

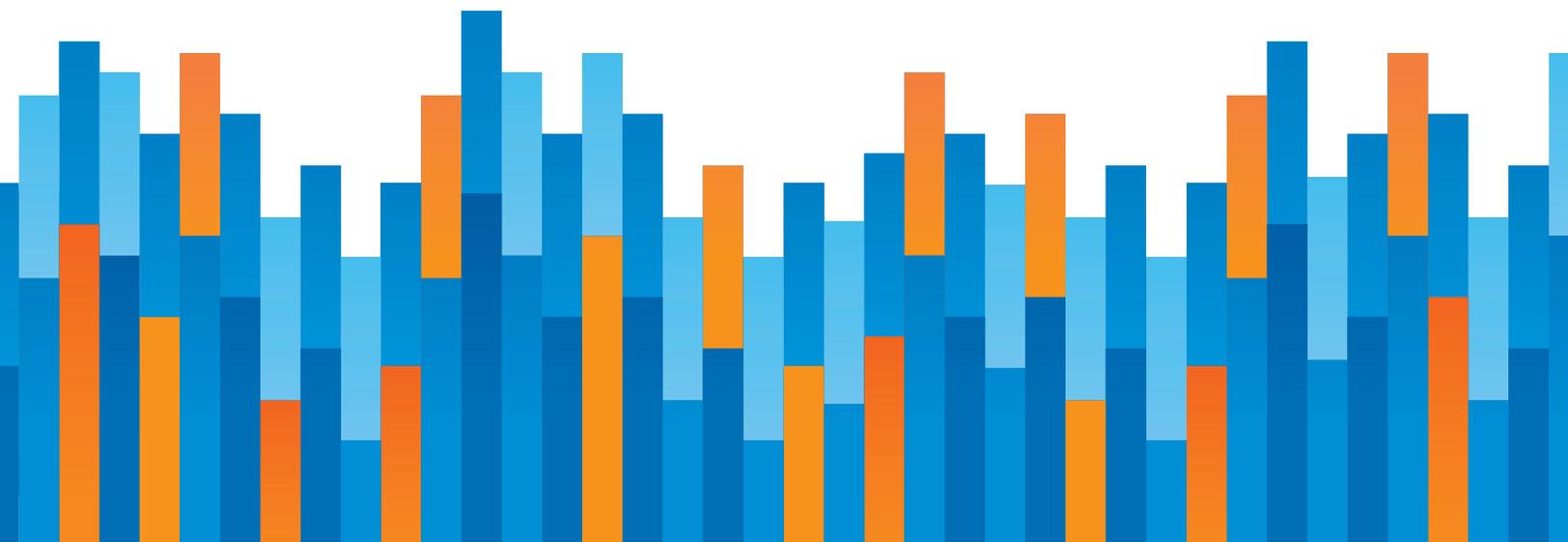


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29TH ANNUAL HIGHWAY REPORT: STATE SUMMARIES

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March 2026





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ALABAMA

Alabama’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 nine-spot improvement from last year’s ranking of 17th.



In safety and condition categories, Alabama’s highways rank 32nd in Rural Interstate Pavement Condition, 30th in Urban Interstate Pavement Condition, 5th in Rural Arterial Pavement Condition, 1st in Urban Arterial Pavement Condition, 8th in Structurally Deficient Bridges, 44th in Rural Fatality Rate, and 28th in Urban Fatality Rate.

Alabama ranks 14th out of the 50 states in traffic congestion, and its drivers spend about 15 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Alabama ranks 13th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Alabama ranks 1st in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Alabama’s Administrative Disbursements, including office spending that does not make its way to roads, rank 41st nationwide.

Compared to the previous report, the categories in which the state improved the most were Other Disbursements (from 46th to 5th) and Capital and Bridge Disbursements (from 22nd to 13th).

Alabama worsened the most in Rural Fatality Rate (from 33rd to 44th).

When compared to its neighboring states, Alabama’s overall highway performance is better than Florida’s (14th), Arkansas’ (21st), and Mississippi’s (24th), but worse than Georgia’s (2nd) and South Carolina’s (3rd).

Comparing its overall performance to similarly populated states, Alabama ranks ahead of Kentucky (15th) and Louisiana (46th).

“In terms of improving in the road condition and performance categories, Alabama should focus on improving its Administrative Disbursements and Rural Fatality Rate. Alabama ranks in the bottom 10 of all states in both of these categories,” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Alabama should also prioritize its Rural Interstate Pavement Condition.”

ALABAMA’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	8
Capital & Bridge Disbursements	13
Maintenance Disbursements	1
Administrative Disbursements	41
Other Disbursements	5
Rural Interstate Pavement Condition	32
Urban Interstate Pavement Condition	30
Rural Other Principal Arterial Pavement Condition	5
Urban Other Principal Arterial Pavement Condition	1
Urbanized Area Congestion	14
Structurally Deficient Bridges	8
Rural Fatality Rate	44
Urban Fatality Rate	28
Other Fatality Rate	25

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

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, this is the same as last year's ranking.



In safety and condition categories, Alaska's highways rank 48th in Rural Interstate Pavement Condition, 8th in Urban Interstate Pavement Condition, 50th in Rural Arterial Pavement Condition, 16th in Urban Arterial Pavement Condition, 37th in Structurally Deficient Bridges, 50th in Rural Fatality Rate, and 11th in Urban Fatality Rate.

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

In spending and cost-effectiveness, Alaska ranks 49th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Alaska ranks 45th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Alaska's Administrative Disbursements, including office spending that does not make its way to roads, ranks 21st nationwide.

Compared to the previous report, the categories in which the state improved the most were Urban Fatality Rate (49th to 11th) and Other Disbursements (33rd to 28th).

Alaska worsened the most in Maintenance Disbursements (from 40th to 45th).

When compared to nearby states, Alaska's overall highway performance is worse than Montana's (22nd), Idaho's (26th), Oregon's (33rd), Hawaii's, (44th), and Washington's (48th).

Comparing its overall performance to similarly populated states, Alaska ranks behind North Dakota (6th) and Vermont (38th).

"In terms of improving in the road condition and performance categories, Alaska should focus on improving its Rural Other Principal Arterial Condition, Rural Fatality Rate, Capital and Bridge Disbursements, and Rural Interstate Pavement Condition. The state ranks in the bottom three in each of these categories," said Baruch Feigenbaum, lead author of the 29th *Annual Highway Report* and senior managing director of transportation policy at Reason

Foundation. “Alaska has unique weather and location challenges but needs to improve in multiple categories.”

ALASKA’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	50
Capital & Bridge Disbursements	49
Maintenance Disbursements	45
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	16
Urbanized Area Congestion	10
Structurally Deficient Bridges	37
Rural Fatality Rate	50
Urban Fatality Rate	11
Other Fatality Rate	5

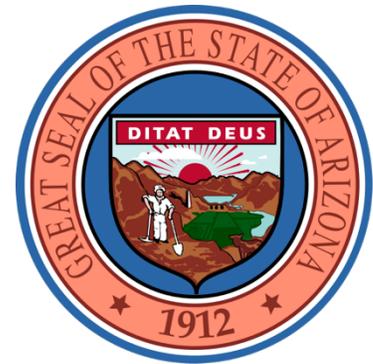
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ARIZONA

Arizona'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 12-spot decline from last year's ranking of 29th.



In safety and condition categories, Arizona's highways rank 45th in Rural Interstate Pavement Condition, 24th in Urban Interstate Pavement Condition, 42nd in Rural Arterial Pavement Condition, 20th in Urban Arterial Pavement Condition, 1st in Structurally Deficient Bridges, 39th in Rural Fatality Rate and 43rd in Urban Fatality Rate.

Arizona ranks 11th out of the 50 states in traffic congestion, and its drivers spend about 14 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Arizona ranks 29th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Arizona ranks 12th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Arizona's Administrative Disbursements, including office spending that does not make its way to roads, rank 48th nationwide.

Compared to last year, the categories in which the state improved the most were Urbanized Area Congestion (from 30th to 11th) and Rural Fatality Rate (from 45th to 39th).

Arizona worsened the most in Urban Interstate Pavement Condition (from 12th to 24th) and Administrative Disbursements (from 41st to 48th).

When compared to its neighboring states, Arizona's overall highway performance is better than Colorado's (42nd) and California's (49th) but worse than Utah's (10th), Nevada's (25th), and New Mexico's (39th).

Comparing its overall performance to similarly populated states, Arizona's overall highway performance is better than Washington (48th) but worse than Tennessee (12th).

"In terms of improving in the road condition and performance categories, Arizona should focus on reducing Administrative Disbursements, improving Rural Interstate Pavement Condition, and reducing Other Fatality Rate," said Baruch Feigenbaum, lead author of the

29th Annual Highway Report and senior managing director of transportation policy at Reason Foundation. “Reducing the percentage of poor arterial pavement and decreasing its urban and rural fatality rates should also be a priority for Arizona.”

ARIZONA’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	41
Capital & Bridge Disbursements	29
Maintenance Disbursements	12
Administrative Disbursements	48
Other Disbursements	36
Rural Interstate Pavement Condition	45
Urban Interstate Pavement Condition	24
Rural Other Principal Arterial Pavement Condition	42
Urban Other Principal Arterial Pavement Condition	20
Urbanized Area Congestion	11
Structurally Deficient Bridges	1
Rural Fatality Rate	39
Urban Fatality Rate	43
Other Fatality Rate	48

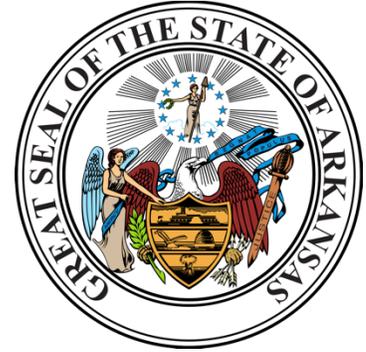
Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

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ARKANSAS

Arkansas' highway system ranks 21st in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a seven-spot improvement from last year's ranking of 28th.



In safety and condition categories, Arkansas' highways rank 40th in Rural Interstate Pavement Condition, 38th in Urban Interstate Pavement Condition, 25th in Rural Arterial Pavement Condition, 28th in Urban Arterial Pavement Condition, 22nd in Structurally Deficient Bridges, 45th in Rural Fatality Rate, and 35th in Urban Fatality Rate.

Arkansas ranks 17th out of the 50 states in traffic congestion, and its drivers spend about 15 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Arkansas ranks 23rd in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Arkansas ranks 5th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Arkansas' Administrative Disbursements, including office spending that does not make its way to roads, rank 6th nationwide.

Compared to the previous report, the categories in which the state improved the most were Rural Other Principal Arterial Pavement Condition (36th to 25th) and Urban Fatality Rate (46th to 35th).

Arkansas worsened the most in Urbanized Area Congestion (4th to 17th).

When compared to its neighboring states, Arkansas' overall highway performance is better than Mississippi's (24th), Oklahoma's (45th), and Louisiana's (46th) but worse than Missouri's (9th) and Tennessee's (12th).

Comparing its overall performance to similarly populated states, Arkansas ranks behind Kansas (19th), but ahead of Iowa (35th).

"In terms of improving in the road condition and performance categories, Arkansas should focus on reducing its Rural Fatality Rate and improving its Rural and Urban Interstate

Pavement Conditions (40th and 38th respectively),” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “It’s Urban and Other Fatality Rates also have room for improvement, both ranking in the bottom 20 of all states.”

ARKANSAS’ RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	21
Capital & Bridge Disbursements	23
Maintenance Disbursements	5
Administrative Disbursements	6
Other Disbursements	26
Rural Interstate Pavement Condition	40
Urban Interstate Pavement Condition	38
Rural Other Principal Arterial Pavement Condition	25
Urban Other Principal Arterial Pavement Condition	28
Urbanized Area Congestion	17
Structurally Deficient Bridges	22
Rural Fatality Rate	45
Urban Fatality Rate	35
Other Fatality Rate	37

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

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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 the same as last year's ranking.



In safety and condition categories, California's highways rank 47th in Rural Interstate Pavement Condition, 48th in Urban Interstate Pavement Condition, 39th in Rural Arterial Pavement Condition, 50th in Urban Arterial Pavement Condition, 25th in Structurally Deficient Bridges, 36th in Rural Fatality Rate, and 27th in Urban Fatality Rate.

California ranks 46th out of the 50 states in traffic congestion, and its drivers spend about 49 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, California ranks 41st in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. California ranks 44th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. California's Administrative Disbursements, including office spending that does not make its way to roads, rank 35th nationwide.

Compared to the previous report, the categories in which the state improved the most were Urban Fatality Rate (33rd to 27th) and Other Fatality Rate (45th to 39th). California worsened the most in Rural Fatality Rate (28th to 36th).

When compared to its neighboring states, California's overall highway performance is worse than Nevada's (25th), Idaho's (26th), Oregon's (33rd), Arizona's (41st), and Washington's (48th).

Comparing its overall performance to similarly populated states, California ranks worse than Florida (14th) and Texas (27th).

"In terms of improving in the road condition and performance categories, California should focus on improving its Rural Interstate, Urban Interstate, and Urban Arterial Pavement Conditions, as well as reducing its traffic congestion," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While the state performs relatively well in Structurally Deficient

Bridges (25th) and Administrative Disbursements (35th), its consistently poor rankings in pavement condition and congestion remain areas of concern.”

CALIFORNIA'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	49
Capital & Bridge Disbursements	41
Maintenance Disbursements	44
Administrative Disbursements	35
Other Disbursements	48
Rural Interstate Pavement Condition	47
Urban Interstate Pavement Condition	48
Rural Other Principal Arterial Pavement Condition	39
Urban Other Principal Arterial Pavement Condition	50
Urbanized Area Congestion	46
Structurally Deficient Bridges	25
Rural Fatality Rate	36
Urban Fatality Rate	27
Other Fatality Rate	39

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

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COLORADO

Colorado's highway system ranks 42nd in the nation in overall cost-effectiveness and condition.



According to the *Annual Highway Report* by Reason Foundation, this is a one-spot improvement from last year's ranking of 43rd.

In safety and condition categories, Colorado's highways rank 46th in Rural Interstate Pavement Condition, 45th in Urban Interstate Pavement Condition, 33rd in Rural Arterial Pavement Condition, 36th in Urban Arterial Pavement Condition, 16th in Structurally Deficient Bridges, 33rd in Rural Fatality Rate, and 39th in Urban Fatality Rate.

Colorado ranks 35th out of the 50 states in traffic congestion, and its drivers spend about 28 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Colorado ranks 27th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Colorado ranks 33rd in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Colorado's Administrative Disbursements, including office spending that does not make its way to roads, rank 33rd nationwide.

Compared to the previous report, the categories in which the state improved the most were Capital and Bridge Disbursements (42nd to 27th) and Maintenance Disbursements (45th to 33rd). Colorado worsened the most in Administrative Disbursements (26th to 33rd).

When compared to its neighboring states, Colorado's overall highway performance is worse than Utah's (10th), Kansas' (19th), Wyoming's (20th), Nebraska's (29th), and New Mexico's (39th).

Comparing its overall performance to similarly populated states, Colorado ranks worse than Minnesota (11th) and Wisconsin (31st).

"In terms of improving in the road condition and performance categories, Colorado should focus on improving its Urban and Rural Interstate Pavement Conditions, as well as reducing its fatality rates," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While the state performs relatively well in Structurally Deficient Bridges (16th) and Capital and Bridge

Disbursements (27th), its consistently poor rankings in Rural and Urban Interstate Pavement Condition remain areas of concern.”

COLORADO'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	42
Capital & Bridge Disbursements	27
Maintenance Disbursements	33
Administrative Disbursements	33
Other Disbursements	18
Rural Interstate Pavement Condition	46
Urban Interstate Pavement Condition	45
Rural Other Principal Arterial Pavement Condition	33
Urban Other Principal Arterial Pavement Condition	36
Urbanized Area Congestion	35
Structurally Deficient Bridges	16
Rural Fatality Rate	33
Urban Fatality Rate	39
Other Fatality Rate	28

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

CONNECTICUT

Connecticut'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 six-spot improvement from last year's ranking of 13th.



In safety and condition categories, Connecticut's highways rank 1st in Rural Interstate Pavement Condition, 11th in Urban Interstate Pavement Condition, 32nd in Rural Arterial Pavement Condition, 21st in Urban Arterial Pavement Condition, 18th in Structurally Deficient Bridges, 18th in Rural Fatality Rate, and 15th in Urban Fatality Rate.

Connecticut ranks 28th out of the 50 states in traffic congestion, and its drivers spend about 24 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Connecticut ranks 19th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Connecticut ranks 11th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Connecticut's Administrative Disbursements, including office spending that does not make its way to roads, rank 16th nationwide.

Compared to the previous report, the categories in which the state improved the most were Rural Fatality Rate (30th to 18th) and Rural Interstate Pavement Condition (9th to 1st). Connecticut worsened the most in Rural Other Principal Arterial Pavement Condition (29th to 32nd).

When compared to its neighboring states, Connecticut's overall highway performance is better than New Hampshire's (13th), Massachusetts' (17th), Vermont's (38th), Rhode Island's (43rd), and New York's (47th).

Comparing its overall performance to similarly populated states, Connecticut ranks better than Oregon (33rd) and Oklahoma (45th).

"In terms of improving in the road condition and performance categories, Connecticut should focus on improving its Rural Other Principal Arterial Pavement Condition and reducing congestion in urbanized areas," said Baruch Feigenbaum, lead author of the 29th *Annual Highway Report* and senior managing director of transportation policy at Reason

Foundation. “While the state performs strongly in Rural Interstate Pavement Condition (1st), Urban Interstate Pavement Condition (11th), and Maintenance Disbursements (11th), its relatively weaker rankings in arterial pavement condition and traffic congestion remain areas of concern.”

CONNECTICUT’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	7
Capital & Bridge Disbursements	19
Maintenance Disbursements	11
Administrative Disbursements	16
Other Disbursements	22
Rural Interstate Pavement Condition	1
Urban Interstate Pavement Condition	11
Rural Other Principal Arterial Pavement Condition	32
Urban Other Principal Arterial Pavement Condition	21
Urbanized Area Congestion	28
Structurally Deficient Bridges	18
Rural Fatality Rate	18
Urban Fatality Rate	15
Other Fatality Rate	23

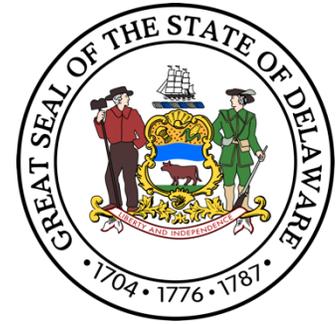
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The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

DELAWARE

Delaware's highway system ranks 32nd in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a nine-spot improvement from last year's ranking of 41st.



In safety and condition categories, Delaware's highways rank 46th in Urban Interstate Pavement Condition, 6th in Rural Arterial Pavement Condition, 12th in Urban Arterial Pavement Condition, 4th in Structurally Deficient Bridges, 41st in Rural Fatality Rate, and 29th in Urban Fatality Rate. (Delaware has no rural interstate miles).

Delaware ranks 47th out of the 50 states in traffic congestion, and its drivers spend about 55 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Delaware ranks 5th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Delaware ranks 39th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Delaware's Administrative Disbursements, including office spending that does not make its way to roads, rank 46th nationwide.

Compared to the previous report, the categories in which the state improved the most were Rural Other Principal Arterial Pavement Condition (21st to 6th) and Rural Fatality Rate (49th to 41st). Delaware worsened the most in Other Disbursements (10th to 23rd).

When compared to its neighboring states, Delaware's overall highway performance is better than Pennsylvania's (36th), Maryland's (34th), and New Jersey's (40th), but worse than Virginia's (1st) and West Virginia's (26th).

Comparing its overall performance to similarly populated states, Delaware ranks better than Rhode Island (43rd) but worse than South Dakota (28th).

“In terms of improving in the road condition and performance categories, Delaware should focus on improving its urban Interstate pavement condition and reducing urbanized area congestion,” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “While the state performs strongly in Structurally Deficient Bridges (4th), Capital and Bridge Disbursements

(5th), and Rural Other Principal Arterial Pavement Condition (6th), its consistently poor rankings in Urbanized Area Congestion and Administrative Disbursements remain areas of concern.”

DELAWARE'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	32
Capital & Bridge Disbursements	5
Maintenance Disbursements	39
Administrative Disbursements	46
Other Disbursements	23
Rural Interstate Pavement Condition	N/A
Urban Interstate Pavement Condition	46
Rural Other Principal Arterial Pavement Condition	6
Urban Other Principal Arterial Pavement Condition	12
Urbanized Area Congestion	47
Structurally Deficient Bridges	4
Rural Fatality Rate	41
Urban Fatality Rate	29
Other Fatality Rate	35

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

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 the same ranking as last year.



In safety and condition categories, Florida's highways rank 2nd in Rural Interstate Pavement Condition, 6th in Urban Interstate Pavement Condition, 7th in Rural Arterial Pavement Condition, 5th in Urban Arterial Pavement Condition, 9th in Structurally Deficient Bridges, 32nd in Rural Fatality Rate, and 46th in Urban Fatality Rate.

Florida ranks 40th out of the 50 states in traffic congestion, and its drivers spend about 37 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Florida ranks 43rd in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Florida ranks 34th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Florida's Administrative Disbursements, including office spending that does not make its way to roads, rank 19th nationwide.

Compared to the previous report, the categories in which the state improved the most were Other Disbursements (23rd to 13th) and Other Fatality Rate (27th to 20th). Florida worsened the most in Maintenance Disbursements (25th to 34th).

When compared to its neighboring states, Florida's overall highway performance is worse than Georgia's (2nd), South Carolina's (3rd), and Alabama's (8th), but better than Mississippi's (24th), and Louisiana's (46th).

Comparing its overall performance to similarly populated states, Florida ranks better than Texas (27th) and New York (47th).

"In terms of improving in the road condition and performance categories, Florida should focus on reducing its urban fatality rate and capital and bridge disbursements," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While the state performs strongly in pavement

condition and bridge quality, its high Urban Fatality Rate (46th) and spending inefficiencies present ongoing challenges.”

FLORIDA'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	14
Capital & Bridge Disbursements	43
Maintenance Disbursements	34
Administrative Disbursements	19
Other Disbursements	13
Rural Interstate Pavement Condition	2
Urban Interstate Pavement Condition	6
Rural Other Principal Arterial Pavement Condition	7
Urban Other Principal Arterial Pavement Condition	5
Urbanized Area Congestion	40
Structurally Deficient Bridges	9
Rural Fatality Rate	32
Urban Fatality Rate	46
Other Fatality Rate	20

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

GEORGIA

Georgia'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 last year's ranking of 6th.



In safety and condition categories, Georgia's highways rank 16th in Rural Interstate Pavement Condition, 14th in Urban Interstate Pavement Condition, 3rd in Rural Arterial Pavement Condition, 2nd in Urban Arterial Pavement Condition, 5th in Structurally Deficient Bridges, 23rd in Rural Fatality Rate, and 37th in Urban Fatality Rate.

Georgia ranks 45th out of the 50 states in traffic congestion, and its drivers spend about 46 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Georgia ranks 11th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Georgia ranks 13th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Georgia's Administrative Disbursements, including office spending that does not make its way to roads, rank 24th nationwide.

Compared to the previous report, the categories in which the state improved the most were Other Disbursements (22nd to 7th) and Administrative Disbursements (32nd to 24th). Georgia worsened the most in Urbanized Area Congestion (43rd to 45th).

When compared to its neighboring states, Georgia's overall highway performance is better than South Carolina's (3rd), Alabama's (8th), Tennessee's (12th), Florida's (14th), and Mississippi's (24th).

Comparing its overall performance to similarly populated states, Georgia ranks better than North Carolina (4th) and Ohio (5th).

"In terms of improving in the road condition and performance categories, Georgia should focus on reducing Urbanized Area Congestion and improving its Urban Fatality Rate," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state performs exceptionally

well in arterial pavement condition, bridge quality, and spending efficiency, but congestion remains a key challenge.”

GEORGIA'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	2
Capital & Bridge Disbursements	11
Maintenance Disbursements	13
Administrative Disbursements	24
Other Disbursements	7
Rural Interstate Pavement Condition	16
Urban Interstate Pavement Condition	14
Rural Other Principal Arterial Pavement Condition	3
Urban Other Principal Arterial Pavement Condition	2
Urbanized Area Congestion	45
Structurally Deficient Bridges	5
Rural Fatality Rate	23
Urban Fatality Rate	37
Other Fatality Rate	24

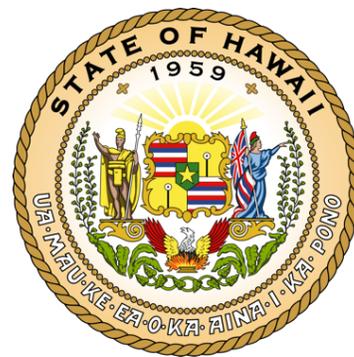
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The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

HAWAII

Hawaii’s highway system ranks 44th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a four-spot improvement from last year’s ranking of 48th.



In safety and condition categories, Hawaii’s highways rank 50th in Urban Interstate Pavement Condition, 48th in Rural Arterial Pavement Condition, 40th in Urban Arterial Pavement Condition, 30th in Structurally Deficient Bridges, 48th in Rural Fatality Rate, and 40th in Urban Fatality Rate. (Hawaii has no rural Interstate Pavement Condition).

Hawaii ranks 20th out of the 50 states in traffic congestion, and its drivers spend about 16 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Hawaii ranks 9th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Hawaii ranks 9th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Hawaii’s Administrative Disbursements, including office spending that does not make its way to roads, rank 29th nationwide.

Compared to the previous report, the categories in which the state improved the most were Capital and Bridge Disbursements (20th to 9th) and Other Disbursements (14th to 6th). Hawaii worsened the most in Rural Other Principal Arterial Pavement Condition (43rd to 48th).

When compared to its neighboring states, Hawaii’s overall highway performance is better than Washington’s (48th), California’s (49th), and Alaska’s (50th), but worse than Oregon’s (33rd) and Nevada’s (25th).

Comparing its overall performance to similarly populated states, Hawaii ranks worse than New Hampshire (13th) and West Virginia (30th).

“In terms of improving in the road condition and performance categories, Hawaii should focus on improving its Urban Interstate Pavement Condition and Rural Other Principal Arterial Pavement Condition,” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and Senior managing director of transportation policy at Reason Foundation. “While the state performs well in Capital and Bridge Disbursements (9th),

Maintenance Disbursements (9th), and Other Disbursements (6th), its poor pavement conditions and high fatality rates continue to be areas of concern.”

HAWAII'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	44
Capital & Bridge Disbursements	9
Maintenance Disbursements	9
Administrative Disbursements	29
Other Disbursements	6
Rural Interstate Pavement Condition	N/A
Urban Interstate Pavement Condition	50
Rural Other Principal Arterial Pavement Condition	48
Urban Other Principal Arterial Pavement Condition	40
Urbanized Area Congestion	20
Structurally Deficient Bridges	30
Rural Fatality Rate	48
Urban Fatality Rate	40
Other Fatality Rate	1

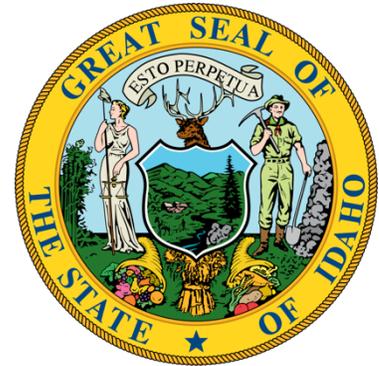
Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

IDAHO

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

According to the *Annual Highway Report* by Reason Foundation, Idaho currently ranks 26th overall in the nation, an 11-spot decline from last year's ranking of 15th.



In safety and condition categories, Idaho's highways rank 22nd in Rural Interstate Pavement Condition, 9th in Urban Interstate Pavement Condition, 19th in Rural Arterial Pavement Condition, 32nd in Urban Arterial Pavement Condition, 19th in Structurally Deficient Bridges, 35th in Rural Fatality Rate, and 25th in Urban Fatality Rate.

Idaho ranks 22nd out of the 50 states in traffic congestion, and its drivers spend about 17 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Idaho ranks 48th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Idaho ranks 35th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Idaho's Administrative Disbursements, including office spending that does not make its way to roads, rank 14th nationwide.

Compared to the previous report, the categories in which the state improved the most were Structurally Deficient Bridges (24th to 19th) and Administrative Disbursements (17th to 14th). Idaho worsened the most in Urban Other Principal Arterial Pavement Condition (12th to 32nd).

When compared to its neighboring states, Idaho's overall highway performance is better than Oregon's (33rd) and Washington's (48th), but worse than Utah's (10th), Montana's (22nd), and Nevada's (25th).

Comparing its overall performance to similarly populated states, Idaho ranks better than Nebraska (29th) and West Virginia (30th).

"In terms of improving in the road condition and performance categories, Idaho should focus on reducing its Capital and Bridge Disbursements and improving its Urban Arterial Pavement Condition," said Baruch Feigenbaum, lead author of the *29th Annual Highway*

Report and senior managing director of transportation policy at Reason Foundation. “While the state performs well in Administrative Disbursements (14th) and Urban Interstate Pavement Condition (9th), its high capital spending (48th), maintenance spending (35th), and Rural Fatality Rate (35th) are all areas of concern.

IDAHO'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	26
Capital & Bridge Disbursements	48
Maintenance Disbursements	35
Administrative Disbursements	14
Other Disbursements	43
Rural Interstate Pavement Condition	22
Urban Interstate Pavement Condition	9
Rural Other Principal Arterial Pavement Condition	19
Urban Other Principal Arterial Pavement Condition	32
Urbanized Area Congestion	22
Structurally Deficient Bridges	19
Rural Fatality Rate	35
Urban Fatality Rate	25
Other Fatality Rate	34

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

ILLINOIS

Illinois' highway system ranks 37th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a one-spot decline from last year's ranking of 36th.



In safety and condition categories, Illinois' highways rank 25th in Rural Interstate Pavement Condition, 34th in Urban Interstate Pavement Condition, 46th in Rural Arterial Pavement Condition, 33rd in Urban Arterial Pavement Condition, 41st in Structurally Deficient Bridges, 25th in Rural Fatality Rate, and 23rd in Urban Fatality Rate.

Illinois ranks 44th out of the 50 states in traffic congestion, and its drivers spend about 46 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Illinois ranks 35th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Illinois ranks 18th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Illinois' Administrative Disbursements, including office spending that does not make its way to roads, rank 27th nationwide.

Compared to the previous report, the categories in which the state improved the most were Capital and Bridge Disbursements (45th to 35th) and Maintenance Disbursements (24th to 18th). Illinois worsened the most in Rural Fatality Rate (16th to 25th).

When compared to its neighboring states, Illinois' overall highway performance is worse than Missouri's (9th), Kentucky's (15th), Indiana's (18th), Wisconsin's (31st), and Iowa's (35th).

Comparing its overall performance to similarly populated states, Illinois ranks worse than Ohio (5th) and Pennsylvania (36th).

"In terms of improving in the road condition and performance categories, Illinois should focus on reducing its Rural Other Principal Arterial Pavement Condition and Urbanized Area Congestion," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While the state performs reasonably well in Maintenance Disbursements (18th) and Urban Fatality Rate

(23rd), its weak rankings in Rural Arterial Pavement Condition (46th) and Urbanized Area Congestion (44th) remain areas for improvement.”

ILLINOIS' RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	37
Capital & Bridge Disbursements	35
Maintenance Disbursements	18
Administrative Disbursements	27
Other Disbursements	32
Rural Interstate Pavement Condition	25
Urban Interstate Pavement Condition	34
Rural Other Principal Arterial Pavement Condition	46
Urban Other Principal Arterial Pavement Condition	33
Urbanized Area Congestion	44
Structurally Deficient Bridges	41
Rural Fatality Rate	25
Urban Fatality Rate	23
Other Fatality Rate	30

Reason Foundation's 29th Annual Highway Report evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete 29th Annual Highway Report.

INDIANA

Indiana’s highway system ranks 18th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a two-spot improvement from last year’s ranking of 20th.



In safety and condition categories, Indiana’s highways rank 38th in Rural Interstate Pavement Condition, 26th in Urban Interstate Pavement Condition, 4th in Rural Arterial Pavement Condition, 4th in Urban Arterial Pavement Condition, 21st in Structurally Deficient Bridges, 27th in Rural Fatality Rate, and 19th in Urban Fatality Rate.

Indiana ranks 31st out of the 50 states in traffic congestion, and its drivers spend about 24 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 Disbursements, such as the costs of repaving roads and filling in potholes. Indiana’s Administrative Disbursements, including office spending that does not make its way to roads, rank 17th nationwide.

Compared to the previous report, the categories in which the state improved the most were Urban Fatality Rate (45th to 19th) and Capital and Bridge Disbursements (50th to 46th). Indiana worsened the most in Rural Fatality Rate (14th to 27th).

When compared to its neighboring states, Indiana’s overall highway performance is better than Michigan’s (23rd), Wisconsin’s (31st), and Illinois’ (37th), but worse than Ohio’s (5th) and Kentucky’s (15th).

Comparing its overall performance to similarly populated states, Indiana ranks worse than Missouri (9th) and Massachusetts (17th).

“In terms of improving in the road condition and performance categories, Indiana should focus on reducing Maintenance Disbursements and Capital and Bridge Disbursements,” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “While the state performs strongly

in Rural and Urban Arterial Pavement Condition and Administrative Disbursements, its high maintenance and capital spending remains an area for improvement.”

INDIANA’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	18
Capital & Bridge Disbursements	46
Maintenance Disbursements	49
Administrative Disbursements	17
Other Disbursements	3
Rural Interstate Pavement Condition	38
Urban Interstate Pavement Condition	26
Rural Other Principal Arterial Pavement Condition	4
Urban Other Principal Arterial Pavement Condition	4
Urbanized Area Congestion	31
Structurally Deficient Bridges	21
Rural Fatality Rate	27
Urban Fatality Rate	19
Other Fatality Rate	11

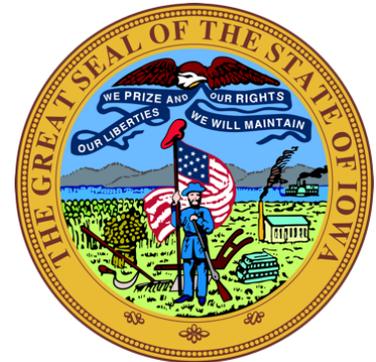
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The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

IOWA

Iowa's highway system ranks 35th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a four-spot decline from last year's ranking of 31st.



In safety and condition categories, Iowa's highways rank 33rd in Rural Interstate Pavement Condition, 32nd in Urban Interstate Pavement Condition, 38th in Rural Arterial Pavement Condition, 26th in Urban Arterial Pavement Condition, 49th in Structurally Deficient Bridges, 17th in Rural Fatality Rate, and 24th in Urban Fatality Rate.

Iowa ranks 1st out of the 50 states in traffic congestion, and its drivers spend about 10 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Iowa ranks 42nd in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Iowa ranks 24th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Iowa's Administrative Disbursements, including office spending that does not make its way to roads, rank 26th nationwide.

Compared to the previous report, the categories in which the state improved the most were Administrative Disbursements (33rd to 26th) and Other Disbursements (25th to 19th). Iowa worsened the most in Urban Fatality Rate (11th to 24th).

When compared to its neighboring states, Iowa's overall highway performance is better than Illinois' (37th) but worse than Missouri's (9th), Minnesota's (11th), Nebraska's (29th), and Wisconsin's (31st).

Comparing its overall performance to similarly populated states, Iowa ranks worse than Connecticut (7th) and Utah (10th).

"In terms of improving in the road condition and performance categories, Iowa should focus on reducing Structurally Deficient Bridges and improving Capital and Bridge Disbursements," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While Iowa

performs well in Urbanized Area Congestion (1st) and Maintenance Disbursements (24th), its low ranking in Structurally Deficient Bridges (49th) remains a significant challenge.”

IOWA'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	35
Capital & Bridge Disbursements	42
Maintenance Disbursements	24
Administrative Disbursements	26
Other Disbursements	19
Rural Interstate Pavement Condition	33
Urban Interstate Pavement Condition	32
Rural Other Principal Arterial Pavement Condition	38
Urban Other Principal Arterial Pavement Condition	26
Urbanized Area Congestion	1
Structurally Deficient Bridges	49
Rural Fatality Rate	17
Urban Fatality Rate	24
Other Fatality Rate	19

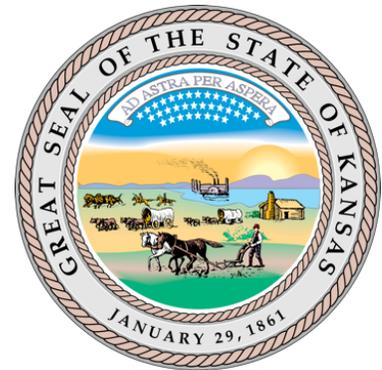
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The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

KANSAS

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

According to the *Annual Highway Report* by Reason Foundation, this is a three-spot improvement from last year's ranking of 22nd.



In safety and condition categories, Kansas' highways rank 13th in Rural Interstate Pavement Condition, 18th in Urban Interstate Pavement Condition, 8th in Rural Arterial Pavement Condition, 19th in Urban Arterial Pavement Condition, 20th in Structurally Deficient Bridges, 28th in Rural Fatality Rate, and 8th in Urban Fatality Rate.

Kansas ranks 3rd out of the 50 states in traffic congestion, and its drivers spend about 10 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Kansas ranks 47th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Kansas ranks 21st in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Kansas' Administrative Disbursements, including office spending that does not make its way to roads, rank 34th nationwide.

Compared to the previous report, the categories in which the state improved the most were Urban Fatality Rate (19th to 8th) and Rural Other Principal Arterial Pavement Condition (13th to 8th). Kansas worsened the most in Rural Fatality Rate (11th to 28th).

When compared to its neighboring states, Kansas' overall highway performance is better than Nebraska's (29th), Colorado's (42nd), and Oklahoma's (45th), but worse than Missouri's (9th) and Iowa's (35th).

Comparing its overall performance to similarly populated states, Kansas ranks better than Arkansas (21st) and Mississippi (24th).

"In terms of improving in the road condition and performance categories, Kansas should focus on reducing its Capital and Bridge and Maintenance Disbursements," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While the state performs strongly in Rural

Other Principal Arterial Pavement Condition (8th), Urban Fatality Rate (8th), and Urbanized Area Congestion (3rd), its spending inefficiencies remain key areas for improvement.”

KANSAS' RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	19
Capital & Bridge Disbursements	47
Maintenance Disbursements	21
Administrative Disbursements	34
Other Disbursements	45
Rural Interstate Pavement Condition	13
Urban Interstate Pavement Condition	18
Rural Other Principal Arterial Pavement Condition	8
Urban Other Principal Arterial Pavement Condition	19
Urbanized Area Congestion	3
Structurally Deficient Bridges	20
Rural Fatality Rate	28
Urban Fatality Rate	8
Other Fatality Rate	31

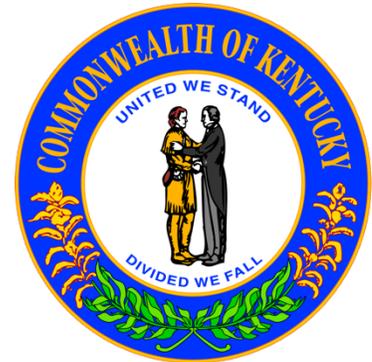
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The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

KENTUCKY

Kentucky'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 four-spot decline from last year's ranking of 11th.



In safety and condition categories, Kentucky's highways rank 24th in Rural Interstate Pavement Condition, 36th in Urban Interstate Pavement Condition, 15th in Rural Arterial Pavement Condition, 10th in Urban Arterial Pavement Condition, 32nd in Structurally Deficient Bridges, 11th in Rural Fatality Rate, and 42nd in Urban Fatality Rate.

Kentucky ranks 27th out of the 50 states in traffic congestion, and its drivers spend about 22 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 23rd in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Kentucky's Administrative Disbursements, including office spending that does not make its way to roads, rank 1st nationwide.

Compared to the previous report, the categories in which the state improved the most were Rural Fatality Rate (17th to 11th) and Other Disbursements (31st to 24th). Kentucky worsened the most in Urban Fatality Rate (22nd to 42nd).

When compared to its neighboring states, Kentucky's overall highway performance is better than Indiana's (18th), West Virginia's (30th), and Illinois' (37th), but worse than Virginia's (1st) and Tennessee's (12th).

Comparing its overall performance to similarly populated states, Kentucky ranks better than Oregon (33rd) and Louisiana (46th).

“In terms of improving in the road condition and performance categories, Kentucky should focus on improving its Urban Interstate Pavement Condition and reducing its Urban and Other Fatality Rates,” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “While the state performs strongly in Administrative Disbursements (1st) and Rural Fatality Rate

(11th), its high fatality rates and declining urban pavement condition remain areas of concern.”

KENTUCKY’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	15
Capital & Bridge Disbursements	15
Maintenance Disbursements	23
Administrative Disbursements	1
Other Disbursements	24
Rural Interstate Pavement Condition	24
Urban Interstate Pavement Condition	36
Rural Other Principal Arterial Pavement Condition	15
Urban Other Principal Arterial Pavement Condition	10
Urbanized Area Congestion	27
Structurally Deficient Bridges	32
Rural Fatality Rate	11
Urban Fatality Rate	42
Other Fatality Rate	50

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

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 the same as last year’s ranking.

In safety and condition categories, Louisiana’s highways rank 44th in Rural Interstate Pavement Condition, 49th in Urban Interstate Pavement Condition, 47th in Rural Arterial Pavement Condition, 42nd in Urban Arterial Pavement Condition, 44th in Structurally Deficient Bridges, 21st in Rural Fatality Rate, and 33rd in Urban Fatality Rate.

Louisiana ranks 29th out of the 50 states in traffic congestion, and its drivers spend about 24 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 25th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Louisiana’s Administrative Disbursements, including office spending that does not make its way to roads, rank 2nd nationwide.

Compared to the previous report, the categories in which the state improved the most were Other Disbursements (45th to 33rd) and Other Fatality Rate (46th to 40th). Louisiana worsened the most in Rural Fatality Rate (13th to 21st).

When compared to its neighboring states, Louisiana’s overall highway performance is worse than Alabama’s (8th), Florida’s (14th), Arkansas’ (21st), Mississippi’s (24th), and Texas’ (27th).

Comparing its overall performance to similarly populated states, Louisiana ranks worse than Kentucky (15th) and Oregon (33rd).

“In terms of improving in the road condition and performance categories, Louisiana should focus on improving Interstate and Rural Pavement Conditions, as well as continuing to reduce the Other Fatality Rate” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “While the state performs strongly in Administrative Disbursements (2nd) and

Capital and Bridge Disbursements (14th), its poor pavement conditions continue to hinder overall performance.”

LOUISIANA’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	46
Capital & Bridge Disbursements	14
Maintenance Disbursements	25
Administrative Disbursements	2
Other Disbursements	33
Rural Interstate Pavement Condition	44
Urban Interstate Pavement Condition	49
Rural Other Principal Arterial Pavement Condition	47
Urban Other Principal Arterial Pavement Condition	42
Urbanized Area Congestion	29
Structurally Deficient Bridges	44
Rural Fatality Rate	21
Urban Fatality Rate	33
Other Fatality Rate	40

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

MAINE

Maine’s highway system ranks 16th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a five-spot improvement from last year’s ranking of 21st.



In safety and condition categories, Maine’s highways rank 3rd in Rural Interstate Pavement Condition, 2nd in Urban Interstate Pavement Condition, 41st in Rural Arterial Pavement Condition, 31st in Urban Arterial Pavement Condition, 46th in Structurally Deficient Bridges, 3rd in Rural Fatality Rate, and 9th in Urban Fatality Rate.

Maine ranks 8th out of the 50 states in traffic congestion, and its drivers spend about 13 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Maine ranks 22nd in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Maine ranks 37th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Maine’s Administrative Disbursements, including office spending that does not make its way to roads, rank 11th nationwide.

Compared to the previous report, the categories in which the state improved the most were Rural Fatality Rate (15th to 3rd) and Other Fatality Rate (23rd to 13th). Maine worsened the most in Urbanized Area Congestion (2nd to 8th).

When compared to its neighboring states, Maine’s overall highway performance is better than Massachusetts’ (17th), Vermont’s (38th), and Rhode Island’s (43rd), but worse than Connecticut’s (7th) and New Hampshire’s (13th).

Comparing its overall performance to similarly populated states, Maine ranks better than Montana (22nd) and Hawaii (44th).

“In terms of improving in the road condition and performance categories, Maine should focus on addressing its Structurally Deficient Bridges and improving Rural Arterial Pavement Condition,” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “While

the state performs strongly in Interstate pavement condition and fatality rates, its bridge quality and maintenance spending remain areas for improvement.”

MAINE'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	16
Capital & Bridge Disbursements	22
Maintenance Disbursements	37
Administrative Disbursements	11
Other Disbursements	15
Rural Interstate Pavement Condition	3
Urban Interstate Pavement Condition	2
Rural Other Principal Arterial Pavement Condition	41
Urban Other Principal Arterial Pavement Condition	31
Urbanized Area Congestion	8
Structurally Deficient Bridges	46
Rural Fatality Rate	3
Urban Fatality Rate	9
Other Fatality Rate	13

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

MARYLAND

Maryland'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 two-spot decline from last year's ranking of 32nd.



In safety and condition categories, Maryland's highways rank 30th in Rural Interstate Pavement Condition, 43rd in Urban Interstate Pavement Condition, 30th in Rural Arterial Pavement Condition, 43rd in Urban Arterial Pavement Condition, 13th in Structurally Deficient Bridges, 1st in Rural Fatality Rate, and 32nd in Urban Fatality Rate.

Maryland ranks 43rd out of the 50 states in traffic congestion, and its drivers spend about 44 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Maryland ranks 20th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Maryland ranks 32nd in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Maryland's Administrative Disbursements, including office spending that does not make its way to roads, rank 36th nationwide.

Compared to the previous report, the categories in which the state improved the most were Other Disbursements (47th to 42nd) and Rural Other Principal Arterial Pavement Condition (35th to 30th). Maryland worsened the most in Administrative Disbursements (22nd to 36th).

When compared to its neighboring states, Maryland's overall highway performance is worse than Virginia's (1st), West Virginia's (30th), and Delaware's (32nd), but better than Pennsylvania's (36th) and New Jersey's (40th).

Comparing its overall performance to similarly populated states, Maryland ranks worse than Missouri (9th) and Wisconsin (31st).

"In terms of improving in the road condition and performance categories, Maryland should focus on improving its Urban Interstate Pavement Condition, improving its Urban Arterial Pavement Condition, and reducing its Urbanized Area Congestion," said Baruch Feigenbaum, lead author of the 29th *Annual Highway Report* and senior managing director of

transportation policy at Reason Foundation. “While the state performs strongly in Rural Fatality Rate (1st) and Structurally Deficient Bridges (13th), its persistently poor urban pavement condition and congestion rankings remain significant challenges.”

MARYLAND’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	34
Capital & Bridge Disbursements	20
Maintenance Disbursements	32
Administrative Disbursements	36
Other Disbursements	42
Rural Interstate Pavement Condition	30
Urban Interstate Pavement Condition	43
Rural Other Principal Arterial Pavement Condition	30
Urban Other Principal Arterial Pavement Condition	43
Urbanized Area Congestion	43
Structurally Deficient Bridges	13
Rural Fatality Rate	1
Urban Fatality Rate	32
Other Fatality Rate	14

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

MASSACHUSETTS

Massachusetts' 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 23-spot improvement from last year's ranking of 40th.

In safety and condition categories, Massachusetts' highways rank 36th in Rural Interstate Pavement Condition, 20th in Urban Interstate Pavement Condition, 17th in Rural Arterial Pavement Condition, and 46th in Urban Arterial Pavement Condition, 38th in Structurally Deficient Bridges, 2nd in Rural Fatality Rate, and 3rd in Urban Fatality Rate.

Massachusetts ranks 49th out of the 50 states in traffic congestion, and its drivers spend about 64 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Massachusetts ranks 6th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Massachusetts ranks 15th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Massachusetts' Administrative Disbursements, including office spending that does not make its way to roads, rank 38th nationwide.

Compared to the previous report, the categories in which the state improved the most were Maintenance Disbursements (41st to 15th) and Rural Fatality Rate (24th to 2nd). Massachusetts worsened the most in Urban Other Principal Arterial Pavement Condition (41st to 46th).

When compared to its neighboring states, Massachusetts' overall highway performance is better than Vermont's (38th), Rhode Island's (43rd), and New York's (47th), but worse than Connecticut's (7th) and Maine's (16th).

Comparing its overall performance to similarly populated states, Massachusetts ranks worse than Tennessee (12th) but better than Indiana (18th).

"In terms of improving in the road condition and performance categories, Massachusetts should focus on improving its Urban Arterial Pavement Condition and reducing Urbanized Area Congestion," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While the

state performs strongly in fatality rates and spending efficiency, its poor rankings in congestion and urban pavement condition remain significant challenges.”

MASSACHUSETTS' RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	17
Capital & Bridge Disbursements	6
Maintenance Disbursements	15
Administrative Disbursements	38
Other Disbursements	10
Rural Interstate Pavement Condition	36
Urban Interstate Pavement Condition	20
Rural Other Principal Arterial Pavement Condition	17
Urban Other Principal Arterial Pavement Condition	46
Urbanized Area Congestion	49
Structurally Deficient Bridges	38
Rural Fatality Rate	2
Urban Fatality Rate	3
Other Fatality Rate	2

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

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 the same as last year’s ranking.



In safety and condition categories, Michigan’s highways rank 39th in Rural Interstate Pavement Condition, 41st in Urban Interstate Pavement Condition, 16th in Rural Arterial Pavement Condition, 34th in Urban Arterial Pavement Condition, 43rd in Structurally Deficient Bridges, 7th in Rural Fatality Rate, and 22nd in Urban Fatality Rate.

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

In spending and cost-effectiveness, Michigan ranks 39th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Michigan ranks 19th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Michigan’s Administrative Disbursements, including office spending that does not make its way to roads, rank 12th nationwide.

Compared to the previous report, the categories in which the state improved the most were Urbanized Area Congestion (26th to 15th) and Rural Fatality Rate (10th to 7th). Michigan worsened the most in Capital and Bridge Disbursements (33rd to 39th).

When compared to its neighboring states, Michigan’s overall highway performance is better than Wisconsin’s (31st) and Illinois’ (37th) but worse than Ohio’s (5th), Minnesota’s (11th), and Indiana’s (18th).

Comparing its overall performance to similarly populated states, Michigan ranks better than New Jersey (40th) but worse than North Carolina (4th).

“In terms of improving in the road condition and performance categories, Michigan should focus on reducing its percentage of Structurally Deficient Bridges and improving its Urban Interstate Pavement Condition,” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “While the state performs strongly in Administrative Disbursements (12th), Rural

Fatality Rate (7th), and Urbanized Area Congestion (15th), its poor rankings in bridge condition and pavement quality remain key challenges.”

MICHIGAN'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	23
Capital & Bridge Disbursements	39
Maintenance Disbursements	19
Administrative Disbursements	12
Other Disbursements	21
Rural Interstate Pavement Condition	39
Urban Interstate Pavement Condition	41
Rural Other Principal Arterial Pavement Condition	16
Urban Other Principal Arterial Pavement Condition	34
Urbanized Area Congestion	15
Structurally Deficient Bridges	43
Rural Fatality Rate	7
Urban Fatality Rate	22
Other Fatality Rate	21

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

MINNESOTA

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

According to the *Annual Highway Report* by Reason Foundation, that is a four-spot decline from last year’s ranking of 7th.



In safety and condition categories, Minnesota’s highways rank 9th in Rural Interstate Pavement Condition, 16th in Urban Interstate Pavement Condition, 22nd in Rural Arterial Pavement Condition, 3rd in Urban Arterial Pavement Condition, 11th in Structurally Deficient Bridges, 5th in Rural Fatality Rate, and 1st in Urban Fatality Rate.

Minnesota ranks 24th out of the 50 states in traffic congestion, and its drivers spend about 18 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Minnesota ranks 32nd in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Minnesota ranks 43rd in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Minnesota’s Administrative Disbursements, including office spending that does not make its way to roads, rank 32nd nationwide.

Compared to the previous report, the categories in which the state improved the most were Urbanized Area Congestion (29th to 24th) and Urban Fatality Rate (2nd to 1st). Minnesota worsened the most in Maintenance Disbursements (36th to 43rd).

When compared to its neighboring states, Minnesota’s overall highway performance is better than South Dakota’s (28th), Wisconsin’s (31st), and Iowa’s (35th), but worse than North Dakota’s (6th) and Nebraska’s (29th).

Comparing its overall performance to similarly populated states, Minnesota ranks better than Colorado (42nd) but worse than South Carolina (3rd).

“In terms of improving in the road condition and performance categories, Minnesota should focus on reducing its Maintenance Disbursements and Other Disbursements while maintaining its strong safety metrics,” said Baruch Feigenbaum, lead author of the 29th *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “The state performs strongly in Urban Fatality Rate (1st), Urban Other Principal

Arterial Pavement Condition (3rd), and Rural Fatality Rate (5th), but its weak performance in maintenance spending suggests room for improvement.”

MINNESOTA'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	11
Capital & Bridge Disbursements	32
Maintenance Disbursements	43
Administrative Disbursements	32
Other Disbursements	38
Rural Interstate Pavement Condition	9
Urban Interstate Pavement Condition	16
Rural Other Principal Arterial Pavement Condition	22
Urban Other Principal Arterial Pavement Condition	3
Urbanized Area Congestion	24
Structurally Deficient Bridges	11
Rural Fatality Rate	5
Urban Fatality Rate	1
Other Fatality Rate	6

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

MISSISSIPPI

Mississippi's highway system ranks 24th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a six-spot decline from last year's ranking of 18th.



In safety and condition categories, Mississippi's highways rank 34th in Rural Interstate Pavement Condition, 37th in Urban Interstate Pavement Condition, 34th in Rural Arterial Pavement Condition, 29th in Urban Arterial Pavement Condition, 26th in Structurally Deficient Bridges, 37th in Rural Fatality Rate, and 48th in Urban Fatality Rate.

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

In spending and cost-effectiveness, Mississippi ranks 21st in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Mississippi ranks 2nd in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Mississippi's Administrative Disbursements, including office spending that does not make its way to roads, rank 8th nationwide.

Compared to the previous report, the categories in which the state improved the most were Maintenance Disbursements (5th to 2nd) and Administrative Disbursements (10th to 8th). Mississippi worsened the most in Other Fatality Rate (30th to 47th).

When compared to its neighboring states, Mississippi's overall highway performance is better than Louisiana's (46th), but worse than Alabama's (8th), Tennessee's (12th), Arkansas' (21st), and Texas' (27th).

Comparing its overall performance to similarly populated states, Mississippi ranks worse than Kansas (19th) but better than New Mexico (39th).

"In terms of improving in the road condition and performance categories, Mississippi should focus on reducing all three of its Fatality Rates and improving Urban Interstate Pavement Condition," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While the state

performs strongly in Maintenance Disbursements (2nd), Administrative Disbursements (8th), and Other Disbursements (12th), its poor safety rankings and pavement quality in urban areas remain ongoing challenges.”

MISSISSIPPI'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	24
Capital & Bridge Disbursements	21
Maintenance Disbursements	2
Administrative Disbursements	8
Other Disbursements	12
Rural Interstate Pavement Condition	34
Urban Interstate Pavement Condition	37
Rural Other Principal Arterial Pavement Condition	34
Urban Other Principal Arterial Pavement Condition	29
Urbanized Area Congestion	12
Structurally Deficient Bridges	26
Rural Fatality Rate	37
Urban Fatality Rate	48
Other Fatality Rate	47

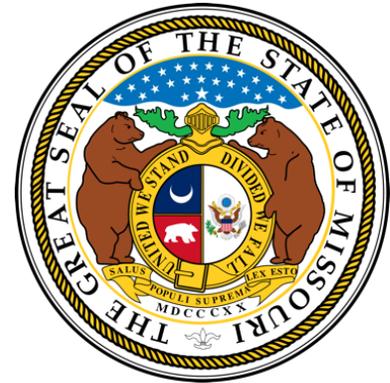
Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

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 the same ranking as last year.



In safety and condition categories, Missouri's highways rank 23rd in Rural Interstate Pavement Condition, 27th in Urban Interstate Pavement Condition, 13th in Rural Arterial Pavement Condition, 22nd in Urban Arterial Pavement Condition, 40th in Structurally Deficient Bridges, 15th in Rural Fatality Rate, and 30th in Urban Fatality Rate.

Missouri ranks 26th out of the 50 states in traffic congestion, and its drivers spend about 22 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 10th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Missouri's Administrative Disbursements, including office spending that does not make its way to roads, rank 5th nationwide.

Compared to the previous report, the categories in which the state improved the most were Rural Fatality Rate (26th to 15th) and Urban Arterial Pavement Condition (27th to 22nd). Missouri worsened the most in Urbanized Area Congestion (20th to 26th).

When compared to its neighboring states, Missouri's overall highway performance is better than Kentucky's (15th), Arkansas' (21st), Nebraska's (29th), Iowa's (35th), and Illinois' (37th).

Comparing its overall performance to similarly populated states, Missouri ranks better than Indiana (18th) and Maryland (34th).

"In terms of improving in the road condition and performance categories, Missouri should focus on reducing its percentage of Structurally Deficient Bridges and reducing its Urban Fatality Rate," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While the state performs strongly in Capital and Bridge Disbursements (3rd), Administrative Disbursements

(5th), and Maintenance Disbursements (10th), its lower rankings in bridge condition and Urban Fatality Rate indicate areas for improvement.”

MISSOURI'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	9
Capital & Bridge Disbursements	3
Maintenance Disbursements	10
Administrative Disbursements	5
Other Disbursements	27
Rural Interstate Pavement Condition	23
Urban Interstate Pavement Condition	27
Rural Other Principal Arterial Pavement Condition	13
Urban Other Principal Arterial Pavement Condition	22
Urbanized Area Congestion	26
Structurally Deficient Bridges	40
Rural Fatality Rate	15
Urban Fatality Rate	30
Other Fatality Rate	16

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

MONTANA

Montana's highway system ranks 22nd in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a six-spot decline from last year's ranking of 16th.



In safety and condition categories, Montana's highways rank 29th in Rural Interstate Pavement Condition, 15th in Urban Interstate Pavement Condition, 26th in Rural Arterial Pavement Condition, 27th in Urban Arterial Pavement Condition, 31st in Structurally Deficient Bridges, 43rd in Rural Fatality Rate, and 45th in Urban Fatality Rate.

Montana ranks 7th out of the 50 states in traffic congestion, and its drivers spend about 13 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 36th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Montana's Administrative Disbursements, including office spending that does not make its way to roads, rank 28th nationwide.

Compared to the previous report, the categories in which the state improved the most were Urbanized Area Congestion (18th to 7th) and Rural Fatality Rate (50th to 43rd). Montana worsened the most in Rural Interstate Pavement Condition (13th to 29th).

When compared to its neighboring states, Montana's overall highway performance is better than Idaho's (26th), South Dakota's (28th), and Washington's (48th), but worse than North Dakota's (6th) and Wyoming's (20th).

Comparing its overall performance to similarly populated states, Montana ranks worse than Maine (16th) but better than West Virginia (30th).

"In terms of improving in the road condition and performance categories, Montana should focus on improving its Rural and Urban Fatality Rates, as well as its Maintenance Disbursements," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While the state performs strongly in Urbanized Area Congestion (7th), Urban Interstate Pavement Condition

(15th), and Capital and Bridge Disbursements (16th), its poor safety rankings and high maintenance spending remain challenges.”

MONTANA’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	22
Capital & Bridge Disbursements	16
Maintenance Disbursements	36
Administrative Disbursements	28
Other Disbursements	30
Rural Interstate Pavement Condition	29
Urban Interstate Pavement Condition	15
Rural Other Principal Arterial Pavement Condition	26
Urban Other Principal Arterial Pavement Condition	27
Urbanized Area Congestion	7
Structurally Deficient Bridges	31
Rural Fatality Rate	43
Urban Fatality Rate	45
Other Fatality Rate	32

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

NEBRASKA

Nebraska'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 last year's ranking of 30th.



In safety and condition categories, Nebraska's highways rank 12th in Rural Interstate Pavement Condition, 7th in Urban Interstate Pavement Condition, 44th in Rural Arterial Pavement Condition, 49th in Urban Arterial Pavement Condition, 35th in Structurally Deficient Bridges, 13th in Rural Fatality Rate, and 13th in Urban Fatality Rate.

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

In spending and cost-effectiveness, Nebraska ranks 26th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Nebraska ranks 30th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Nebraska's Administrative Disbursements, including office spending that does not make its way to roads, rank 25th nationwide.

Compared to the previous report, the categories in which the state improved the most were Urban Interstate Pavement Condition (25th to 7th) and Urban Fatality Rate (31st to 13th). Nebraska worsened the most in Rural Other Principal Arterial Pavement Condition (35th to 44th).

When compared to its neighboring states, Nebraska's overall highway performance is better than Iowa's (35th) and Colorado's (42nd), but worse than Missouri's (9th), Wyoming's (20th), and South Dakota's (28th).

Comparing its overall performance to similarly populated states, Nebraska ranks better than New Mexico (39th) but worse than Idaho (26th).

"In terms of improving in the road condition and performance categories, Nebraska should focus on improving its Rural and Urban Arterial Pavement Conditions and reducing the percentage of Structurally Deficient Bridges," said Baruch Feigenbaum, lead author of the

29th Annual Highway Report and senior managing director of transportation policy at Reason Foundation. “The state performs strongly in Urban Interstate Pavement Condition (7th), Rural Interstate Pavement Condition (12th), and Rural Fatality Rate (13th), but its poor rankings in arterial pavement condition and bridge quality remain key areas for improvement.”

NEBRASKA’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	29
Capital & Bridge Disbursements	26
Maintenance Disbursements	30
Administrative Disbursements	25
Other Disbursements	16
Rural Interstate Pavement Condition	12
Urban Interstate Pavement Condition	7
Rural Other Principal Arterial Pavement Condition	44
Urban Other Principal Arterial Pavement Condition	49
Urbanized Area Congestion	23
Structurally Deficient Bridges	35
Rural Fatality Rate	13
Urban Fatality Rate	13
Other Fatality Rate	18

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

NEVADA

Nevada’s highway system ranks 25th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a one-spot decline from last year’s ranking of 24th.



In safety and condition categories, Nevada’s highways rank 10th in Rural Interstate Pavement Condition, 22nd in Urban Interstate Pavement Condition, 2nd in Rural Arterial Pavement Condition, 11th in Urban Arterial Pavement Condition, 2nd in Structurally Deficient Bridges, 40th in Rural Fatality Rate, and 38th in Urban Fatality Rate.

Nevada ranks 33rd out of the 50 states in traffic congestion, and its drivers spend about 26 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 31st in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Nevada’s Administrative Disbursements, including office spending that does not make its way to roads, rank 49th nationwide.

Compared to the previous report, the categories in which the state improved the most were Other Fatality Rate (37th to 29th) and Rural Fatality Rate (47th to 40th). Nevada worsened the most in Urban Fatality Rate (25th to 38th).

When compared to its neighboring states, Nevada’s overall highway performance is better than Idaho’s (26th), Oregon’s (33rd), Arizona’s (41st), and California’s (49th), but worse than Utah’s (10th).

Comparing its overall performance to similarly populated states, Nevada ranks better than Iowa (35th) but worse than Kansas (19th).

“In terms of improving in the road condition and performance categories, Nevada should focus on reducing its Administrative Disbursements and its Rural Fatality Rate while maintaining strong pavement and bridge quality,” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at

Reason Foundation. “While the state performs strongly in Rural Arterial Pavement Condition (2nd), Structurally Deficient Bridges (2nd), and Rural Interstate Pavement Condition (10th), its poor rankings in Administrative Disbursements (49th) and safety outcomes remain key areas for improvement.”

NEVADA’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	25
Capital & Bridge Disbursements	36
Maintenance Disbursements	31
Administrative Disbursements	49
Other Disbursements	35
Rural Interstate Pavement Condition	10
Urban Interstate Pavement Condition	22
Rural Other Principal Arterial Pavement Condition	2
Urban Other Principal Arterial Pavement Condition	11
Urbanized Area Congestion	33
Structurally Deficient Bridges	2
Rural Fatality Rate	40
Urban Fatality Rate	38
Other Fatality Rate	29

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

NEW HAMPSHIRE

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

According to the *Annual Highway Report* by Reason Foundation, this is a six-spot improvement from last year's ranking of 19th.



In safety and condition categories, New Hampshire's highways rank 5th in Rural Interstate Pavement Condition, 1st in Urban Interstate Pavement Condition, 14th in Rural Arterial Pavement Condition, 8th in Urban Arterial Pavement Condition, 34th in Structurally Deficient Bridges, 9th in Rural Fatality Rate, and 4th in Urban Fatality Rate.

New Hampshire ranks 32nd out of the 50 states in traffic congestion, and its drivers spend about 26 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, New Hampshire ranks 18th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. New Hampshire ranks 27th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. New Hampshire's Administrative Disbursements, including office spending that does not make its way to roads, rank 45th nationwide.

Compared to the previous report, the categories in which the state improved the most were Other Disbursements (44th to 20th) and Rural Fatality Rate (19th to 9th). New Hampshire worsened the most in Capital and Bridge Disbursements (9th to 18th).

When compared to its neighboring states, New Hampshire's overall highway performance is better than Maine's (16th), Massachusetts' (17th), Vermont's (38th), and New York's (47th), but worse than Connecticut's (7th).

Comparing its overall performance to similarly populated states, New Hampshire ranks better than Montana (22nd) and West Virginia (30th).

"In terms of improving in the road condition and performance categories, New Hampshire should focus on reducing Administrative Disbursements and improving Structurally Deficient Bridges," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While the

state performs strongly in Urban Interstate Pavement Condition (1st), Urban Fatality Rate (4th), and Rural Interstate Pavement Condition (5th), its high administrative costs and large number of poor bridges remain areas for improvement.”

NEW HAMPSHIRE’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	13
Capital & Bridge Disbursements	18
Maintenance Disbursements	27
Administrative Disbursements	45
Other Disbursements	20
Rural Interstate Pavement Condition	5
Urban Interstate Pavement Condition	1
Rural Other Principal Arterial Pavement Condition	14
Urban Other Principal Arterial Pavement Condition	8
Urbanized Area Congestion	32
Structurally Deficient Bridges	34
Rural Fatality Rate	9
Urban Fatality Rate	4
Other Fatality Rate	17

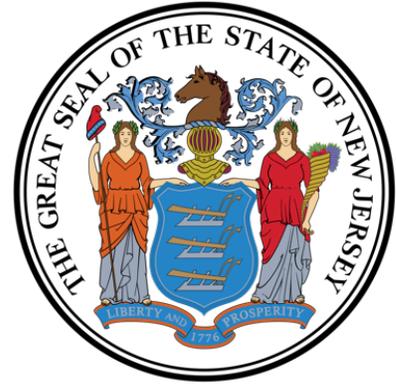
Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

NEW JERSEY

New Jersey's highway system ranks 40th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a six-spot decline from last year's ranking of 34th.



In safety and condition categories, New Jersey's highways rank 17th in Rural Interstate Pavement Condition, 42nd in Urban Interstate Pavement Condition, 31st in Rural Arterial Pavement Condition, 41st in Urban Arterial Pavement Condition, 27th in Structurally Deficient Bridges, 16th in Rural Fatality Rate, and 14th in Urban Fatality Rate.

New Jersey ranks 50th out of the 50 states in traffic congestion, and its drivers spend about 85 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, New Jersey ranks 44th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. New Jersey ranks 42nd in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. New Jersey's Administrative Disbursements, including office spending that does not make its way to roads, rank 31st nationwide.

Compared to the previous report, the categories in which the state improved the most were Other Fatality Rate (6th to 4th) and Urban Fatality Rate (15th to 14th). New Jersey worsened the most in Maintenance Disbursements (16th to 42nd).

When compared to its neighboring states, New Jersey's overall highway performance is better than New York's (47th) but worse than Connecticut's (7th), Delaware's (32nd), Maryland's (34th), and Pennsylvania's (36th).

Comparing its overall performance to similarly populated states, New Jersey ranks worse than Virginia (1st) and Michigan (23rd).

New Jersey's highway system ranks 40th out of 50 states overall this year, compared to 34th last year.

“In terms of improving in the road condition and performance categories, New Jersey should focus on reducing Urbanized Area Congestion and improving its Urban Arterial Pavement condition while reducing its roadway spending,” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and Senior Managing Director of Transportation policy at Reason Foundation. “While the state performs well in fatality rates, its rankings in congestion and capital and maintenance disbursements highlight major areas of concern.”

NEW JERSEY’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	40
Capital & Bridge Disbursements	44
Maintenance Disbursements	42
Administrative Disbursements	31
Other Disbursements	40
Rural Interstate Pavement Condition	17
Urban Interstate Pavement Condition	42
Rural Other Principal Arterial Pavement Condition	31
Urban Other Principal Arterial Pavement Condition	41
Urbanized Area Congestion	50
Structurally Deficient Bridges	27
Rural Fatality Rate	16
Urban Fatality Rate	14
Other Fatality Rate	4

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

NEW MEXICO

New Mexico'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 one-spot decline from last year's ranking of 38th.



In safety and condition categories, New Mexico's highways rank 42nd in Rural Interstate Pavement Condition, 31st in Urban Interstate Pavement Condition, 35th in Rural Arterial Pavement Condition, 38th in Urban Arterial Pavement Condition, 17th in Structurally Deficient Bridges, 38th in Rural Fatality Rate, and 50th in Urban Fatality Rate.

New Mexico ranks 13th out of the 50 states in traffic congestion, and its drivers spend about 14 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, New Mexico ranks 12th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. New Mexico ranks 4th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. New Mexico's Administrative Disbursements, including office spending that does not make its way to roads, rank 47th nationwide.

Compared to the previous report, the categories in which the state improved the most were Other Fatality Rate (34th to 22nd) and Urbanized Area Congestion (25th to 13th). New Mexico worsened the most in Rural Interstate Pavement Condition (35th to 42nd).

When compared to its neighboring states, New Mexico's overall highway performance is better than Arizona's (41st), Colorado's (42nd), and Oklahoma's (45th) but worse than Utah's (10th) and Texas' (27th).

Comparing its overall performance to similarly populated states, New Mexico ranks worse than Mississippi (24th) and Nebraska (29th).

"In terms of improving in the road condition and performance categories, New Mexico should focus on reducing its Urban Fatality Rate and reducing its Administrative Disbursements," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While the state

performs strongly in Maintenance Disbursements (4th), Capital and Bridge Disbursements (12th), and Urbanized Area Congestion (13th), its poor performance in safety metrics and administrative spending remains an area of concern.”

NEW MEXICO'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	39
Capital & Bridge Disbursements	12
Maintenance Disbursements	4
Administrative Disbursements	47
Other Disbursements	31
Rural Interstate Pavement Condition	42
Urban Interstate Pavement Condition	31
Rural Other Principal Arterial Pavement Condition	35
Urban Other Principal Arterial Pavement Condition	38
Urbanized Area Congestion	13
Structurally Deficient Bridges	17
Rural Fatality Rate	38
Urban Fatality Rate	50
Other Fatality Rate	22

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

NEW YORK

New York’s highway system ranks 47th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a two-spot decline from last year’s ranking of 45th.



In safety and condition categories, New York’s highways rank 37th in Rural Interstate Pavement Condition, 47th in Urban Interstate Pavement Condition, 28th in Rural Arterial Pavement Condition, 47th in Urban Arterial Pavement Condition, 39th in Structurally Deficient Bridges, 12th in Rural Fatality Rate, and 17th in Urban Fatality Rate.

New York ranks 48th out of the 50 states in traffic congestion, and its drivers spend about 62 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, New York ranks 45th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. New York ranks 46th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. New York’s Administrative Disbursements, including office spending that does not make its way to roads, rank 43rd nationwide.

Compared to the previous report, the categories in which the state improved the most were Rural Interstate Pavement Condition (42nd to 37th) and Urban Fatality Rate (19th to 17th). New York worsened the most in Rural Fatality Rate (4th to 12th).

When compared to its neighboring states, New York’s overall highway performance is worse than Connecticut’s (7th), Massachusetts’ (17th), Pennsylvania’s (36th), Vermont’s (38th), and New Jersey’s (40th).

Comparing its overall performance to similarly populated states, New York ranks worse than Florida (14th) and Pennsylvania (36th).

“In terms of improving in the road condition and performance categories, New York should focus on reducing Other Disbursements, improving its Urban Interstate and Arterial Pavement Conditions, and reducing its Urbanized Area Congestion,” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of

transportation policy at Reason Foundation. “While the state performs relatively well in fatality rates, its poor pavement conditions and traffic congestion continue to undermine overall performance.”

NEW YORK’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	47
Capital & Bridge Disbursements	45
Maintenance Disbursements	46
Administrative Disbursements	43
Other Disbursements	49
Rural Interstate Pavement Condition	37
Urban Interstate Pavement Condition	47
Rural Other Principal Arterial Pavement Condition	28
Urban Other Principal Arterial Pavement Condition	47
Urbanized Area Congestion	48
Structurally Deficient Bridges	39
Rural Fatality Rate	12
Urban Fatality Rate	17
Other Fatality Rate	9

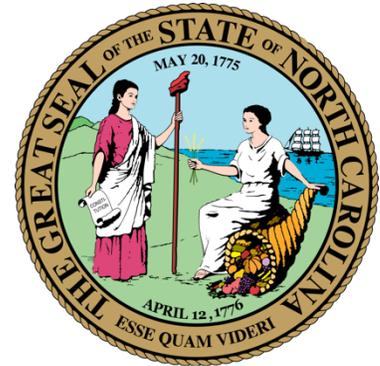
Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

NORTH CAROLINA

North Carolina'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 decline from last year's ranking of 1st.



In safety and condition categories, North Carolina's highways rank 20th in Rural Interstate Pavement Condition, 23rd in Urban Interstate Pavement Condition, 20th in Rural Arterial Pavement Condition, 14th in Urban Arterial Pavement Condition, 33rd in Structurally Deficient Bridges, 31st in Rural Fatality Rate, and 16th in Urban Fatality Rate.

North Carolina ranks 30th out of the 50 states in traffic congestion, and its drivers spend about 24 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, North Carolina ranks 8th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. North Carolina ranks 7th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. North Carolina's Administrative Disbursements, including office spending that does not make its way to roads, rank 3rd nationwide.

Compared to the previous report, the categories in which the state improved the most were Rural Fatality Rate (39th to 31st) and Other Fatality Rate (39th to 33rd). North Carolina worsened the most in Urbanized Area Congestion (21st to 30th).

When compared to its neighboring states, North Carolina's overall highway performance is worse than Virginia's (1st), Georgia's (2nd), and South Carolina's (3rd), but better than Tennessee's (12th) and Florida's (14th).

Comparing its overall performance to similarly populated states, North Carolina ranks worse than Georgia (2nd) but better than Michigan (23rd).

"In terms of improving in the road condition and performance categories, North Carolina should focus on reducing its Rural and Other Fatality Rates as well as reducing the percentage of Structurally Deficient Bridges," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason

Foundation. “The state performs strongly in Administrative Disbursements (3rd), Capital and Bridge Disbursements (8th), and Maintenance Disbursements (7th), but its weaker rankings in bridge condition, fatality rate, and traffic congestion highlight areas for improvement.”

NORTH CAROLINA'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	4
Capital & Bridge Disbursements	8
Maintenance Disbursements	7
Administrative Disbursements	3
Other Disbursements	9
Rural Interstate Pavement Condition	20
Urban Interstate Pavement Condition	23
Rural Other Principal Arterial Pavement Condition	20
Urban Other Principal Arterial Pavement Condition	14
Urbanized Area Congestion	30
Structurally Deficient Bridges	33
Rural Fatality Rate	31
Urban Fatality Rate	16
Other Fatality Rate	33

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

NORTH DAKOTA

North Dakota'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 three-spot decline from last year's ranking of 3rd.



In safety and condition categories, North Dakota's highways rank 7th in Rural Interstate Pavement Condition, 3rd in Urban Interstate Pavement Condition, 23rd in Rural Arterial Pavement Condition, 24th in Urban Arterial Pavement Condition, 42nd in Structurally Deficient Bridges, 26th in Rural Fatality Rate, and 2nd in Urban Fatality Rate.

North Dakota ranks 2nd out of the 50 states in traffic congestion, and its drivers spend about 10 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, North Dakota ranks 30th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. North Dakota ranks 8th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. North Dakota's Administrative Disbursements, including office spending that does not make its way to roads, rank 9th nationwide.

Compared to the previous report, the categories in which the state improved the most were Maintenance Disbursements (14th to 8th) and Administrative Disbursements (15th to 9th). North Dakota worsened the most in Other Disbursements (11th to 29th).

When compared to its neighboring states, North Dakota's overall highway performance is better than Minnesota's (11th), Wyoming's (20th), Montana's (22nd), South Dakota's (28th), and Nebraska's (29th).

Comparing its overall performance to similarly populated states, North Dakota ranks better than South Dakota (28th) and Alaska (50th).

"In terms of improving in the road condition and performance categories, North Dakota should focus on reducing Structurally Deficient Bridges and reducing Capital and Bridge Disbursements," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While the state performs strongly in Urban Fatality Rate (2nd), Urban Interstate Pavement Condition (3rd),

and Urbanized Area Congestion (2nd), its weaker bridge and spending rankings highlight areas for improvement.”

NORTH DAKOTA’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	6
Capital & Bridge Disbursements	30
Maintenance Disbursements	8
Administrative Disbursements	9
Other Disbursements	29
Rural Interstate Pavement Condition	7
Urban Interstate Pavement Condition	3
Rural Other Principal Arterial Pavement Condition	23
Urban Other Principal Arterial Pavement Condition	24
Urbanized Area Congestion	2
Structurally Deficient Bridges	42
Rural Fatality Rate	26
Urban Fatality Rate	2
Other Fatality Rate	12

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

OHIO

Ohio'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 five-spot improvement from last year's ranking of 10th.



In safety and condition categories, Ohio's highways rank 19th in Rural Interstate Pavement Condition, 25th in Urban Interstate Pavement Condition, 9th in Rural Arterial Pavement Condition, 35th in Urban Arterial Pavement Condition, 14th in Structurally Deficient Bridges, 6th in Rural Fatality Rate, and 18th in Urban Fatality Rate.

Ohio ranks 18th out of the 50 states in traffic congestion, and its drivers spend about 16 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Ohio ranks 10th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Ohio ranks 6th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Ohio's Administrative Disbursements, including office spending that does not make its way to roads, rank 30th nationwide.

Compared to the previous report, the categories in which the state improved the most were Maintenance Disbursements (20th to 6th) and Urban Interstate Pavement Condition (32nd to 25th). Ohio worsened the most in Administrative Disbursements (18th to 30th).

When compared to its neighboring states, Ohio's overall highway performance is better than Kentucky's (15th), Indiana's (18th), Michigan's (23rd), West Virginia's (30th), and Pennsylvania's (36th).

Comparing its overall performance to similarly populated states, Ohio ranks worse than Georgia (2nd) but better than Illinois (37th).

"In terms of improving in the road condition and performance categories, Ohio should focus on improving its Urban Arterial Pavement Condition and reducing Administrative Disbursements," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While the state

performs strongly in Maintenance Disbursements (6th), Rural Fatality Rate (6th), and Rural Other Principal Arterial Pavement Condition (9th), its weaker performance in Urban Other Principal Arterial Pavement Condition and Administrative Disbursements remains an opportunity for improvement.”

OHIO'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	5
Capital & Bridge Disbursements	10
Maintenance Disbursements	6
Administrative Disbursements	30
Other Disbursements	17
Rural Interstate Pavement Condition	19
Urban Interstate Pavement Condition	25
Rural Other Principal Arterial Pavement Condition	9
Urban Other Principal Arterial Pavement Condition	35
Urbanized Area Congestion	18
Structurally Deficient Bridges	14
Rural Fatality Rate	6
Urban Fatality Rate	18
Other Fatality Rate	27

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

OKLAHOMA

Oklahoma's highway system ranks 45th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a six-spot decline from last year's ranking of 39th.



In safety and condition categories, Oklahoma's highways rank 31st in Rural Interstate Pavement Condition, 39th in Urban Interstate Pavement Condition, 45th in Rural Arterial Pavement Condition, 30th in Urban Arterial Pavement Condition, 36th in Structurally Deficient Bridges, 24th in Rural Fatality Rate, and 44th in Urban Fatality Rate.

Oklahoma ranks 16th out of the 50 states in traffic congestion, and its drivers spend about 15 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Oklahoma ranks 38th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Oklahoma ranks 48th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Oklahoma's Administrative Disbursements, including office spending that does not make its way to roads, rank 42nd nationwide.

Compared to the previous report, the categories in which the state improved the most were Structurally Deficient Bridges (41st to 36th) and Rural Interstate Pavement Condition (36th to 31st). Oklahoma worsened the most in Urban Fatality Rate (30th to 44th).

When compared to its neighboring states, Oklahoma's overall highway performance is worse than Missouri's (9th), Arkansas' (21st), Texas' (27th), New Mexico's (39th) and Colorado's (42nd).

Comparing its overall performance to similarly populated states, Oklahoma ranks worse than Connecticut (7th) and Oregon (33rd).

"In terms of improving in the road condition and performance categories, Oklahoma should focus on reducing its Maintenance Disbursements and improving its Rural Arterial Pavement Condition while reducing Urban and Other Fatality rates," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While the state performs moderately well in

Urbanized Area Congestion (16th) and Rural Fatality Rate (24th), its high costs and poor pavement quality remain significant challenges.”

OKLAHOMA’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	45
Capital & Bridge Disbursements	38
Maintenance Disbursements	48
Administrative Disbursements	42
Other Disbursements	44
Rural Interstate Pavement Condition	31
Urban Interstate Pavement Condition	39
Rural Other Principal Arterial Pavement Condition	45
Urban Other Principal Arterial Pavement Condition	30
Urbanized Area Congestion	16
Structurally Deficient Bridges	36
Rural Fatality Rate	24
Urban Fatality Rate	44
Other Fatality Rate	45

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

OREGON

Oregon'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 two-spot improvement from last year's ranking of 35th.



In safety and condition categories, Oregon's highways rank 15th in Rural Interstate Pavement Condition, 19th in Urban Interstate Pavement Condition, 24th in Rural Arterial Pavement Condition, 23rd in Urban Arterial Pavement Condition, 15th in Structurally Deficient Bridges, 47th in Rural Fatality Rate, and 36th in Urban Fatality Rate.

Oregon ranks 34th out of the 50 states in traffic congestion, and its drivers spend about 27 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Oregon ranks 40th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Oregon ranks 41st in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Oregon's Administrative Disbursements, including office spending that does not make its way to roads, rank 40th nationwide.

Compared to the previous report, the categories in which the state improved the most were Urbanized Area Congestion (41st to 34th) and Maintenance Disbursements (47th to 41st). Oregon worsened the most in Capital and Bridge Disbursements (34th to 40th).

When compared to its neighboring states, Oregon's overall highway performance is better than Washington's (48th), California's (49th), and Alaska's (50th), but worse than Nevada's (25th) and Idaho's (26th).

Comparing its overall performance to similarly populated states, Oregon ranks better than Oklahoma (45th) but worse than Kentucky (15th).

"In terms of improving in the road condition and performance categories, Oregon should focus on reducing its Rural Fatality Rate and its Maintenance Disbursements," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While the state performs well in Rural Interstate Pavement Condition (15th), Structurally Deficient Bridges (15th), and Urban

Interstate Pavement Condition (19th), its high Rural Fatality Rate (47th) and high spending remain areas of concern.”

OREGON'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	33
Capital & Bridge Disbursements	40
Maintenance Disbursements	41
Administrative Disbursements	40
Other Disbursements	37
Rural Interstate Pavement Condition	15
Urban Interstate Pavement Condition	19
Rural Other Principal Arterial Pavement Condition	24
Urban Other Principal Arterial Pavement Condition	23
Urbanized Area Congestion	34
Structurally Deficient Bridges	15
Rural Fatality Rate	47
Urban Fatality Rate	36
Other Fatality Rate	41

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

PENNSYLVANIA

Pennsylvania's highway system ranks 36th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a one-spot improvement from last year's ranking of 37th.



In safety and condition categories, Pennsylvania's highways rank 41st in Rural Interstate Pavement Condition, 40th in Urban Interstate Pavement Condition, 37th in Rural Arterial Pavement Condition, 37th in Urban Arterial Pavement Condition, 45th in Structurally Deficient Bridges, 8th in Rural Fatality Rate, and 21st in Urban Fatality Rate.

Pennsylvania ranks 42nd out of the 50 states in traffic congestion, and its drivers spend about 39 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Pennsylvania ranks 7th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Pennsylvania ranks 20th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Pennsylvania's Administrative Disbursements, including office spending that does not make its way to roads, rank 15th nationwide.

Compared to the previous report, the categories in which the state improved the most were Maintenance Disbursements (37th to 20th) and Administrative Disbursements (31st to 15th). Pennsylvania worsened the most in Other Fatality Rate (25th to 36th).

When compared to its neighboring states, Pennsylvania's overall highway performance is better than Maryland's (34th) and New Jersey's (40th) but worse than Ohio's (5th), West Virginia's (30th), and Delaware's (32nd).

Comparing its overall performance to similarly populated states, Pennsylvania ranks better than Illinois (37th) and New York (47th).

"In terms of improving in the road condition and performance categories, Pennsylvania should focus on reducing its percentage of Structurally Deficient Bridges and Urbanized Area Congestion, as well as improving Rural and Urban Interstates Pavement Condition" said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior

managing director of transportation policy at Reason Foundation. “The state performs well in Capital and Bridge Disbursements (7th), and Rural Fatality Rate (8th), but its poor rankings in bridge condition and congestion continue to hold it back.”

PENNSYLVANIA'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	36
Capital & Bridge Disbursements	7
Maintenance Disbursements	20
Administrative Disbursements	15
Other Disbursements	39
Rural Interstate Pavement Condition	41
Urban Interstate Pavement Condition	40
Rural Other Principal Arterial Pavement Condition	37
Urban Other Principal Arterial Pavement Condition	37
Urbanized Area Congestion	42
Structurally Deficient Bridges	45
Rural Fatality Rate	8
Urban Fatality Rate	21
Other Fatality Rate	36

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

RHODE ISLAND

Rhode Island's highway system ranks 43rd in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a one-spot decline from last year's ranking of 42nd.



In safety and condition categories, Rhode Island's highways rank 6th in Rural Interstate Pavement Condition, 10th in Urban Interstate Pavement Condition, 49th in Rural Arterial Pavement Condition, 48th in Urban Arterial Pavement Condition, 47th in Structurally Deficient Bridges, 4th in Rural Fatality Rate, and 20th in Urban Fatality Rate.

Rhode Island ranks 37th out of the 50 states in traffic congestion, and its drivers spend about 32 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Rhode Island ranks 31st in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Rhode Island ranks 29th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Rhode Island's Administrative Disbursements, including office spending that does not make its way to roads, rank 18th nationwide.

Compared to the previous report, the categories in which the state improved the most were Rural Fatality Rate (31st to 4th) and Maintenance Disbursements (35th to 29th). Rhode Island worsened the most in Urban Fatality Rate (2nd to 20th).

When compared to its neighboring states, Rhode Island's overall highway performance is better than New York's (47th) but worse than Connecticut's (7th), New Hampshire's (13th), Maine's (16th), and Massachusetts' (17th).

Comparing its overall performance to similarly populated states, Rhode Island ranks worse than Montana (22nd) and Delaware (32nd).

“In terms of improving in the road condition and performance categories, Rhode Island should focus on improving its Rural and Urban Arterial Pavement Conditions and reducing the number of Structurally Deficient Bridges,” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “While the state performs strongly in Rural Fatality Rate (4th) and Rural

Interstate Pavement Condition (6th), its poor rankings in bridge condition and arterial pavement quality highlight key areas for improvement.”

RHODE ISLAND’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	43
Capital & Bridge Disbursements	31
Maintenance Disbursements	29
Administrative Disbursements	18
Other Disbursements	11
Rural Interstate Pavement Condition	6
Urban Interstate Pavement Condition	10
Rural Other Principal Arterial Pavement Condition	49
Urban Other Principal Arterial Pavement Condition	48
Urbanized Area Congestion	37
Structurally Deficient Bridges	47
Rural Fatality Rate	4
Urban Fatality Rate	20
Other Fatality Rate	15

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

SOUTH CAROLINA

South Carolina's highway system ranks 3rd in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a one-spot decline from last year's ranking of 2nd.



In safety and condition categories, South Carolina's highways rank 28th in Rural Interstate Pavement Condition, 5th in Urban Interstate Pavement Condition, 6th in Urban Arterial Pavement Condition, 21st in Rural Arterial Pavement Condition, 24th in Structurally Deficient Bridges, 49th in Rural Fatality Rate, and 41st in Urban Fatality Rate.

South Carolina ranks 25th out of the 50 states in traffic congestion, and its drivers spend about 22 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, South Carolina ranks 1st in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. South Carolina ranks 3rd in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. South Carolina's Administrative Disbursements, including office spending that does not make its way to roads, rank 4th nationwide.

Compared to the previous report, the categories in which the state improved the most were Urban Interstate Pavement Condition (10th to 5th) and Maintenance Disbursements (5th to 3rd). South Carolina worsened the most in Rural Fatality Rate (44th to 49th).

When compared to its neighboring states, South Carolina's overall highway performance is worse than Georgia's (2nd) but better than North Carolina's (4th), Alabama's (8th), Tennessee's (12th), and Florida's (14th).

Comparing its overall performance to similarly populated states, South Carolina ranks better than Alabama (8th) and Minnesota (11th).

South Carolina's highway system ranks 3rd out of 50 states overall this year, compared to 2nd last year.

“In terms of improving in the road condition and performance categories, South Carolina should focus on reducing its fatality rates,” said Baruch Feigenbaum, lead author of the 29th *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “The state performs strongly in Capital and Bridge Disbursements (1st), Other Disbursements (1st), and Maintenance Disbursements (3rd), but its consistently high Rural, Urban, and Other Fatality Rates remain key areas for improvement.”

SOUTH CAROLINA'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	3
Capital & Bridge Disbursements	1
Maintenance Disbursements	3
Administrative Disbursements	4
Other Disbursements	1
Rural Interstate Pavement Condition	28
Urban Interstate Pavement Condition	5
Rural Other Principal Arterial Pavement Condition	21
Urban Other Principal Arterial Pavement Condition	6
Urbanized Area Congestion	25
Structurally Deficient Bridges	24
Rural Fatality Rate	49
Urban Fatality Rate	41
Other Fatality Rate	46

Reason Foundation's 29th *Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete 29th *Annual Highway Report*.

SOUTH DAKOTA

South Dakota’s highway system ranks 28th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a one-spot decline from last year’s ranking of 27th.



In safety and condition categories, South Dakota’s highways rank 4th in Rural Interstate Pavement Condition, 13th in Urban Interstate Pavement Condition, 18th in Rural Arterial Pavement Condition, 18th in Urban Arterial Pavement Condition, 48th in Structurally Deficient Bridges, 19th in Rural Fatality Rate, and 10th in Urban Fatality Rate.

South Dakota ranks 9th out of the 50 states in traffic congestion, and its drivers spend about 13 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, South Dakota ranks 25th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. South Dakota ranks 40th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. South Dakota’s Administrative Disbursements, including office spending that does not make its way to roads, rank 44th nationwide.

Compared to the previous report, the categories in which the state improved the most were Capital and Bridge Disbursements (31st to 25th) and Urban Fatality Rate (15th to 10th). South Dakota worsened the most in Other Disbursements (12th to 25th).

When compared to its neighboring states, South Dakota’s overall highway performance is better than Nebraska’s (29th) but worse than North Dakota’s (6th), Minnesota’s (11th), Wyoming’s (20th), and Montana’s (22nd).

Comparing its overall performance to similarly populated states, South Dakota ranks better than Delaware (32nd) but worse than North Dakota (6th).

“In terms of improving in the road condition and performance categories, South Dakota should focus on reducing its percentage of Structurally Deficient Bridges, reducing Administrative Disbursements, and lowering its Other Fatality Rate,” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “While the state performs strongly in Rural

Interstate Pavement Condition (4th), Urbanized Area Congestion (9th), and Urban Fatality Rate (10th), its poor performance in bridge condition and administrative costs highlights key areas for improvement.”

SOUTH DAKOTA'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	28
Capital & Bridge Disbursements	25
Maintenance Disbursements	40
Administrative Disbursements	44
Other Disbursements	25
Rural Interstate Pavement Condition	4
Urban Interstate Pavement Condition	13
Rural Other Principal Arterial Pavement Condition	18
Urban Other Principal Arterial Pavement Condition	18
Urbanized Area Congestion	9
Structurally Deficient Bridges	48
Rural Fatality Rate	19
Urban Fatality Rate	10
Other Fatality Rate	44
Overall	28
Capital & Bridge Disbursements	25

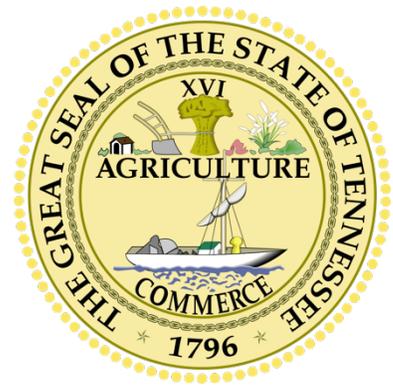
Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

TENNESSEE

Tennessee’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 decline from last year’s ranking of 5th.



In safety and condition categories, Tennessee’s highways rank 14th in Rural Interstate Pavement Condition, 12th in Urban Interstate Pavement Condition, 27th in Rural Arterial Pavement Condition, 13th in Urban Arterial Pavement Condition, 12th in Structurally Deficient Bridges, 20th in Rural Fatality Rate, and 47th in Urban Fatality Rate.

Tennessee ranks 36th out of the 50 states in traffic congestion, and its drivers spend about 30 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Tennessee ranks 17th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Tennessee ranks 17th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Tennessee’s Administrative Disbursements, including office spending that does not make its way to roads, rank 23rd nationwide.

Compared to the previous report, the categories in which the state improved the most were Rural Fatality Rate (27th to 20th) and Rural Interstate Pavement Condition (19th to 14th). Tennessee worsened the most in Rural Other Principal Arterial Pavement Condition (18th to 27th).

When compared to its neighboring states, Tennessee’s overall highway performance is better than Kentucky’s (15th) and Mississippi’s (24th), but worse than Georgia’s (2nd), North Carolina’s (4th), and Alabama’s (8th).

Comparing its overall performance to similarly populated states, Tennessee ranks better than Massachusetts (17th) and Arizona (41st).

“In terms of improving in the road condition and performance categories, Tennessee should focus on reducing its Urban Fatality Rate, Other Fatality Rate, and Urbanized Area Congestion,” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “The state

performs strongly in Structurally Deficient Bridges (12th), Urban Interstate Pavement Condition (12th), and Other Disbursements (2nd), but continues to lag in fatality rates and congestion.”

TENNESSEE’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	12
Capital & Bridge Disbursements	17
Maintenance Disbursements	17
Administrative Disbursements	23
Other Disbursements	2
Rural Interstate Pavement Condition	14
Urban Interstate Pavement Condition	12
Rural Other Principal Arterial Pavement Condition	27
Urban Other Principal Arterial Pavement Condition	13
Urbanized Area Congestion	36
Structurally Deficient Bridges	12
Rural Fatality Rate	20
Urban Fatality Rate	47
Other Fatality Rate	42

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

TEXAS

Texas' 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 decline from last year's ranking of 25th.



In safety and condition categories, Texas' highways rank 21st in Rural Interstate Pavement Condition, 33rd in Urban Interstate Pavement Condition, 12th in Rural Arterial Pavement Condition, 39th in Urban Arterial Pavement Condition, 3rd in Structurally Deficient Bridges, 42nd in Rural Fatality Rate, and 26th in Urban Fatality Rate.

Texas ranks 41st out of the 50 states in traffic congestion, and its drivers spend about 37 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Texas ranks 34th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Texas ranks 22nd in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Texas' Administrative Disbursements, including office spending that does not make its way to roads, rank 37th nationwide.

Compared to the previous report, the categories in which the state improved the most were Urban Fatality Rate (34th to 26th) and Maintenance Disbursements (27th to 22nd). Texas worsened the most in Other Disbursements (19th to 34th).

When compared to its neighboring states, Texas' overall highway performance is better than New Mexico's (39th), Colorado's (42nd), Oklahoma's (45th), and Louisiana's (46th), but worse than Arkansas' (21st).

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

"In terms of improving in the road condition and performance categories, Texas should focus on reducing its Rural and Other Fatality Rates and Urbanized Area Congestion," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state performs strongly in Structurally Deficient Bridges (3rd), Rural Other Principal Arterial Pavement Condition (12th),

and Rural Interstate Pavement Condition (21st), but its fatality rates and congestion remain ongoing challenges.”

TEXAS' RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	27
Capital & Bridge Disbursements	34
Maintenance Disbursements	22
Administrative Disbursements	37
Other Disbursements	34
Rural Interstate Pavement Condition	21
Urban Interstate Pavement Condition	33
Rural Other Principal Arterial Pavement Condition	12
Urban Other Principal Arterial Pavement Condition	39
Urbanized Area Congestion	41
Structurally Deficient Bridges	3
Rural Fatality Rate	42
Urban Fatality Rate	26
Other Fatality Rate	43

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

UTAH

Utah's highway system ranks 10th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a slight decline from last year's ranking of 8th.



In safety and condition categories, Utah's highways rank 8th in Rural Interstate Pavement Condition, 17th in Urban Interstate Pavement Condition, 10th in Rural Arterial Pavement Condition, 9th in Urban Arterial Pavement Condition, 6th in Structurally Deficient Bridges, 22nd in Rural Fatality Rate, and 12th in Urban Fatality Rate.

Utah ranks 19th out of the 50 states in traffic congestion, and its drivers spend about 16 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Utah ranks 33rd in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Utah ranks 38th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Utah's Administrative Disbursements, including office spending that does not make its way to roads, rank 20th nationwide.

Compared to the previous report, the categories in which the state improved the most were Capital and Bridge Disbursements (47th to 33rd) and Other Fatality Rate (9th to 3rd). Utah worsened the most in Rural Fatality Rate (10th to 22nd).

When compared to its neighboring states, Utah's overall highway performance is better than Wyoming's (20th), Nevada's (25th), Idaho's (26th), Arizona's (41st), and Colorado's (42nd).

Comparing its overall performance to similarly populated states, Utah ranks worse than Connecticut (7th) but better than Iowa (35th).

"In terms of improving in the road condition and performance categories, Utah should focus on reducing its Maintenance Disbursements and Other Disbursements," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "The state performs strongly in many categories including Structurally Deficient Bridges (6th), Rural Interstate Pavement

Condition (8th), and Other Fatality Rate (3rd), but its weaker rankings in spending present areas for improvement.”

UTAH'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	10
Capital & Bridge Disbursements	33
Maintenance Disbursements	38
Administrative Disbursements	20
Other Disbursements	41
Rural Interstate Pavement Condition	8
Urban Interstate Pavement Condition	17
Rural Other Principal Arterial Pavement Condition	10
Urban Other Principal Arterial Pavement Condition	9
Urbanized Area Congestion	19
Structurally Deficient Bridges	6
Rural Fatality Rate	22
Urban Fatality Rate	12
Other Fatality Rate	3

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

VERMONT

Vermont’s highway system ranks 38th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a six-spot improvement from last year’s ranking of 44th.



In safety and condition categories, Vermont’s highways rank 18th in Rural Interstate Pavement Condition, 4th in Urban Interstate Pavement Condition, 43rd in Rural Arterial Pavement Condition, 25th in Urban Arterial Pavement Condition, 7th in Structurally Deficient Bridges, 10th in Rural Fatality Rate, and 7th in Urban Fatality Rate.

Vermont ranks 6th out of the 50 states in traffic congestion, and its drivers spend about 13 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Vermont ranks 37th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Vermont ranks 47th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Vermont’s Administrative Disbursements, including office spending that does not make its way to roads, rank 50th nationwide.

Compared to the previous report, the categories in which the state improved the most were Rural Interstate Pavement Condition (31st to 18th) and Rural Other Principal Arterial Pavement Condition (48th to 43rd). Vermont worsened the most in Maintenance Disbursements (45th to 47th).

When compared to its neighboring states, Vermont’s overall highway performance is better than New York’s (47th), but worse than Connecticut’s (7th), New Hampshire’s (13th), Maine’s (16th), and Massachusetts’ (17th).

Comparing its overall performance to similarly populated states, Vermont ranks better than Alaska (50th) but worse than Wyoming (20th).

“In terms of improving in the road condition and performance categories, Vermont should focus on reducing Maintenance, Administrative, and Other Disbursements and improving Rural Arterial Pavement Condition,” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason

Foundation. “While the state performs strongly in Urban Interstate Pavement Condition (4th), Structurally Deficient Bridges (7th), and Urbanized Area Congestion (6th), its bottom-tier rankings in spending efficiency and Rural Arterial Pavement Condition remain key challenges.”

VERMONT'S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	38
Capital & Bridge Disbursements	37
Maintenance Disbursements	47
Administrative Disbursements	50
Other Disbursements	46
Rural Interstate Pavement Condition	18
Urban Interstate Pavement Condition	4
Rural Other Principal Arterial Pavement Condition	43
Urban Other Principal Arterial Pavement Condition	25
Urbanized Area Congestion	6
Structurally Deficient Bridges	7
Rural Fatality Rate	10
Urban Fatality Rate	7
Other Fatality Rate	10

Reason Foundation's *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report's data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

VIRGINIA

Virginia’s highway system ranks 1st in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a three-spot improvement from last year’s ranking of 4th.



In safety and condition categories, Virginia’s highways rank 11th in Rural Interstate Pavement Condition, 21st in Urban Interstate Pavement Condition, 11th in Rural Arterial Pavement Condition, 15th in Urban Arterial Pavement Condition, 10th in Structurally Deficient Bridges, 29th in Rural Fatality Rate, and 6th in Urban Fatality Rate.

Virginia ranks 38th out of the 50 states in traffic congestion, and its drivers spend about 33 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Virginia ranks 2nd in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Virginia ranks 26th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Virginia’s Administrative Disbursements, including office spending that does not make its way to roads, rank 10th nationwide.

Compared to the previous report, the categories in which the state improved the most were Urban Fatality Rate (23rd to 6th) and Rural Fatality Rate (35th to 29th). Virginia worsened the most in Other Fatality Rate (16th to 26th).

When compared to its neighboring states, Virginia’s overall highway performance is better than North Carolina’s (4th), Tennessee’s (12th), Kentucky’s (15th), West Virginia’s (30th), and Maryland’s (34th).

Comparing its overall performance to similarly populated states, Virginia ranks better than New Jersey (40th) and Washington (48th).

“In terms of improving in the road condition and performance categories, Virginia should focus on reducing Urbanized Area Congestion and improving its Rural Fatality Rate while maintaining its strong overall efficiency,” said Baruch Feigenbaum, lead author of the 29th *Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “The state performs strongly in many categories including Capital and Bridge

Disbursements (2nd), Other Disbursements (4th), and Urban Fatality Rate (6th), but reducing its traffic congestion is the state’s biggest need.”

VIRGINIA’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	1
Capital & Bridge Disbursements	2
Maintenance Disbursements	26
Administrative Disbursements	10
Other Disbursements	4
Rural Interstate Pavement Condition	11
Urban Interstate Pavement Condition	21
Rural Other Principal Arterial Pavement Condition	11
Urban Other Principal Arterial Pavement Condition	15
Urbanized Area Congestion	38
Structurally Deficient Bridges	10
Rural Fatality Rate	29
Urban Fatality Rate	6
Other Fatality Rate	26

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

WASHINGTON

Washington’s highway system ranks 48th in the nation in overall cost-effectiveness and condition.



According to the *Annual Highway Report* by Reason Foundation, this is a one-spot decline from last year’s ranking of 47th.

In safety and condition categories, Washington’s highways rank 43rd in Rural Interstate Pavement Condition, 28th in Urban Interstate Pavement Condition, 29th in Rural Arterial Pavement Condition, 44th in Urban Arterial Pavement Condition, 23rd in Structurally Deficient Bridges, 34th in Rural Fatality Rate, and 31st in Urban Fatality Rate.

Washington ranks 39th out of the 50 states in traffic congestion, and its drivers spend about 34 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 Disbursements, such as the costs of repaving roads and filling in potholes. Washington’s Administrative Disbursements, including office spending that does not make its way to roads, rank 39th nationwide.

Compared to the previous report, the categories in which the state improved the most were Administrative Disbursements (47th to 39th) and Urban Interstate Pavement Condition (33rd to 28th). Washington worsened the most in Rural Fatality Rate (18th to 34th).

When compared to its neighboring states, Washington’s overall highway performance is better than California’s (49th) but worse than Montana’s (22nd), Nevada’s (25th), Idaho’s (26th), and Oregon’s (33rd).

Comparing its overall performance to similarly populated states, Washington ranks worse than Virginia (1st) and Arizona (41st).

“In terms of improving in the road condition and performance categories, Washington should focus on reducing its Capital, Maintenance, and Other Disbursements as well as its Rural Interstate and Urban Arterial Pavement Conditions,” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “While the state’s performance is acceptable in Structurally

Deficient Bridges (23rd), its bottom-ranked spending efficiency and poor pavement quality need to be prioritized.”

WASHINGTON’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	48
Capital & Bridge Disbursements	50
Maintenance Disbursements	50
Administrative Disbursements	39
Other Disbursements	50
Rural Interstate Pavement Condition	43
Urban Interstate Pavement Condition	28
Rural Other Principal Arterial Pavement Condition	29
Urban Other Principal Arterial Pavement Condition	44
Urbanized Area Congestion	39
Structurally Deficient Bridges	23
Rural Fatality Rate	34
Urban Fatality Rate	31
Other Fatality Rate	38

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

WEST VIRGINIA

West Virginia's highway system ranks 30th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a three-spot improvement from last year's ranking of 33rd.



In safety and condition categories, West Virginia's highways rank 35th in Rural Interstate Pavement Condition, 29th in Urban Interstate Pavement Condition, 36th in Rural Arterial Pavement Condition, 7th in Urban Arterial Pavement Condition, 50th in Structurally Deficient Bridges, 30th in Rural Fatality Rate, and 34th in Urban Fatality Rate.

West Virginia ranks 5th out of the 50 states in traffic congestion, and its drivers spend about 12 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, West Virginia ranks 4th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. West Virginia ranks 16th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. West Virginia's Administrative Disbursements, including office spending that does not make its way to roads, rank 7th nationwide.

Compared to the previous report, the categories in which the state improved the most were Rural Other Principal Arterial Pavement Condition (45th to 36th) and Urbanized Area Congestion (10th to 5th). West Virginia worsened the most in Urban Fatality Rate (13th to 34th).

When compared to its neighboring states, West Virginia's overall highway performance is better than Maryland's (34th) and Pennsylvania's (36th) but worse than Virginia's (1st), Ohio's (5th), and Kentucky's (15th).

Comparing its overall performance to similarly populated states, West Virginia ranks worse than New Hampshire (13th) and Idaho (26th).

"In terms of improving in the road condition and performance categories, West Virginia should focus on addressing its Structurally Deficient Bridges and reducing its Other Fatality Rate," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior

managing director of transportation policy at Reason Foundation. “While the state performs strongly in Capital and Bridge Disbursements (4th), Administrative Disbursements (7th), and Urbanized Area Congestion (5th), its poor rankings in bridge condition and roadway fatalities remain areas for improvement.”

WEST VIRGINIA’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	30
Capital & Bridge Disbursements	4
Maintenance Disbursements	16
Administrative Disbursements	7
Other Disbursements	8
Rural Interstate Pavement Condition	35
Urban Interstate Pavement Condition	29
Rural Other Principal Arterial Pavement Condition	36
Urban Other Principal Arterial Pavement Condition	7
Urbanized Area Congestion	5
Structurally Deficient Bridges	50
Rural Fatality Rate	30
Urban Fatality Rate	34
Other Fatality Rate	49

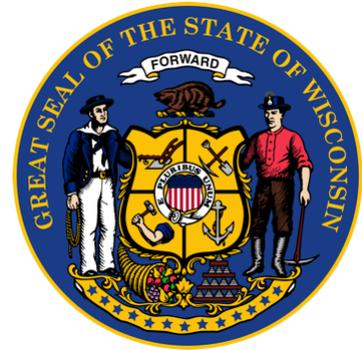
Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

WISCONSIN

Wisconsin's highway system ranks 31st in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a five-spot decline from last year's ranking of 26th.



In safety and condition categories, Wisconsin's highways rank 26th in Rural Interstate Pavement Condition, 35th in Urban Interstate Pavement Condition, 40th in Rural Arterial Pavement Condition, 45th in Urban Arterial Pavement Condition, 29th in Structurally Deficient Bridges, 14th in Rural Fatality Rate, and 5th in Urban Fatality Rate.

Wisconsin ranks 21st out of the 50 states in traffic congestion, and its drivers spend about 17 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Wisconsin ranks 28th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Wisconsin ranks 14th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Wisconsin's Administrative Disbursements, including office spending that does not make its way to roads, rank 22nd nationwide.

Compared to the previous report, the categories in which the state improved the most were Urban Fatality Rate (10th to 5th) and Maintenance Disbursements (18th to 14th). Wisconsin worsened the most in Other Disbursements (39th to 47th).

When compared to its neighboring states, Wisconsin's overall highway performance is better than Iowa's (35th) and Illinois' (37th) but worse than Minnesota's (11th), Indiana's (18th), and Michigan's (23rd).

Comparing its overall performance to similarly populated states, Wisconsin ranks better than Maryland (34th) and Colorado (42nd).

“In terms of improving in the road condition and performance categories, Wisconsin should focus on improving its Rural Arterial and Urban Arterial Pavement Conditions, as well as addressing inefficiencies in Other Disbursements,” said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “While the state performs strongly in Maintenance Disbursements

(14th), Urban Fatality Rate (5th), and Other Fatality Rate (7th), its poor performance in arterial pavement condition and spending inefficiencies remain challenges.”

WISCONSIN’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	31
Capital & Bridge Disbursements	28
Maintenance Disbursements	14
Administrative Disbursements	22
Other Disbursements	47
Rural Interstate Pavement Condition	26
Urban Interstate Pavement Condition	35
Rural Other Principal Arterial Pavement Condition	40
Urban Other Principal Arterial Pavement Condition	45
Urbanized Area Congestion	21
Structurally Deficient Bridges	29
Rural Fatality Rate	14
Urban Fatality Rate	5
Other Fatality Rate	7

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

WYOMING

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

According to the *Annual Highway Report* by Reason Foundation, this is an eight-spot decline from last year's ranking of 12th.



In safety and condition categories, Wyoming's highways rank 27th in Rural Interstate Pavement Condition, 44th in Urban Interstate Pavement Condition, 1st in Rural Arterial Pavement Condition, 17th in Urban Arterial Pavement Condition, 28th in Structurally Deficient Bridges, 46th in Rural Fatality Rate, and 49th in Urban Fatality Rate.

Wyoming ranks 4th out of the 50 states in traffic congestion, and its drivers spend about 12 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Wyoming ranks 24th in Capital and Bridge Disbursements, which are the costs of building new roads and bridges and widening existing ones. Wyoming ranks 28th in Maintenance Disbursements, such as the costs of repaving roads and filling in potholes. Wyoming's Administrative Disbursements, including office spending that does not make its way to roads, rank 13th nationwide.

Compared to the previous report, the categories in which the state improved the most were Other Fatality Rate (22nd to 8th) and Rural Other Principal Arterial Pavement Condition (6th to 1st). Wyoming worsened the most in Urban Fatality Rate (14th to 49th).

When compared to its neighboring states, Wyoming's overall highway performance is better than Montana's (22nd), Idaho's (26th), South Dakota's (28th), and Colorado's (42nd) but worse than Utah's (10th).

Comparing its overall performance to similarly populated states, Wyoming ranks better than Vermont (38th) and Alaska (50th).

"In terms of improving in the road condition and performance categories, Wyoming should focus on improving its Rural and Urban Fatality Rates and Urban Interstate Pavement Condition," said Baruch Feigenbaum, lead author of the *29th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. "While the state performs strongly in Rural Arterial Pavement Condition (1st), Urbanized Area Congestion

(4th), and Other Fatality Rate (8th), its poor safety metrics and urban pavement quality remain key areas for improvement.”

WYOMING’S RANKINGS IN THE 29TH ANNUAL HIGHWAY REPORT

Category	Rank
Overall	20
Capital & Bridge Disbursements	24
Maintenance Disbursements	28
Administrative Disbursements	13
Other Disbursements	14
Rural Interstate Pavement Condition	27
Urban Interstate Pavement Condition	44
Rural Other Principal Arterial Pavement Condition	1
Urban Other Principal Arterial Pavement Condition	17
Urbanized Area Congestion	4
Structurally Deficient Bridges	28
Rural Fatality Rate	46
Urban Fatality Rate	49
Other Fatality Rate	8

Reason Foundation’s *29th Annual Highway Report* evaluates the cost-effectiveness and performance of state-controlled highways across 13 categories, including pavement and bridge conditions, traffic fatalities, congestion, and spending. In the performance categories, a rank of 1 indicates the best outcome—for example, the lowest fatality rate or the best pavement quality—while a rank of 50 represents the worst outcomes. In the cost-effectiveness categories, a rank of 1 means the state spends the least, while a rank of 50 indicates the highest relative spending.

The report’s data are primarily based on information each state submitted to the Federal Highway Administration for 2023, supplemented by deficient bridge data from Better Roads and Bridges and congestion data from INRIX. For full methodology and data sources, see the complete *29th Annual Highway Report*.

ABOUT THE AUTHORS

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

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

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

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

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