranks 18th nationwide.

The categories in which the state improved the most from the previous report were administrative disbursements (37th to 18th) and urbanized area congestion (30th to 14th).

Ohio worsened the most in maintenance disbursements (7th to 20th).

Compared to neighboring and nearby states, Ohio's overall highway performance is better than Kentucky's (11th), Indiana's (20th), Michigan's (23rd), West Virginia's (33rd), and Pennsylvania's (37th).

Comparing its overall performance to similarly populated states, Ohio ranks behind Georgia (6th) but ahead of Illinois (36th).

Ohio's highway system ranks 10th out of 50 states overall this year, ranked 17th in last year's report, and was 18th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Ohio should focus on improving its urban pavement condition—both arterial and Interstate. The state ranks in the bottom 20 in both categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the other fatality rate ought to be a priority, as the state ranks in the bottom 20 in that category.”

OHIO'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	10
Capital-Bridge Disbursements	6
Maintenance Disbursements	20
Administrative Disbursements	18
Other Disbursements	26
Rural Interstate Pavement Condition	26
Urban Interstate Pavement Condition	32
Rural Other Principal Arterial Pavement Condition	9
Urban Other Principal Arterial Pavement Condition	36
Urbanized Area Congestion	14
Structurally Deficient Bridges	13
Rural Fatality Rate	9
Urban Fatality Rate	12
Other Fatality Rate	31

Reason Foundation's *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data.

Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

OKLAHOMA

Oklahoma'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 six-spot improvement from Oklahoma's ranking of 45th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Oklahoma's highways rank 38th in urban Interstate pavement condition, 36th in rural Interstate pavement condition, 31st in urban arterial pavement condition, 43rd in rural arterial pavement condition, 41st in structurally deficient bridges, 30th in urban fatality rate, and 22nd in rural fatality rate.

Oklahoma ranks 12th out of the 50 states in traffic congestion, and its drivers spend 10 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Oklahoma ranks 37th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Oklahoma ranks 43rd in maintenance spending, such as the costs of repaving roads and filling in potholes. Oklahoma's administrative disbursements, including office spending that doesn't make its way to roads, ranks 37th nationwide.

The categories in which the state improved the most from the previous report were urbanized area congestion (41st to 12th) and rural fatality rate (33rd to 22nd).

Oklahoma worsened the most in urban arterial pavement condition (25th to 31st).

Compared to neighboring and nearby states, Oklahoma's overall highway performance is better than Colorado's (43rd), but worse than Missouri's (9th), Kansas' (22nd), Texas' (25th), Arkansas' (28th), and New Mexico's (38th).

Comparing its overall performance to similarly populated states, Oklahoma ranks behind both Connecticut (13th) and Oregon (35th).

Oklahoma's highway system ranks 39th out of 50 states overall this year, ranked 45th in last year's report, and was 41st in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Oklahoma should look to lower its disbursements. It ranks in the bottom 15 states in all disbursement metrics. The state also needs to improve its Interstate pavement condition and its rural pavement condition. The state ranks in the bottom 15 states in both categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “The state also ought to look to lower its percent of structurally deficient bridges and its other fatality rate, as the state ranks in the bottom 10 states for both safety categories.”

OKLAHOMA’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	39
Capital-Bridge Disbursements	37
Maintenance Disbursements	43
Administrative Disbursements	37
Other Disbursements	42
Rural Interstate Pavement Condition	36
Urban Interstate Pavement Condition	38
Rural Other Principal Arterial Pavement Condition	43
Urban Other Principal Arterial Pavement Condition	31
Urbanized Area Congestion	12
Structurally Deficient Bridges	41
Rural Fatality Rate	22
Urban Fatality Rate	30
Other Fatality Rate	49

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

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OREGON

Oregon'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 two-spot improvement from Oregon's ranking of 37th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Oregon's highways rank 19th in urban Interstate pavement condition, 17th in rural Interstate pavement condition, 23rd in urban arterial pavement condition, 26th in rural arterial pavement condition, 15th in structurally deficient bridges, 35th in urban fatality rate, and 46th in rural fatality rate.

Oregon ranks 41st out of the 50 states in traffic congestion, and its drivers spend 47 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Oregon ranks 34th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Oregon ranks 47th in maintenance spending, such as the costs of repaving roads and filling in potholes. Oregon's administrative disbursements, including office spending that doesn't make its way to roads, ranks 39th nationwide.

The categories in which the state improved the most from the previous report were other disbursements (49th to 37th) and capital and bridge disbursements (39th to 34th).

Oregon worsened the most in maintenance disbursements (35th to 47th).

Compared to neighboring and nearby states, Oregon's overall highway performance is better than Washington's (47th) and California's (49th), but worse than Idaho's (15th) and Nevada's (24th).

Comparing its overall performance to similarly populated states, Oregon ranks ahead of Oklahoma (39th), but behind Kentucky (11th).

Oregon's highway system ranks 35th out of 50 states overall this year, ranked 37th in last year's report, and was 12th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Oregon needs to lower its disbursements. It ranks in the bottom 20 in all categories of disbursements, but it needs to focus most on lowering maintenance disbursements where it ranks 47th,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the rural fatality rate in Oregon ought to be a priority, as the state ranks in the bottom five in rural fatalities.”

OREGON'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	35
Capital-Bridge Disbursements	34
Maintenance Disbursements	47
Administrative Disbursements	39
Other Disbursements	37
Rural Interstate Pavement Condition	17
Urban Interstate Pavement Condition	19
Rural Other Principal Arterial Pavement Condition	26
Urban Other Principal Arterial Pavement Condition	23
Urbanized Area Congestion	41
Structurally Deficient Bridges	15
Rural Fatality Rate	46
Urban Fatality Rate	35
Other Fatality Rate	44

Reason Foundation's *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

PENNSYLVANIA

Pennsylvania'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 four-spot improvement from Pennsylvania's ranking of 33rd overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.

In safety and condition categories, Pennsylvania's highways rank 39th in urban Interstate pavement condition, 37th in rural Interstate pavement condition, 37th in urban arterial pavement condition, 31st in rural arterial pavement condition, 45th in structurally deficient bridges, 20th in urban fatality rate, and 12th in rural fatality rate.

Pennsylvania ranks 42nd out of the 50 states in traffic congestion, and its drivers spend 47 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Pennsylvania ranks 17th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Pennsylvania ranks 37th in maintenance spending, such as the costs of repaving roads and filling in potholes. Pennsylvania's administrative disbursements, including office spending that doesn't make its way to roads, ranks 31st nationwide.

The categories in which the state improved the most from the previous report were other disbursements (43rd to 33rd), and other fatality rate (35th to 25th).

Pennsylvania worsened the most in urbanized area congestion (32nd to 42nd).

Compared to neighboring and nearby states, Pennsylvania's overall highway performance is better than Delaware's (41st) but worse than Ohio's (10th), Maryland's (32nd), West Virginia's (33rd), and New Jersey's (34th).

Comparing its overall performance to similarly populated states, Pennsylvania ranks ahead of New York (45th), but worse than Illinois (36th).

Pennsylvania’s highway system ranks 37th out of 50 states overall this year, ranked 33rd in last year’s report, and was 35th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Pennsylvania should focus on reducing urbanized area congestion and improving Interstate pavement quality in both urban and rural areas. Pennsylvania ranks in the bottom 15 for all three categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the percentage of structurally deficient bridges should also be a priority for Pennsylvania, as the state ranks in the bottom 10 in bridges.”

PENNSYLVANIA’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	37
Capital-Bridge Disbursements	17
Maintenance Disbursements	37
Administrative Disbursements	31
Other Disbursements	33
Rural Interstate Pavement Condition	37
Urban Interstate Pavement Condition	39
Rural Other Principal Arterial Pavement Condition	31
Urban Other Principal Arterial Pavement Condition	37
Urbanized Area Congestion	42
Structurally Deficient Bridges	45
Rural Fatality Rate	12
Urban Fatality Rate	20
Other Fatality Rate	25

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

RHODE ISLAND

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 consistent with Rhode Island's ranking of 42nd overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Rhode Island's highways rank 4th in urban Interstate pavement condition, 1st in rural Interstate pavement condition, 48th in urban arterial pavement condition, 49th in rural arterial pavement condition, 47th in structurally deficient bridges, 2nd in urban fatality rate, and 31st in rural fatality rate.

Rhode Island ranks 38th out of the 50 states in traffic congestion, and its drivers spend 42 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Rhode Island ranks 30th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Rhode Island ranks 30th in maintenance spending, such as the costs of repaving roads and filling in potholes. Rhode Island's administrative disbursements, including office spending that doesn't make its way to roads, ranks 20th nationwide.

The categories in which the state improved the most from the previous report were urban Interstate pavement condition (18th to 4th) and urban fatality rate (16th to 2nd).

Rhode Island worsened the most in capital-bridge disbursements (22nd to 30th).

Compared to neighboring and nearby states, Rhode Island's overall highway performance is better than New York's (45th), but worse than Connecticut's (13th) and Massachusetts' (40th).

Comparing its overall performance to similarly populated states, Rhode Island ranks behind both Montana (16th) and Delaware (41st).

Rhode Island's highway system ranks 42nd out of 50 states overall this year, ranked 42nd in last year's report, and was 48th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Rhode Island should focus on improving both rural and urban arterial pavement condition. The state ranks in the bottom three in both categories, its worst rankings by far,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the percentage of structurally deficient bridges should also be a priority for Rhode Island, as the state ranks in the bottom five in bridges.”

RHODE ISLAND’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	42
Capital-Bridge Disbursements	30
Maintenance Disbursements	30
Administrative Disbursements	20
Other Disbursements	7
Rural Interstate Pavement Condition	1
Urban Interstate Pavement Condition	4
Rural Other Principal Arterial Pavement Condition	49
Urban Other Principal Arterial Pavement Condition	48
Urbanized Area Congestion	38
Structurally Deficient Bridges	47
Rural Fatality Rate	31
Urban Fatality Rate	2
Other Fatality Rate	2

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

SOUTH CAROLINA

South 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 four-spot improvement from South Carolina's ranking of 6th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.

In safety and condition categories, South Carolina's highways rank 10th in urban Interstate pavement condition, 27th in rural Interstate pavement condition, 7th in urban arterial pavement condition, 22nd in rural arterial pavement condition, 18th in structurally deficient bridges, 41st in urban fatality rate, and 44th in rural fatality rate.

South Carolina ranks 23rd out of the 50 states in traffic congestion, and its drivers spend 17 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, South Carolina ranks 2nd in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. South Carolina ranks 4th in maintenance spending, such as the costs of repaving roads and filling in potholes. South Carolina's administrative disbursements, including office spending that doesn't make its way to roads, ranks 6th nationwide.

The categories in which the state improved the most from the previous report were rural fatality rate (50th to 44th) and structurally deficient bridges (23rd to 18th).

South Carolina worsened the most in urban fatality rate (30th to 41st).

Compared to neighboring and nearby states, South Carolina's overall highway performance is better than Tennessee's (5th) and Georgia's (6th), but worse than North Carolina's (1st).

Comparing its overall performance to similarly populated states, South Carolina ranks ahead of both Alabama (17th) and Minnesota (7th).

South Carolina's highway system ranks 2nd out of 50 states overall this year, ranked 6th in last year's report, and was 20th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, South Carolina should focus on improving its rural Interstate and arterial pavement condition,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing fatalities should be a major focus for South Carolina, as all three fatality rate rankings are in the bottom 10.”

SOUTH CAROLINA'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	2
Capital-Bridge Disbursements	2
Maintenance Disbursements	4
Administrative Disbursements	6
Other Disbursements	1
Rural Interstate Pavement Condition	27
Urban Interstate Pavement Condition	10
Rural Other Principal Arterial Pavement Condition	22
Urban Other Principal Arterial Pavement Condition	7
Urbanized Area Congestion	23
Structurally Deficient Bridges	18
Rural Fatality Rate	44
Urban Fatality Rate	41
Other Fatality Rate	48

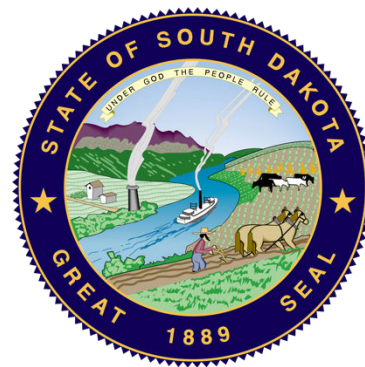
Reason Foundation's *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

SOUTH DAKOTA

South Dakota'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 one-spot improvement from South Dakota's ranking of 28th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, South Dakota's highways rank 11th in urban Interstate pavement condition, 7th in rural Interstate pavement condition, 15th in urban arterial pavement condition, 23rd in rural arterial pavement condition, 48th in structurally deficient bridges, 15th in urban fatality rate, and 21st in rural fatality rate.

South Dakota ranks 11th out of the 50 states in traffic congestion, and its drivers spend 10 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, South Dakota ranks 31st in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. South Dakota ranks 39th in maintenance spending, such as the costs of repaving roads and filling in potholes. South Dakota's administrative disbursements, including office spending that doesn't make its way to roads, ranks 45th nationwide.

The categories in which the state improved the most from the previous report were other disbursements (29th to 12th) and urban fatality rate (31st to 15th).

South Dakota worsened the most in capital and bridge disbursements (18th to 31st).

Compared to neighboring and nearby states, South Dakota's overall highway performance is better than Nebraska's (30th) and Iowa's (31st) and, but worse than North Dakota's (3rd), Minnesota's (7th), Wyoming's (12th), and Montana's (16th).

Comparing its overall performance to similarly populated states, South Dakota ranks better than Delaware (41st) but worse than North Dakota (3rd).

South Dakota's highway system ranks 27th out of 50 states overall this year, ranked 26th in last year's report, and was 14th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, South Dakota should focus on reducing administrative and maintenance disbursements. Both categories rank in the bottom 15 for the state.” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the percentage of structurally deficient bridges should also be a priority for South Dakota, as the state ranks in the bottom five in bridges. The state should also strive to lower its other fatality rate, in which the state ranks 40th.”

SOUTH DAKOTA’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	27
Capital-Bridge Disbursements	31
Maintenance Disbursements	39
Administrative Disbursements	45
Other Disbursements	12
Rural Interstate Pavement Condition	7
Urban Interstate Pavement Condition	11
Rural Other Principal Arterial Pavement Condition	23
Urban Other Principal Arterial Pavement Condition	15
Urbanized Area Congestion	11
Structurally Deficient Bridges	48
Rural Fatality Rate	21
Urban Fatality Rate	15
Other Fatality Rate	40

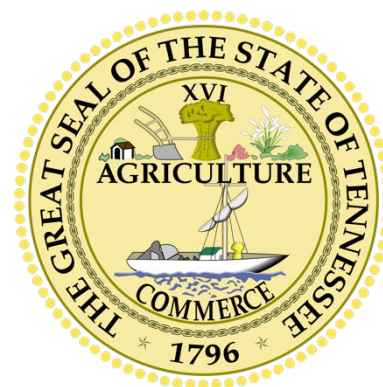
Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

TENNESSEE

Tennessee'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 two-spot fall from Tennessee's ranking of 3rd overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Tennessee's highways rank 16th in urban Interstate pavement condition, 19th in rural Interstate pavement condition, 9th in urban arterial pavement condition, 18th in rural arterial pavement condition, 11th in structurally deficient bridges, 43rd in urban fatality rate, and 27th in rural fatality rate.

Tennessee ranks 27th out of the 50 states in traffic congestion, and its drivers spend 20 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Tennessee ranks 11th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Tennessee ranks 13th in maintenance spending, such as the costs of repaving roads and filling in potholes. Tennessee's administrative disbursements, including office spending that doesn't make its way to roads, ranks 28th nationwide.

The categories in which the state improved the most from the previous report were urban fatality rate (47th to 43rd) and urbanized area congestion (29th to 27th).

Tennessee worsened the most in rural Interstate pavement condition (12th to 19th).

Compared to neighboring and nearby states, Tennessee's overall highway performance is better than Georgia's (6th), Kentucky's (11th), Alabama's (17th), Mississippi's (18th), and Arkansas' (28th), but worse than North Carolina's (1st).

Comparing its overall performance to similarly populated states, Tennessee ranks better than both Arizona (29th) and Massachusetts (40th).

Tennessee's highway system ranks 5th out of 50 states overall this year, ranked 3rd in last year's report, and was 7th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Tennessee should focus on reducing administrative disbursements and urbanized area congestion. The state ranks in the bottom half in both categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing urban and other fatality rates should also be a priority for the state, which ranks in the bottom 10 for both categories.”

TENNESSEE’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	5
Capital-Bridge Disbursements	11
Maintenance Disbursements	13
Administrative Disbursements	28
Other Disbursements	2
Rural Interstate Pavement Condition	19
Urban Interstate Pavement Condition	16
Rural Other Principal Arterial Pavement Condition	18
Urban Other Principal Arterial Pavement Condition	9
Urbanized Area Congestion	27
Structurally Deficient Bridges	11
Rural Fatality Rate	27
Urban Fatality Rate	43
Other Fatality Rate	42

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

TEXAS

Texas' 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 six-spot fall from Texas' ranking of 19th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.

In safety and condition categories, Texas' highways rank 34th in urban Interstate pavement condition, 22nd in rural Interstate pavement condition, 38th in urban arterial pavement condition, 11th in rural arterial pavement condition, 2nd in structurally deficient bridges, 34th in urban fatality rate, and 37th in rural fatality rate.

Texas ranks 40th out of the 50 states in traffic congestion, and its drivers spend 46 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Texas ranks 32nd in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Texas ranks 18th in maintenance spending, such as the costs of repaving roads and filling in potholes. Texas' administrative disbursements, including office spending that doesn't make its way to roads, ranks 38th nationwide.

The categories in which the state improved the most from the previous report were other disbursements (31st to 19th) and urbanized area congestion (47th to 40th).

Texas worsened the most in administrative disbursements (9th to 38th).

Compared to neighboring and nearby states, Texas' overall highway performance is better than Arkansas' (28th), New Mexico's (38th), Oklahoma's (39th), and Louisiana's (46th).

Comparing its overall performance to similarly populated states, Texas ranks better than California (49th), but worse than Florida (14th).

Texas' highway system ranks 25th out of 50 states overall this year, ranked 19th in last year's report, and was 23rd in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Texas should focus on reducing administrative disbursements, urban arterial pavement quality, and urbanized area congestion. The state ranks in the bottom 15 in all categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Lowering Texas’ other fatality rate should also be a priority, as the state ranks in the bottom 10.”

TEXAS’ RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	25
Capital-Bridge Disbursements	32
Maintenance Disbursements	18
Administrative Disbursements	38
Other Disbursements	19
Rural Interstate Pavement Condition	22
Urban Interstate Pavement Condition	34
Rural Other Principal Arterial Pavement Condition	11
Urban Other Principal Arterial Pavement Condition	38
Urbanized Area Congestion	40
Structurally Deficient Bridges	2
Rural Fatality Rate	37
Urban Fatality Rate	34
Other Fatality Rate	43

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

UTAH

Utah'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 two-spot improvement from Utah's ranking of 10th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Utah's highways rank 18th in urban Interstate pavement condition, 10th in rural Interstate pavement condition, 6th in urban arterial pavement condition, 10th in rural arterial pavement condition, 6th in structurally deficient bridges, 17th in urban fatality rate, and 10th in rural fatality rate.

Utah ranks 16th out of the 50 states in traffic congestion, and its drivers spend 12 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Utah ranks 47th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Utah ranks 34th in maintenance spending, such as the costs of repaving roads and filling in potholes. Utah's administrative disbursements, including office spending that doesn't make its way to roads, ranks 27th nationwide.

The categories in which the state improved the most from the previous report were other disbursements (47th to 32nd), and rural fatality rate (16th to 10th).

Utah worsened the most in administrative disbursements (18th to 27th).

Compared to neighboring and nearby states, Utah's overall highway performance is better than Wyoming's (12th), Idaho's (15th), Nevada's (24th), Arizona's (29th), and Colorado's (43rd)

Comparing its overall performance to similarly populated states, Utah ranks better than both Connecticut (13th) and Iowa (31st).

Utah's highway system ranks 8th out of 50 states overall this year, ranked 10th in last year's report, and was 9th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Utah should focus on reducing capital-bridge disbursements. The state ranks in the bottom five in this category, its worst ranking. Maintenance disbursements could also be somewhat lower,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation.

UTAH'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	8
Capital-Bridge Disbursements	47
Maintenance Disbursements	34
Administrative Disbursements	27
Other Disbursements	32
Rural Interstate Pavement Condition	10
Urban Interstate Pavement Condition	18
Rural Other Principal Arterial Pavement Condition	10
Urban Other Principal Arterial Pavement Condition	6
Urbanized Area Congestion	16
Structurally Deficient Bridges	6
Rural Fatality Rate	10
Urban Fatality Rate	17
Other Fatality Rate	9

Reason Foundation's *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

VERMONT

Vermont'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 fall from Vermont's ranking of 38th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.

In safety and condition categories, Vermont's highways rank 5th in urban Interstate pavement condition, 31st in rural Interstate pavement condition, 24th in urban arterial pavement condition, 48th in rural arterial pavement condition, 7th in structurally deficient bridges, 7th in urban fatality rate, and 8th in rural fatality rate.

Vermont ranks 9th out of the 50 states in traffic congestion, and its drivers spend nine hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Vermont ranks 35th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Vermont ranks 48th in maintenance spending, such as the costs of repaving roads and filling in potholes. Vermont's administrative disbursements, including office spending that doesn't make its way to roads, ranks 50th nationwide.

The categories in which the state improved the most from the previous report were urbanized area congestion (19th to 9th) and urban fatality rate (12th to 7th).

Vermont worsened the most in rural Interstate pavement condition (21st to 31st).

Compared to neighboring and nearby states, Vermont's overall highway performance is better than New York's (45th), but worse than New Hampshire's (19th) and Massachusetts' (40th).

Comparing its overall performance to similarly populated states, Vermont ranks better than Alaska (50th), but worse than Wyoming (12th).

Vermont's highway system ranks 44th out of 50 states overall this year, ranked 38th in last year's report, and was 19th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Vermont should focus on reducing maintenance, administrative, and other disbursements. The state ranks in the bottom three in each of those categories. The state also ranks in the bottom three in rural arterial pavement condition. The state has a lot of work to do in the spending and pavement quality categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation.

VERMONT'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	44
Capital-Bridge Disbursements	35
Maintenance Disbursements	48
Administrative Disbursements	50
Other Disbursements	48
Rural Interstate Pavement Condition	31
Urban Interstate Pavement Condition	5
Rural Other Principal Arterial Pavement Condition	48
Urban Other Principal Arterial Pavement Condition	24
Urbanized Area Congestion	9
Structurally Deficient Bridges	7
Rural Fatality Rate	8
Urban Fatality Rate	7
Other Fatality Rate	14

Reason Foundation's *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

VIRGINIA

Virginia'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 three-spot fall from Virginia's ranking of 1st overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Virginia's highways rank 26th in urban Interstate pavement condition, 11th in rural Interstate pavement condition, 17th in urban arterial pavement condition, 8th in rural arterial pavement condition, 9th in structurally deficient bridges, 23rd in urban fatality rate, and 35th in rural fatality rate.

Virginia ranks 37th out of the 50 states in traffic congestion, and its drivers spend 39 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Virginia ranks 1st in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Virginia ranks 29th in maintenance spending, such as the costs of repaving roads and filling in potholes. Virginia's administrative disbursements, including office spending that doesn't make its way to roads, ranks 12th nationwide.

The categories in which the state improved the most from the previous report were other fatality rate (29th to 16th) and administrative disbursements (19th to 12th)

Virginia worsened the most in urbanized area congestion (24th to 37th).

Compared to neighboring and nearby states, Virginia's overall highway performance is better than Tennessee's (5th), Kentucky's (11th), Maryland's (32nd), and West Virginia's (33rd), but worse than North Carolina's (1st).

Comparing its overall performance to similarly populated states, Virginia ranks better than both New Jersey (34th) and Washington (47th).

Virginia's highway system ranks 4th out of 50 states overall this year, ranked 1st in last year's report, and was 2nd in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Virginia should focus on reducing maintenance disbursements and urbanized area congestion. Traffic congestion is a growing problem in Northern Virginia, Richmond, Hampton Roads and along I-81. The state is not addressing the problem quickly enough,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the rural fatality rate in the state should also be a priority, as Virginia ranks 35th this year.”

VIRGINIA'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	4
Capital-Bridge Disbursements	1
Maintenance Disbursements	29
Administrative Disbursements	12
Other Disbursements	5
Rural Interstate Pavement Condition	11
Urban Interstate Pavement Condition	26
Rural Other Principal Arterial Pavement Condition	8
Urban Other Principal Arterial Pavement Condition	17
Urbanized Area Congestion	37
Structurally Deficient Bridges	9
Rural Fatality Rate	35
Urban Fatality Rate	23
Other Fatality Rate	16

Reason Foundation's *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

WASHINGTON

Washington'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 one-spot fall from Washington's ranking of 46th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.

In safety and condition categories, Washington's highways rank 27th in urban Interstate pavement condition, 44th in rural Interstate pavement condition, 43rd in urban arterial pavement condition, 25th in rural arterial pavement condition, 17th in structurally deficient bridges, 27th in urban fatality rate, and 18th in rural fatality rate.

Washington ranks 31st out of the 50 states in traffic congestion, and its drivers spend 28 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Washington ranks 50th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Washington ranks 50th in maintenance spending, such as the costs of repaving roads and filling in potholes. Washington's administrative disbursements, including office spending that doesn't make its way to roads, ranks 47th nationwide.

The categories in which the state improved the most from the previous report were rural arterial pavement condition (30th to 25th) and urbanized area congestion (35th to 31st).

Washington worsened the most in urban fatality rate (6th to 27th).

Compared to neighboring and nearby states, Washington's overall highway performance is better than California's (49th) but worse than Idaho's (15th), Montana's (16th) and Oregon's (35th).

Comparing its overall performance to similarly populated states, Washington ranks worse than both Virginia (4th) and Arizona (29th).

Washington's highway system ranks 47th out of 50 states overall this year, ranked 46th in last year's report, and was 37th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Washington should focus on reducing capital-bridge disbursements, maintenance disbursements, and other disbursements. The state ranks 50th in all three categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “The state performs better in the safety-focused categories but could still do to lower its other fatality rate, in which it ranks in the bottom 20.”

WASHINGTON’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	47
Capital-Bridge Disbursements	50
Maintenance Disbursements	50
Administrative Disbursements	47
Other Disbursements	50
Rural Interstate Pavement Condition	44
Urban Interstate Pavement Condition	27
Rural Other Principal Arterial Pavement Condition	25
Urban Other Principal Arterial Pavement Condition	43
Urbanized Area Congestion	31
Structurally Deficient Bridges	17
Rural Fatality Rate	18
Urban Fatality Rate	27
Other Fatality Rate	33

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

WEST VIRGINIA

West Virginia's highway system ranks 33rd in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a six-spot improvement from West Virginia's ranking of 39th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, West Virginia's highways rank 31st in urban Interstate pavement condition, 35th in rural Interstate pavement condition, 13th in urban arterial pavement condition, 45th in rural arterial pavement condition, 50th in structurally deficient bridges, 13th in urban fatality rate, and 34th in rural fatality rate.

West Virginia ranks 10th out of the 50 states in traffic congestion, and its drivers spend nine hours a year stuck in traffic congestion.

In spending and cost-effectiveness, West Virginia ranks 5th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. West Virginia ranks 12th in maintenance spending, such as the costs of repaving roads and filling in potholes. West Virginia's administrative disbursements, including office spending that doesn't make its way to roads, ranks 7th nationwide.

The categories in which the state improved the most from the previous report were urban Interstate pavement condition (45th to 31st) and rural Interstate pavement condition (44th to 35th).

West Virginia worsened the most in rural fatality rate (21st to 34th).

Compared to neighboring and nearby states, West Virginia's overall highway performance is better than Pennsylvania's (37th), but worse than Virginia's (4th), Ohio's (10th), Kentucky's (11th), and Maryland's (32nd).

Comparing its overall performance to similarly populated states, West Virginia ranks worse than both Idaho (15th) and New Hampshire (19th).

West Virginia’s highway system ranks 33rd out of 50 states overall this year, ranked 27th in last year’s report, and was 16th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, West Virginia should focus on improving rural Interstate pavement condition and rural arterial pavement condition. The state ranks in the bottom 20 states in both categories, its worst rankings,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the percentage of structurally deficient bridges and lowering the state’s other fatality rate should also be a priority for West Virginia, as the state ranks 50th in both categories.”

WEST VIRGINIA’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	33
Capital-Bridge Disbursements	5
Maintenance Disbursements	12
Administrative Disbursements	7
Other Disbursements	4
Rural Interstate Pavement Condition	35
Urban Interstate Pavement Condition	31
Rural Other Principal Arterial Pavement Condition	45
Urban Other Principal Arterial Pavement Condition	13
Urbanized Area Congestion	10
Structurally Deficient Bridges	50
Rural Fatality Rate	34
Urban Fatality Rate	13
Other Fatality Rate	50

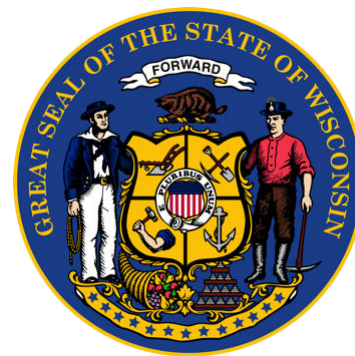
Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

WISCONSIN

Wisconsin's highway system ranks 26th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a seven-spot improvement from Wisconsin's ranking of 33rd overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Wisconsin's highways rank 33rd in urban Interstate pavement condition, 30th in rural Interstate pavement condition, 44th in urban arterial pavement condition, 39th in rural arterial pavement condition, 27th in structurally deficient bridges, 10th in urban fatality rate, and 7th in rural fatality rate.

Wisconsin ranks 24th out of the 50 states in traffic congestion, and its drivers spend 17 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Wisconsin ranks 24th in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Wisconsin ranks 10th in maintenance spending, such as the costs of repaving roads and filling in potholes. Wisconsin's administrative disbursements, including office spending that doesn't make its way to roads, ranks 24th nationwide.

The categories in which the state improved the most from the previous report were other fatality rate (21st to 10th) and maintenance disbursements (21st to 10th).

Wisconsin worsened the most in urbanized area congestion (13th to 24th).

Compared to neighboring and nearby states, Wisconsin's overall highway performance is better than Iowa's (31st) and Illinois' (36th), but worse than Minnesota's (7th).

Comparing its overall performance to similarly populated states, Wisconsin ranks better than both Maryland (32nd) and Colorado (43rd).

Wisconsin's highway system ranks 26th out of 50 states overall this year, ranked 31st in last year's report, and was 38th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Wisconsin should focus on reducing other disbursements and improving both rural and urban arterial pavement condition. The state ranks in the bottom 15 in all three categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the percentage of structurally deficient bridges should also be a priority for Wisconsin, as the state ranks in the bottom half of states in bridges.”

WISCONSIN'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	26
Capital-Bridge Disbursements	24
Maintenance Disbursements	10
Administrative Disbursements	24
Other Disbursements	39
Rural Interstate Pavement Condition	30
Urban Interstate Pavement Condition	33
Rural Other Principal Arterial Pavement Condition	39
Urban Other Principal Arterial Pavement Condition	44
Urbanized Area Congestion	24
Structurally Deficient Bridges	27
Rural Fatality Rate	7
Urban Fatality Rate	10
Other Fatality Rate	10

Reason Foundation's *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

WYOMING

Wyoming's highway system ranks 12th in the nation in overall cost-effectiveness and condition.



According to the *Annual Highway Report* by Reason Foundation, this is a four-spot improvement from Wyoming's ranking of 16th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.

In safety and condition categories, Wyoming's highways rank 42nd in urban Interstate pavement condition, 21st in rural Interstate pavement condition, 18th in urban arterial pavement condition, 6th in rural arterial pavement condition, 29th in structurally deficient bridges, 14th in urban fatality rate, and 36th in rural fatality rate.

Wyoming ranks 8th out of the 50 states in traffic congestion, and its drivers spend eight hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Wyoming ranks 23rd in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Wyoming ranks 27th in maintenance spending, such as the costs of repaving roads and filling in potholes. Wyoming's administrative disbursements, including office spending that doesn't make its way to roads, ranks 9th nationwide.

The categories in which the state improved the most from the previous report were urban fatality rate (from 44th to 14th) and administrative disbursements (from 24th to 9th).

Wyoming worsened the most in other fatality rates (11th to 22nd).

Compared to neighboring and nearby states, Wyoming's overall highway performance is better than Idaho's (15th), Montana's (16th), South Dakota's (27th), Nebraska's (30th), and Colorado's (43rd), but worse than Utah's (8th).

Comparing its overall performance to similarly populated states, Wyoming ranks ahead of Vermont (44th) and Alaska (50th).

Wyoming's highway system ranks 12th out of 50 states overall this year, ranked 16th in last year's report, and was 11th in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Wyoming should focus on improving urban Interstate pavement condition. The state ranks in the bottom 10 in this category, its worst ranking,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the rural fatality rate should also be a priority for Wyoming, which ranks in the bottom 15.”

WYOMING’S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	12
Capital-Bridge Disbursements	23
Maintenance Disbursements	27
Administrative Disbursements	9
Other Disbursements	8
Rural Interstate Pavement Condition	21
Urban Interstate Pavement Condition	42
Rural Other Principal Arterial Pavement Condition	6
Urban Other Principal Arterial Pavement Condition	18
Urbanized Area Congestion	8
Structurally Deficient Bridges	29
Rural Fatality Rate	36
Urban Fatality Rate	14
Other Fatality Rate	22

Reason Foundation’s *28th Annual Highway Report* measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category.

The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

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 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 Managed Lanes Committee, Bus Transit Committee and Intelligent Transportation Systems Committee. He is secretary of the Bus Transit Committee and he chairs the Bus Transit Conference Subcommittee. He is 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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