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19th Annual Report on the Performance of State Highway Systems (1984-2008)

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Project Director: Adrian T. Moore, Ph.D.



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Part 1

Overview

Reason Foundation's 19th Annual Highway Report tracks the performance and cost-effectiveness of state-owned highway systems of the United States from 1984 to 2008. We have also included the more recent information (fatalities, bridges, travel, economic trends and stimulus projects) that is available for 2009. Eleven indicators make up each state's overall rating, and cover highway expenditures, pavement and bridge condition, urban interstate congestion, fatality rates and narrow rural lanes. The study is based on spending and performance data submitted to the federal government by the state highway agencies. This year, for the first time, partial performance data for the District of Columbia and Puerto Rico are also discussed. (See the Appendix for more discussion on the data sources).

Individual system elements (roads, bridges, pavements) deteriorate over time, but the *overall* condition of the state-owned highway system has never been in better shape. The overall condition of state-owned highways continued to improve from 2007 to 2008. All seven key indicators of system condition showed improvement, including large gains in urban interstate condition, rural arterial condition, deficient bridges and fatality rates. Even urban interstate congestion, which had been slowly improving, registered a substantial improvement. Table 1 summarizes the statistics for key indicators.

This improvement, however, came at a significant cost. Disbursements for state-administered highways increased about 8.4 percent, and administrative costs surged 36 percent over 2007. But capital and bridge expenditures rose just 0.5 percent, and maintenance expenditures actually declined about 3.8 percent.

The U.S. economic downturn, which began in 2007 and continued in earnest in 2008, is an important background factor. During 2008, automobile travel fell about 3.5 percent from 2007 levels, reducing congestion and fatality rates, and slowing road deterioration. Also, beginning in late 2008 and continuing into 2009 and 2010, federal stimulus funding contributed an additional 22 percent to resources. These events have given the states some breathing room in addressing long-delayed construction work, and may have led to better overall system performance. But looking forward, the recession also slowed federal and state fuel tax revenues, perhaps making future repairs more difficult.

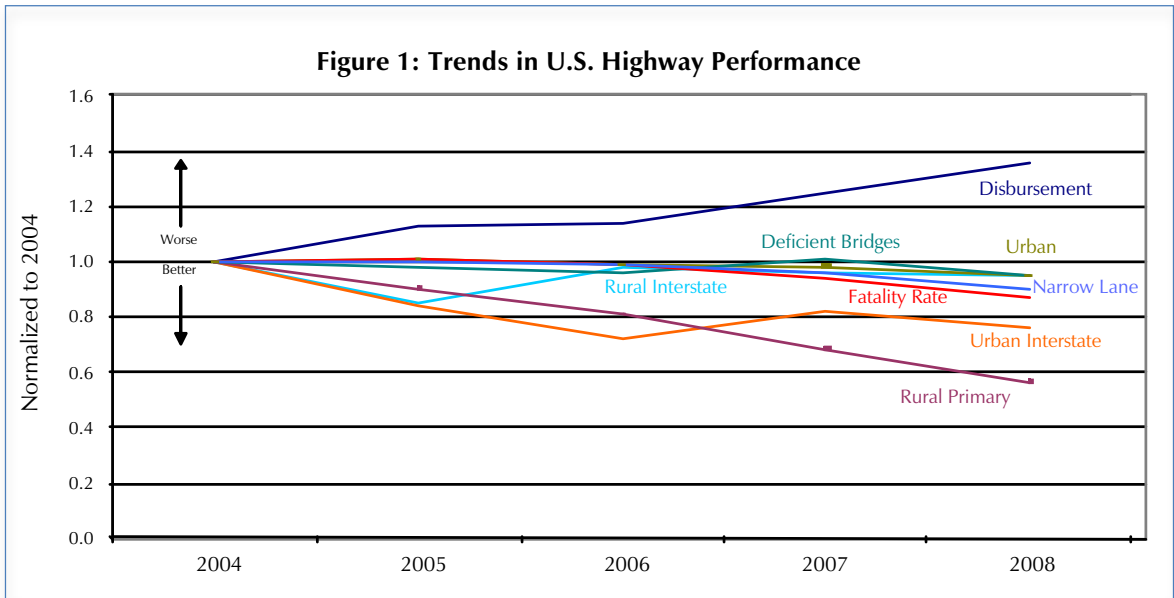


Table 1: Performance of State-Owned Highways, 2004-2008

Statistic	2004	2005	2006	2007	2008	Percent Change from 2007 to 2008
Mileage under State Control	810,707	812,871	814,770	815,504	815,594	0.01
Total Revenues, All Sources, \$B	90.68	102.71	104.73	118.65	124.04	4.5
Total Expenditures, \$B	87.69	98.91	99.61	109.17	118.36	8.4
Expenditures, Capital/Bridges, \$B	47.74	50.31	54.66	62.57	62.91	0.5
Expenditures, Maintenance, \$B	14.29	15.94	17.07	19.45	18.71	-3.8
Expenditures, Administration, \$B	6.32	6.36	7.02	7.91	10.78	36.2
Highway Construction Price Index	154.40	175.40	185.10	204.31	202.56	-0.86
Rural Interstate, Percent Poor Condition*	2.02	1.72	1.98	1.93	1.93	-0.29
Urban Interstate, Percent Poor Condition*	7.13	5.97	5.15	5.86	5.37	-8.37
Rural Arterial, Percent Poor Condition*	0.94	0.85	0.76	0.64	0.53	-17.44
Urban Interstate, Percent Congested*	51.60	51.85	50.72	50.59	48.61	-3.92
Bridges, Percent Deficient*	25.03	24.53	24.13	25.29	23.72	-6.22
Fatality Rate per 100 Mil Miles Driven*	1.44	1.45	1.42	1.36	1.25	-7.77
Rural Roads, Percent Narrow Lanes*	10.72	10.70	10.60	10.27	9.62	-6.31

*weighted U.S. averages

Source: See Appendix: Technical Notes for sources of data and discussion of weighting for this and all tables and graphs in this report.

The top ratings continue to be dominated by relatively small rural states. North Dakota continued to lead the cost-effectiveness ratings, followed by Montana, Kansas, New Mexico and Nebraska. At the bottom of the rankings were Rhode Island, Alaska, California, Hawaii and New York. Most states continued to improve their systems, but increasingly, system performance problems seem to be concentrated in just a few states:

- Over two-thirds of the poor-condition rural interstate mileage is in just four states: California, Alaska, New York and Minnesota.

- About 60 percent of the poor-condition urban interstate mileage is in just five states: California, New York, New Jersey, Illinois and Michigan.
- Two states (Alaska and Rhode Island) reported more than 10 percent of their rural primary mileage to be in poor condition.
- Although bridge conditions are slowly improving, 20 states report more than a quarter of their bridges are deficient or functionally obsolete, and one state (Rhode Island) reports more than 50 percent of its bridges deficient or functionally obsolete.
- Two states (Louisiana and Montana) report fatality rates greater than 2.0 per million vehicle miles, and 12 states report a rate greater than 1.5 fatalities per million vehicle miles.
- Six states report more than 25 percent of their rural primary mileage with narrow lanes.

Increasingly therefore, highway performance is becoming a widening gap between most states that are making progress, and a few that are finding it difficult to progress.

For the first time partial data for the District of Columbia and Puerto Rico are also reported, but separately from the 50 states. Washington, DC's system has one of the lowest fatality rates in the country, but its pavement condition, congestion and deficient bridges are among the worst. DC also is spending more, per mile of responsibility, than most states. Puerto Rico's system boasts low urban interstate congestion and low bridge deficiencies, but it rates poorly on road condition and fatality rates. As further information becomes available, we will continue to update this section.

Part 2

Recent Economic Trends and Highway Funding

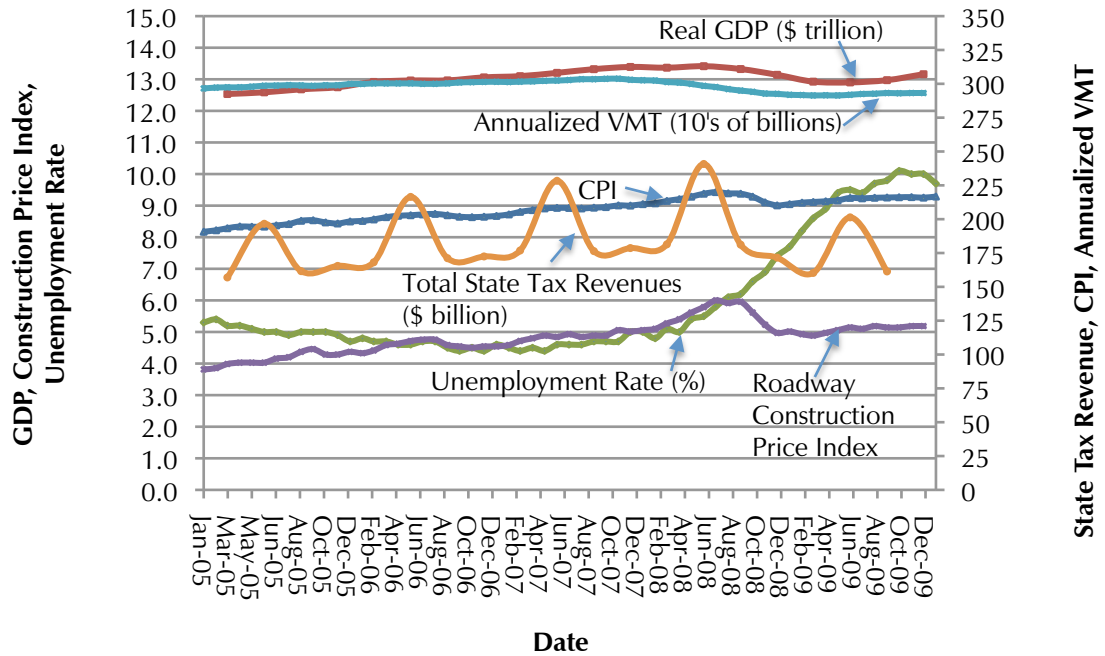
The financial and physical condition of the state-owned highway system should be reviewed in the context of broader economic trends. These trends (particularly population, employment, Gross Domestic Product, traffic and construction prices) are the underlying factors that generate travel demand, provide federal and state revenues for highway repairs, and determine repair costs. The recent financial crisis, beginning in mid-to-late 2007, is clearly indicated in the following figure: U.S. Real Gross Domestic Product (GDP) declined 3.3 percent from the second quarter of 2008 to the second quarter of 2009, reflecting the common definition of a recession, which is two consecutive quarters of negative real GDP growth.¹ Since this decline, GDP has recovered slightly, with a growth rate of 1.8 percent from the second quarter of 2009 to the fourth quarter of 2009. Consumer prices (Consumer Price Index, CPI) follow trends similar to that of GDP. Prices steadily rose until the middle of 2008, at which point the CPI declined as demand for products fell. Also like GDP, the CPI has experienced recent increases once again.

Unemployment reflects corporate and government agency actions regarding layoffs and terminations, and tends to lag spending. From 2005 to 2008, unemployment rates ranged from approximately 4.4 percent to 5.4 percent, and were under 5.0 percent from December 2005 to November 2007. In May 2007, unemployment was at its lowest at 4.4 percent. However, since then unemployment has experienced a steady worsening (rise). It reached its peak in October 2009 at 10.1 percent and then improved slightly to 9.7 percent in January 2010.

These economic shocks have had a significant effect on the flow of tax revenues to state coffers. The overall trend of state tax revenues in the past five years shows a general increase up through June of 2008, followed by decreases since then.

These trends have also had large impacts on the flow of revenues to state and federal highway funds. Measures of travel, particularly vehicle miles traveled (VMT), drive gasoline sales and hence highway revenues. Trends in VMT nationally were up from January 2005 to November 2007. During this period, monthly VMT growth ranged up to +0.3 percent. However, VMT growth then turned down, beginning in December 2007 through March 2009. Since then, VMT has once again shown an increasing trend.

Figure 2: Unemployment, GDP, Construction Prices, VMT, CPI, State Tax Revenue



Highway construction price trends have, to some extent, offset declining highway fund revenues. Overall highway construction prices illustrate a slowly increasing trend until December 2007, at which point the growth rates dramatically increase, driven by the prices of diesel, gasoline and asphalt. The index reached its peak in July 2008 at 1.40 and has since declined, bottomed out and resumed its initial increasing trend.

An important issue regarding continuing transportation funding is the status of federal legislation. Since the expiration of SAFETEA-LU on September 30, 2009—the federal legislation covering FY 2004-2009—Congress has failed to pass new legislation. Instead, Congress has transferred general funds to the Highway Trust Fund several times. Initially \$7 billion was transferred in August 2009, another \$8 billion in September 2009, and another \$19.5 billion in March 2010. These transfers are intended to keep the Highway Trust Fund solvent and the federal highway program in place until congressional action can revise SAFETEA-LU. The result, however, has been a de-facto weaning of the highway program from dependence on gasoline revenues, which have been falling short of needs as fuel efficiency rises. Whether this approach will continue, and how long, is unknown, but most observers expect no major action on the federal transportation program until after the November 2010 election, at the earliest.²

Table 2: 2009-10 ARRA Highway Funds by Project Category, \$M	
Project Category	Funding, \$M
Bridge (Improve-Replace-New)	3,254.66
New Road Construction	2,001.43
Pavement Improvement	13,457.02
Pavement Widening	4,747.92
Safety/Traffic Management	1,334.15
Transportation Enhancements	1,089.02
Other	741.53
Total	\$26,625.73

Additional support for the federal highway program has also come from federal stimulus funds. These funds, supporting almost 13,000 projects and providing \$27 billion for highways so far, have been focused primarily on job creation and protection, and are targeted at “shovel ready” projects near bid and construction. They have not been limited only to state highways or to federal needs; some are targeted at local transportation needs. Table 2 and Table 3 show the program status as of February 26, 2010. Most of the funds are directed to projects that would improve or widen pavements, add new roads or repair bridges.

On average, the stimulus funds represent about 22.1 percent of the 2008 state highway disbursements. But for some states (North Dakota, South Dakota) stimulus funds can reach over 40 percent of the annual state funding, while in other states (e.g., New York, Texas, Massachusetts) they account for as little as 14 percent of the annual program. This means that given the focus of stimulus funds on projects that are likely to significantly impact system condition, their impact should be largest in smaller rural states that already have relatively good systems. Therefore, the impact of stimulus funds is likely to accentuate the differences between high-performing (generally smaller, rural) and low-performing (generally larger, urban) states.

Table 3: 2009-10 ARRA Funds for Highways, by State			
State (In order of Percent of 2008 Disbursement)	2009-10 ARRA Authorization, \$ M	2008 State Highway System Disbursements, \$ M	Percent of 2008 State Highway Disbursements
New York	944.5	6,555.3	14.4
Texas	2,239.5	15,471.7	14.5
Massachusetts	378.2	2,386.5	15.8
Washington	492.3	2,988.3	16.5
Florida	1,348.2	8,112.8	16.6
Illinois	935.6	5,537.8	16.9
New Jersey	651.8	3,798.6	17.2
Louisiana	430.5	2,485.5	17.3
West Virginia	210.9	1,207.7	17.5
Delaware	121.8	683.1	17.8
Pennsylvania	1,027.7	5,697.2	18.0
Maine	131.0	712.9	18.4
Virginia	647.2	3,525.9	18.4
Maryland	414.5	2,170.9	19.1
Kentucky	420.1	2,144.8	19.6

Table 3: 2009-10 ARRA Funds for Highways, by State			
State (In order of Percent of 2008 Disbursement)	2009-10 ARRA Authorization, \$ M	2008 State Highway System Disbursements, \$ M	Percent of 2008 State Highway Disbursements
New Hampshire	129.4	647.6	20.0
Utah	213.9	1,033.3	20.7
North Carolina	730.4	3,425.4	21.3
Nevada	201.4	906.4	22.2
Connecticut	299.3	1,335.7	22.4
Oregon	272.8	1,220.0	22.4
Alaska	170.5	729.2	23.4
Georgia	902.8	3,693.8	24.4
California	2,542.6	9,975.1	25.5
Indiana	656.3	2,487.0	26.3
Colorado	385.6	1,437.0	26.8
Wyoming	157.6	574.0	27.5
Arizona	520.9	1,852.8	28.1
Idaho	178.9	635.4	28.2
Ohio	918.8	3,229.4	28.5
Kansas	348.2	1,188.4	29.3
Missouri	637.5	2,176.6	29.3
Oklahoma	464.7	1,580.4	29.4
Wisconsin	529.1	1,802.0	29.4
Hawaii	125.7	422.8	29.7
Minnesota	505.6	1,669.4	30.3
New Mexico	252.6	796.3	31.7
Mississippi	354.6	1,115.7	31.8
South Carolina	463.3	1,427.5	32.5
Montana	212.5	631.9	33.6
Rhode Island	137.4	401.2	34.3
Nebraska	231.7	646.9	35.8
Alabama	511.1	1,413.4	36.2
Michigan	848.4	2,218.3	38.2
Vermont	125.8	328.2	38.3
Arkansas	351.5	906.5	38.8
Iowa	357.6	878.1	40.7
Tennessee	573.0	1,326.7	43.2
North Dakota	167.1	371.0	45.0
South Dakota	186.9	402.9	46.4
American Samoa	4.5		
District of Columbia	123.5		
Federal Lands	298.5		
Guam	18.0		
N Mariana Islands	4.5		
Puerto Rico	105.0		
Virgin Islands	12.5		
Total	\$26,625.7 M	\$118,364.9 M	Weighted Avg. 22.1

Part 3

Overall Highway Performance Rank by States

This report continues its annual ratings of state highway systems on cost versus effectiveness. Since the states have different budgets, system sizes and traffic, comparative performance depends on both system quality, and the resources available. To determine relative performance, state highway system budgets (per mile of responsibility) are compared with system performance, state-by-state. States rated high typically have good-condition systems along with relatively thin budgets.

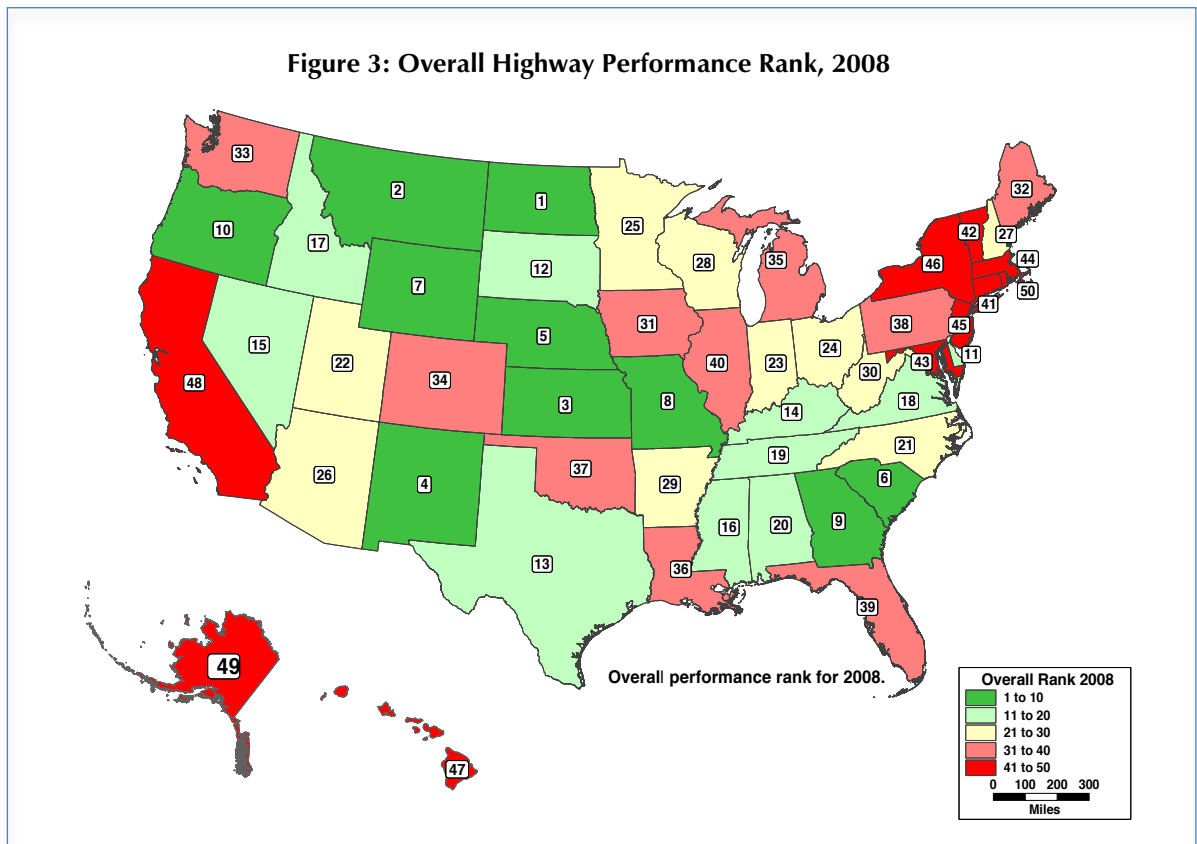
The following table shows the overall highway performance of the state highway systems for 2008, and 2004 through 2007. This year's leading states are North Dakota, followed by Montana, Kansas, New Mexico and Nebraska. At the other end are Rhode Island, Alaska, California, Hawaii and New York.

As in prior years, the best-performing states tend to be smaller, rural states with limited congestion (Figure 3). But several larger, more urban states (Missouri – 8th, Georgia – 9th) also rate in the top 10, and Texas ranks 13th. Although it is tempting to ascribe these ratings to circumstances, a more careful review suggests that numerous factors—terrain, climate and geography, urban congestion, system age, budget priorities, unit cost differences, state budget circumstances and management philosophies, just to name a few—are all affecting overall performance. The remainder of this report reviews the statistics underlying this overall rating in more detail.

Table 4a: Overall Performance Rankings 2008	
State	Overall Performance Rankings 2008
North Dakota	1
Montana	2
Kansas	3
New Mexico	4
Nebraska	5
South Carolina	6
Wyoming	7
Missouri	8
Georgia	9
Oregon	10
Delaware	11
South Dakota	12
Texas	13
Kentucky	14
Nevada	15
Mississippi	16
Idaho	17
Virginia	18
Tennessee	19
Alabama	20
North Carolina	21
Utah	22
Indiana	23
Ohio	24
Minnesota	25
Arizona	26
New Hampshire	27
Wisconsin	28
Arkansas	29
West Virginia	30
Iowa	31
Maine	32
Washington	33
Colorado	34
Michigan	35
Louisiana	36
Oklahoma	37
Pennsylvania	38
Florida	39
Illinois	40
Connecticut	41
Vermont	42
Maryland	43
Massachusetts	44
New Jersey	45
New York	46
Hawaii	47
California	48
Alaska	49
Rhode Island	50

Table 4b: Overall Performance Rankings 2008, Alphabetical Order	
State	Overall Performance Rankings 2008
Alabama	20
Alaska	49
Arizona	26
Arkansas	29
California	48
Colorado	34
Connecticut	41
Delaware	11
Florida	39
Georgia	9
Hawaii	47
Idaho	17
Illinois	40
Indiana	23
Iowa	31
Kansas	3
Kentucky	14
Louisiana	36
Maine	32
Maryland	43
Massachusetts	44
Michigan	35
Minnesota	25
Mississippi	16
Missouri	8
Montana	2
Nebraska	5
Nevada	15
New Hampshire	27
New Jersey	45
New Mexico	4
New York	46
North Carolina	21
North Dakota	1
Ohio	24
Oklahoma	37
Oregon	10
Pennsylvania	38
Rhode Island	50
South Carolina	6
South Dakota	12
Tennessee	19
Texas	13
Utah	22
Vermont	42
Virginia	18
Washington	33
West Virginia	30
Wisconsin	28
Wyoming	7

Table 4c: Overall Highway Performance Ratings, 2004-08						
	2004	2005	2006	2007	2008	Change in Rank, 2007-08
ND	1	1	1	1	1	0
MT	13	5	2	5	2	3
KS	3	3	5	3	3	0
NM	4	4	3	2	4	-2
NE	15	19	8	7	5	2
SC	2	2	6	4	6	-2
WY	10	7	4	6	7	-1
MO	28	17	13	24	8	16
GA	6	6	10	9	9	0
OR	5	8	11	23	10	13
DE	30	40	28	11	11	0
SD	12	11	7	8	12	-4
TX	9	15	12	17	13	4
KY	7	12	9	10	14	-4
NV	22	9	20	18	15	3
MS	26	25	38	28	16	12
ID	8	10	14	14	17	-3
VA	11	18	16	12	18	-6
TN	24	20	19	19	19	0
AL	39	43	29	25	20	5
NC	27	31	23	20	21	-1
UT	34	21	25	16	22	-6
IN	25	14	15	22	23	-1
OH	23	16	17	13	24	-11
MN	16	13	18	15	25	-10
AZ	37	27	26	25	26	-1
NH	19	34	46	39	27	12
WI	21	22	21	21	28	-7
AR	31	28	27	32	29	3
WV	14	26	24	27	30	-3
IA	29	35	32	30	31	-1
ME	17	23	22	29	32	-3
WA	38	32	39	35	33	2
CO	36	29	31	33	34	-1
MI	40	42	42	31	35	-4
LA	33	30	40	43	36	7
OK	20	24	33	34	37	-3
PA	32	36	36	38	38	0
FL	45	41	41	40	39	1
IL	35	33	34	36	40	-4
CT	41	39	35	37	41	-4
VT	18	37	30	42	42	0
MD	42	38	37	41	43	-2
MA	49	45	43	44	44	0
NJ	50	50	50	47	45	2
NY	47	48	45	45	46	-1
HI	43	46	47	46	47	-1
CA	48	44	44	48	48	0
AK	44	49	49	50	49	1
RI	46	47	48	49	50	-1



Several states improved their ratings sharply from 2007:

- **Missouri improved 16 spots, from 24th to 8th**, converting the higher expenditures in earlier years into improved system condition. Missouri lowered expenses relative to other states, but also improved system conditions on all seven key measures.
- **Oregon moved up 13 spots, from 23rd to 10th**, by lowering costs, particularly maintenance expenses. But the condition of the urban interstate worsened substantially, which may bode poorly for future ratings.
- **Mississippi improved 12 spots, from 28th to 16th**, by reducing costs in three categories and improving condition in six measures.
- **New Hampshire improved 12 spots, from 39th to 27th**, by repairing rural and urban interstate and rural primary pavements, reducing congestion and improving bridges, while holding cost increases to modest levels.

On the other hand several states worsened sharply from 2007:

- **Ohio fell 11 spots, 13th to 24th**, as it increased disbursements substantially but saw minimal gains in performance.
- **Minnesota fell 10 spots, from 15th to 25th**, as overall budgets increased but rural interstate and bridge conditions worsened.
- **Wisconsin dropped 7 spots, from 21st to 28th**, as disbursements increased but system improvements were modest.

Part 4

Performance Indicators

Detailed data and trends in rankings for each of the states are shown in the following tables. Selected system condition measures are also shown in the following maps. For a detailed look at overall state ranks and the comparative performance of each state's highway system, see the spreadsheets available along with this report at www.reason.org.

State-Controlled Miles

State-controlled miles include the State Highway Systems, state-agency toll roads, some ferry services, and smaller systems serving universities and state-owned properties. It includes the Interstate System, the National Highway System and most federal aid system roads. Nationwide, about 815,594 miles are under state control, about 90 more miles than in 2007 (Table 5, State-Controlled Highway Mileage).

The smallest state-owned road systems continue to be Hawaii (1,005 miles) and Rhode Island (1,111 miles); the largest are North Carolina (80,214 miles) and Texas (80,212 miles). North Carolina overtook Texas to be the state with largest state-owned system, by just two miles. Texas ranks 13th in overall performance and North Carolina ranks 21st. Rhode Island, meanwhile, despite its small size ranks last in overall performance.

Table 5: State-Controlled Highway Mileage 2008

Rank	State	Mileage
1	NC	80,214
2	TX	80,212
3	VA	57,957
4	PA	43,612
5	SC	41,620
6	WV	34,456
7	MO	33,677
8	KY	27,886
9	OH	20,394
10	GA	18,294
11	CA	18,273
12	WA	17,835
13	IL	16,747
14	LA	16,702
15	AR	16,431
16	NY	16,302
17	TN	14,220
18	OK	13,490
19	MN	12,905
20	NM	12,166
21	FL	12,084
22	WI	11,839
23	IN	11,215
24	MT	11,135
25	AL	11,107
26	MS	11,062
27	KS	10,607
28	NE	10,208
29	CO	9,764
30	MI	9,688
31	IA	9,444
32	SD	8,895
33	ME	8,665
34	AK	8,453
35	OR	8,166
36	WY	7,854
37	ND	7,407
38	AZ	7,142
39	NV	5,921
40	UT	5,841
41	MD	5,407
42	DE	5,372
43	ID	4,959
44	CT	4,048
45	NH	4,025
46	MA	3,605
47	NJ	3,332
48	VT	2,840
49	RI	1,111
50	HI	1,005
	U.S. Total	815,594
	Unweighted Avg., U.S. Avg. Mean	16,312

State Highway Agency Mileage

In 2008, about 778,345 miles were the responsibility of the 50 state highway agencies (Table 6, State Highway Agency Mileage). In most states these are generally the Interstates and other major US-numbered and state-numbered roads, but a few states also manage major portions of the rural road system. The average number of lanes, per mile, is 2.38 lanes, but a few states (New Jersey, Florida, California and Massachusetts) manage significantly wider roads.

Rank	State	Miles	Lane Miles	Ratio
1	WV	34,369	70,792	2.06
2	AK	5,650	11,699	2.07
3	ME	8,510	18,115	2.13
4	NC	79,466	170,084	2.14
5	VA	57,918	125,281	2.16
6	SC	41,429	89,976	2.17
7	DE	5,329	11,693	2.19
8	PA	39,862	88,475	2.22
9	NH	3,972	8,825	2.22
10	KY	27,574	61,499	2.23
11	MO	33,677	75,656	2.25
12	NE	9,959	22,487	2.26
13	AR	16,430	37,119	2.26
14	MT	10,796	24,490	2.27
15	VT	2,630	6,038	2.30
16	ND	7,384	16,986	2.30
17	SD	7,836	18,071	2.31
18	LA	16,685	38,501	2.31
19	WY	6,742	15,594	2.31
20	KS	10,369	23,988	2.31
21	TX	80,067	193,188	2.41
22	OR	7,538	18,264	2.42
23	NV	5,379	13,055	2.43
24	NM	11,951	29,237	2.45
25	ID	4,958	12,137	2.45
26	OK	12,280	30,114	2.45
27	MN	11,893	29,266	2.46
28	WI	11,770	29,481	2.50
29	CO	9,101	22,948	2.52
30	MS	10,973	27,743	2.53
31	IN	11,215	28,458	2.54
32	OH	19,258	49,034	2.55
33	NY	14,969	38,142	2.55
34	AL	10,938	28,121	2.57
35	IA	8,895	23,036	2.59
36	WA	7,042	18,443	2.62
37	HI	945	2,477	2.62
38	IL	16,040	42,150	2.63
39	TN	13,881	36,521	2.63
40	CT	3,717	9,800	2.64
41	RI	1,108	2,923	2.64
42	GA	17,997	47,498	2.64
43	UT	5,841	15,699	2.69
44	AZ	6,755	18,819	2.79
45	MI	9,652	27,459	2.84
46	MD	5,148	14,671	2.85
47	MA	2,834	8,659	3.06
48	CA	15,205	50,541	3.32
49	FL	12,084	42,439	3.51
50	NJ	2,324	8,480	3.65
	U.S.	778,345	1,854,172	
	Wtd Avg	15,567	37,083	2.38

Capital and Bridge Disbursements

Capital and bridge disbursements for state-owned roads totaled \$62.907 billion in 2008, about 0.54 percent higher than in 2007 (Table 7, Capital and Bridge Disbursements per State-Controlled Mile). On a per-mile basis, capital and bridge disbursements increased slightly, from an average of \$76,726/mile to \$77,130/mile, about 0.53 percent. In 2008 the state with the lowest capital and bridge disbursements per mile was South Carolina at \$13,214 disbursements per mile, while the highest was New Jersey with \$537,267 disbursements per mile.

South Carolina, New Mexico, West Virginia and Virginia reported lowest per-mile capital and bridge expenditures. New Jersey, Florida, California and Maryland reported the highest per-mile bridge and capital expenditures. The states with the largest percent increases from 2007 to 2008 include Wyoming, Oklahoma, Louisiana, Arizona, Indiana and Hawaii.

Since 1984, per-mile capital and bridge disbursements have increased about 285.5 percent.

Table 7: Capital and Bridges Disbursements per State-Controlled Mile, 2008

Rank	State	Disbursements per Mile
1	SC	\$13,214
2	NM	\$20,846
3	WV	\$21,314
4	VA	\$23,384
5	NC	\$25,973
6	SD	\$27,482
7	ME	\$32,711
8	MT	\$36,023
9	AR	\$36,257
10	MO	\$36,649
11	NE	\$36,924
12	ND	\$40,588
13	AK	\$44,847
14	WY	\$46,010
15	DE	\$46,053
16	VT	\$46,093
17	KY	\$54,947
18	IA	\$55,713
19	TN	\$61,100
20	PA	\$62,242
21	NH	\$63,573
22	OK	\$64,244
23	KS	\$66,323
24	CO	\$70,823
25	MN	\$73,249
26	MS	\$75,786
27	NV	\$78,554
28	AL	\$81,235
29	ID	\$83,854
30	OR	\$87,114
31	TX	\$88,539
32	OH	\$88,578
33	UT	\$89,855
34	WA	\$95,222
35	WI	\$95,479
36	LA	\$111,801
37	MI	\$134,657
38	CT	\$136,748
39	GA	\$140,429
40	IN	\$140,876
41	AZ	\$142,106
42	NY	\$154,642
43	RI	\$158,996
44	MA	\$165,145
45	IL	\$177,347
46	HI	\$259,466
47	MD	\$264,092
48	CA	\$265,061
49	FL	\$430,385
50	NJ	\$537,267
	Wtd. U.S. Avg.	\$77,130

Maintenance Disbursements

Maintenance disbursements decreased by 3.8 percent from 2007 to 2008, from \$19.45 billion in 2007 to \$18.71 billion in 2008, and accounted for about 15.7 percent of total disbursements (Table 8, Maintenance Disbursements per State-Controlled Mile).

Since 1984 per-mile maintenance disbursements have increased about 210 percent. On a per-mile basis 2008 maintenance disbursements per mile of responsibility averaged about \$22,937, also down about 3.8 percent. The lowest per-mile maintenance disbursement was \$4,017 in North Dakota, the highest \$123,844 in New Jersey.

Table 8: Maintenance Disbursements per State-Controlled Mile, 2008

Rank	State	Disbursements per Mile
1	ND	\$4,017
2	WV	\$7,746
3	SC	\$8,164
4	NC	\$8,435
5	SD	\$9,141
6	MT	\$9,242
7	AR	\$10,180
8	MS	\$10,313
9	IN	\$10,862
10	GA	\$12,126
11	KY	\$12,985
12	MO	\$14,762
13	AL	\$15,041
14	WY	\$15,152
15	NE	\$15,178
16	KS	\$15,610
17	OK	\$16,466
18	TX	\$17,966
19	TN	\$18,543
20	AZ	\$18,786
21	WI	\$19,196
22	NM	\$19,524
23	IA	\$19,663
24	NV	\$20,359
25	VA	\$20,792
26	DE	\$20,885
27	OH	\$21,492
28	ID	\$22,475
29	UT	\$23,594
30	CO	\$25,483
31	OR	\$26,160
32	LA	\$27,977
33	AK	\$28,085
34	VT	\$28,669
35	CT	\$29,492
36	ME	\$29,757
37	MI	\$31,145
38	MN	\$31,434
39	PA	\$36,851
40	WA	\$37,770
41	IL	\$44,360
42	HI	\$49,194
43	CA	\$53,473
44	NH	\$58,524
45	MD	\$62,025
46	RI	\$80,506
47	FL	\$83,067
48	NY	\$88,407
49	MA	\$105,670
50	NJ	\$123,844
	Wtd U.S. Avg.	\$22,937

Administrative Disbursements

Administrative disbursements increased sharply in 2008: they totaled \$10.78 billion in 2008, about 36.2 percent higher than in 2007 (Table 9, Administrative Disbursements per State-Controlled Mile).

Administrative costs accounted for about 9.4 percent of total disbursements, up from 7.2 percent in 2007. This may be partially due to some states ‘parking’ funds from bond sales and other initiatives in ‘administrative’ disbursements.

Since 1984, per-mile administrative disbursements have increased about 406 percent. On a per-mile basis, 2008 administrative disbursements averaged \$13,214, ranging from a low of \$1,123 in Kentucky to a high of \$93,464 per mile in California.

New York reported the greatest increase in administrative disbursements from \$327 million in 2007 to \$1.45 billion in 2008; this might be the result of reclassifying incoming funds rather than a significant increase in true administrative costs. South Carolina reported \$354 million in administrative disbursements in 2008, up from \$112 million in 2007.

Table 9: Administrative Disbursements per State-Controlled Mile, 2008

Rank	State	Disbursements per Mile
1	KY	\$1,123
2	AR	\$1,821
3	ND	\$2,018
4	MO	\$2,099
5	ME	\$2,565
6	WV	\$2,627
7	NC	\$2,783
8	LA	\$3,037
9	NE	\$3,278
10	IA	\$5,137
11	SD	\$5,293
12	ID	\$5,855
13	MT	\$6,037
14	AK	\$6,305
15	VA	\$6,370
16	TX	\$6,529
17	KS	\$6,595
18	MS	\$6,938
19	WY	\$7,026
20	SC	\$8,499
21	OK	\$8,920
22	OR	\$9,728
23	WA	\$10,664
24	MN	\$10,853
25	PA	\$11,450
26	TN	\$11,621
27	GA	\$12,572
28	VT	\$12,756
29	WI	\$13,657
30	NH	\$14,814
31	DE	\$15,450
32	OH	\$15,759
33	MD	\$15,911
34	NM	\$16,252
35	AL	\$17,885
36	RI	\$19,270
37	FL	\$19,526
38	CO	\$19,563
39	MI	\$20,205
40	IL	\$22,307
41	NV	\$23,963
42	UT	\$31,492
43	IN	\$34,138
44	AZ	\$42,113
45	HI	\$57,257
46	CT	\$57,437
47	NJ	\$62,748
48	MA	\$71,982
49	NY	\$89,194
50	CA	\$93,464
	Wtd U.S. Avg.	\$13,214

Total Disbursements

The states disbursed about \$118.365 billion for state-owned roads in 2008, about 8.4 percent higher than in 2007 (Table 10, Total Disbursements per State-Controlled Mile).

Since 1984, per-mile total disbursements have increased about 290 percent. On a per-mile basis, 2008 disbursements averaged \$145,127. The lowest disbursement per mile was \$34,299 in South Carolina; the highest \$1,140,039 per mile in New Jersey.

Table 10: Total Disbursements per State-Controlled Mile, 2008

Rank	State	Disbursements per Mile
1	SC	\$34,299
2	WV	\$35,050
3	NC	\$42,704
4	SD	\$45,291
5	ND	\$50,094
6	AR	\$55,168
7	MT	\$56,747
8	VA	\$60,836
9	NE	\$63,369
10	MO	\$64,633
11	NM	\$65,451
12	WY	\$73,083
13	KY	\$76,914
14	ME	\$82,271
15	AK	\$86,268
16	IA	\$92,978
17	TN	\$93,297
18	MS	\$100,858
19	KS	\$112,042
20	VT	\$115,553
21	OK	\$117,153
22	DE	\$127,163
23	AL	\$127,253
24	ID	\$128,128
25	MIN	\$129,361
26	PA	\$130,633
27	CO	\$147,169
28	LA	\$148,813
29	OR	\$149,398
30	WI	\$152,208
31	NV	\$153,078
32	OH	\$158,351
33	NH	\$160,900
34	WA	\$167,555
35	UT	\$176,909
36	TX	\$192,885
37	GA	\$201,911
38	IN	\$221,752
39	MI	\$228,970
40	AZ	\$259,426
41	CT	\$329,955
42	IL	\$330,674
43	RI	\$361,089
44	MD	\$401,491
45	NY	\$402,118
46	HI	\$420,686
47	CA	\$545,890
48	MA	\$661,994
49	FL	\$671,366
50	NJ	\$1,140,039
	Wtd. U.S. Avg.	\$145,127

Rural Interstate Condition

In most states road condition is measured using special machines that determine the roughness of road surfaces. (A few states continue to use visual ratings). About 1.93 percent of U.S. rural Interstates—579 miles out of 30,076—were reported in poor condition in 2008 (Table 11, Rural Interstate Condition, and Figure 4). This was virtually the same as in 2007, when 580 miles out of 30,040 (also 1.93 percent) of rural Interstates were rated poor.

Several states (Wyoming, North Carolina and Louisiana) reported large improvements, cutting their poor-condition rural Interstate mileage by more than half. On the other hand, several states (Idaho, Oklahoma, Minnesota and Alaska) reported extensive worsening that nearly doubled their poor-condition Interstate mileage.

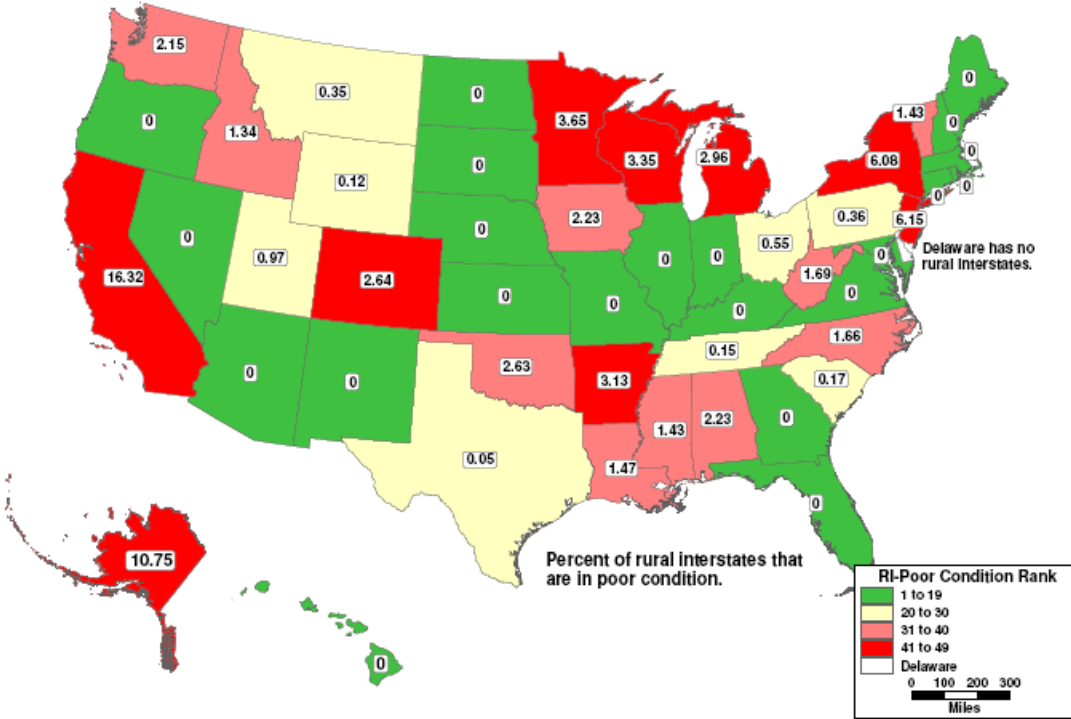
The amount of poor mileage varies widely by state. Twenty-two states reported no poor mileage, and eight more reported less than 1 percent poor mileage. On the other hand, four states (New York, New Jersey, Alaska and California) reported more than 5 percent poor mileage. In 2008, Alaska in particular reported a total of 109 miles of rural Interstate in poor condition, up from just 61 miles reported to be in poor condition in 2007. Over two-thirds of the poor-condition rural Interstate mileage in the U.S. is in just four states: California, Alaska, New York and Minnesota.

Table 11: Rural Interstate Condition, 2008

Rank	State	Percent Poor Miles
1	AZ	0.00
1	CT	0.00
1	FL	0.00
1	GA	0.00
1	HI	0.00
1	IL	0.00
1	IN	0.00
1	KS	0.00
1	KY	0.00
1	MA	0.00
1	MD	0.00
1	ME	0.00
1	MO	0.00
1	ND	0.00
1	NE	0.00
1	NH	0.00
1	NM	0.00
1	NV	0.00
1	OR	0.00
1	RI	0.00
1	SD	0.00
1	VA	0.00
23	TX	0.05
24	WY	0.12
25	TN	0.15
26	SC	0.17
27	MT	0.35
28	PA	0.36
29	OH	0.55
30	UT	0.97
31	ID	1.34
32	MS	1.43
33	VT	1.43
34	LA	1.47
35	NC	1.66
36	WV	1.69
37	WA	2.15
38	IA	2.23
39	AL	2.23
40	OK	2.63
41	CO	2.64
42	MI	2.96
43	AR	3.13
44	WI	3.35
45	MN	3.65
46	NY	6.08
47	NJ	6.15
48	AK	10.75
49	CA	16.32
NA	DE*	NA
	Wtd. U.S. Avg.	1.93

*Delaware has no rural Interstates.

Figure 4. Percent of Rural Interstates in Poor Condition, 2008



Urban Interstate Condition

The urban Interstates consist of major multi-lane Interstates in and near urban areas. The condition of the urban Interstate system improved sharply in 2008, to 5.37 percent poor from 5.86 percent poor in 2007 (Table 12, Urban Interstate Condition, and Figure 5). This was an improvement of 8.4 percent, and represents an improvement of poor mileage from 939 to 878 miles rated poor.

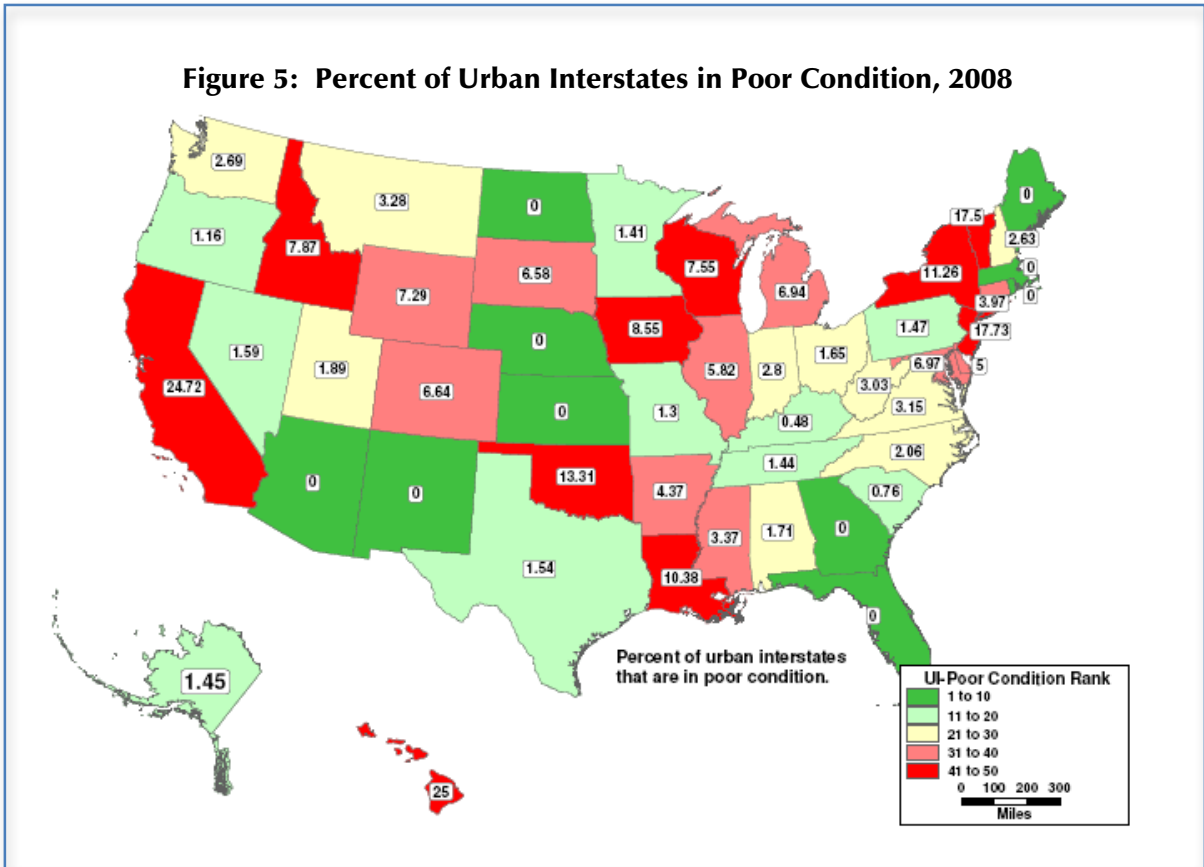
Several states reported reducing their poor-mileage urban Interstate by more than half, led by Maine, New Hampshire and Texas. Others reporting large reductions included Missouri, Nevada, Mississippi and Idaho. In 2008, a majority of the states improved slightly.

The condition of the urban Interstate also varies widely. Ten states reported no poor urban Interstate mileage, up from six 2007, but four states (Vermont, New Jersey, California and Hawaii) reported more than 15 percent poor mileage. However, about 60 percent of the total poor-condition urban Interstate mileage is in just five states: California, New York, New Jersey, Illinois and Michigan.

Table 12: Urban Interstate Condition, 2008

Rank	State	Percent Poor Miles
1	AZ	0.00
1	FL	0.00
1	GA	0.00
1	KS	0.00
1	MA	0.00
1	ME	0.00
1	ND	0.00
1	NE	0.00
1	NM	0.00
1	RI	0.00
11	KY	0.48
12	SC	0.76
13	OR	1.16
14	MO	1.30
15	MN	1.41
16	TN	1.44
17	AK	1.45
18	PA	1.47
19	TX	1.54
20	NV	1.59
21	OH	1.65
22	AL	1.71
23	UT	1.89
24	NC	2.06
25	NH	2.63
26	WA	2.69
27	IN	2.80
28	WV	3.03
29	VA	3.15
30	MT	3.28
31	MS	3.37
32	CT	3.97
33	AR	4.37
34	DE	5.00
35	IL	5.82
36	SD	6.58
37	CO	6.64
38	MI	6.94
39	MD	6.97
40	WY	7.29
41	WI	7.55
42	ID	7.87
43	IA	8.55
44	LA	10.38
45	NY	11.26
46	OK	13.31
47	VT	17.50
48	NJ	17.73
49	CA	24.72
50	HI	25.00
	Wtd. U.S. Avg.	5.37

Figure 5: Percent of Urban Interstates in Poor Condition, 2008



Rural Other Principal Arterial Pavement Condition

The condition of the major rural highways continued to improve from 2007 to 2008, by about 0.11 percentage points. Overall, about 0.53 percent of the rural other principal arterial system (or rural primary pavement)—498 miles out of 94,367—was reported to be in poor condition (Table 13, Rural Arterial Condition, and Figure 6). This compares with 0.64 percent, or about 606 miles, in 2007. Since 2004, the rural arterial condition has steadily improved from 0.94 percent in poor condition in 2004 to 0.53 percent in poor condition in 2008.

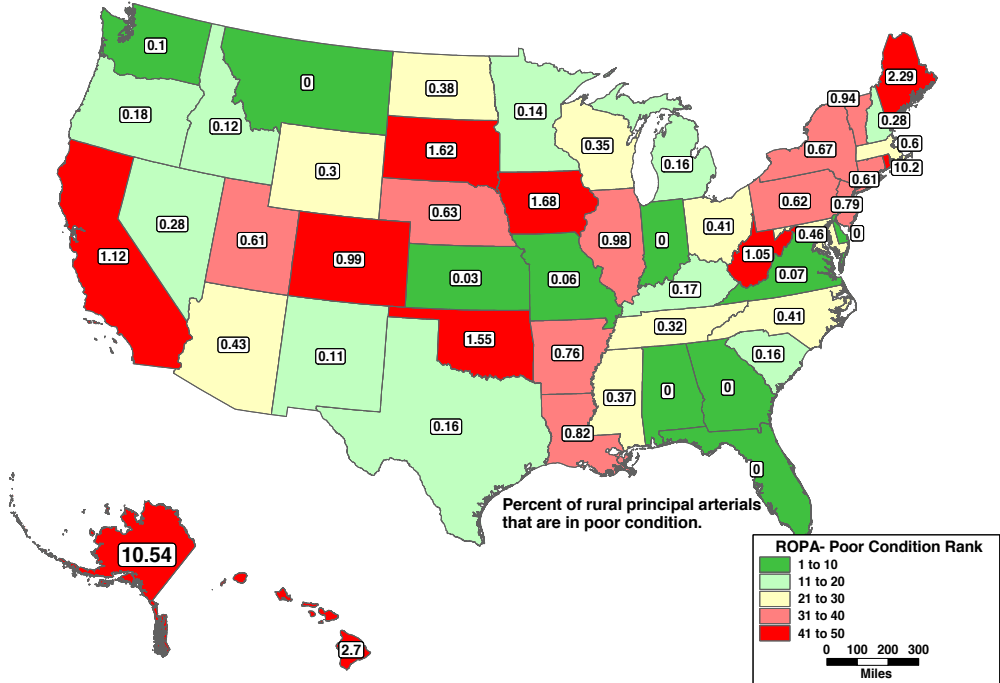
Several states, led by Missouri, Washington, New Hampshire and Louisiana, reported substantial improvement in the percentage of poor-mileage rural other principal arterials. Three states (Maryland, Wyoming and Arkansas) reported substantial declines.

Six states reported no poor rural principal arterial in 2008. On the other hand, Alaska and Rhode Island reported more than 10 percent of their rural principal arterial mileage to be in poor condition.

Table 13: Rural Other Principal Arterial Condition, 2008

Rank	State	Percent Poor Miles
1	AL	0.00
1	DE	0.00
1	FL	0.00
1	GA	0.00
1	IN	0.00
1	MT	0.00
7	KS	0.03
8	MO	0.06
9	VA	0.07
10	WA	0.10
11	NM	0.11
12	ID	0.12
13	MN	0.14
14	MI	0.16
15	SC	0.16
16	TX	0.16
17	KY	0.17
18	OR	0.18
19	NH	0.28
20	NV	0.28
21	WY	0.30
22	TN	0.32
23	WI	0.35
24	MS	0.37
25	ND	0.38
26	OH	0.41
27	NC	0.41
28	AZ	0.43
29	MD	0.46
30	MA	0.60
31	CT	0.61
32	UT	0.61
33	PA	0.62
34	NE	0.63
35	NY	0.67
36	AR	0.76
37	NJ	0.79
38	LA	0.82
39	VT	0.94
40	IL	0.98
41	CO	0.99
42	WV	1.05
43	CA	1.12
44	OK	1.55
45	SD	1.62
46	IA	1.68
47	ME	2.29
48	HI	2.70
49	RI	10.20
50	AK	10.54
	Wtd. U.S. Avg.	0.53

Figure 6: Percent of Rural Other Principal Arterials in Poor Condition, 2008



Urban Interstate Congestion

There is no universally accepted definition of traffic congestion, but in reporting to the federal government the states use peak-hour volume-to-capacity ratios, as calculated in the Transportation Research Board's Highway Capacity Manual. The congestion measures for 2008 are not totally comparable with the years before about 2002, since most states increased the rated capacities of urban Interstates, based on the 1997 and 2000 Highway Capacity Manuals. Therefore, the percentage of urban Interstates rated "congested" sometimes shows an artificial improvement between 2002 and 2004. This effect should be largely muted with data from 2005 forward.

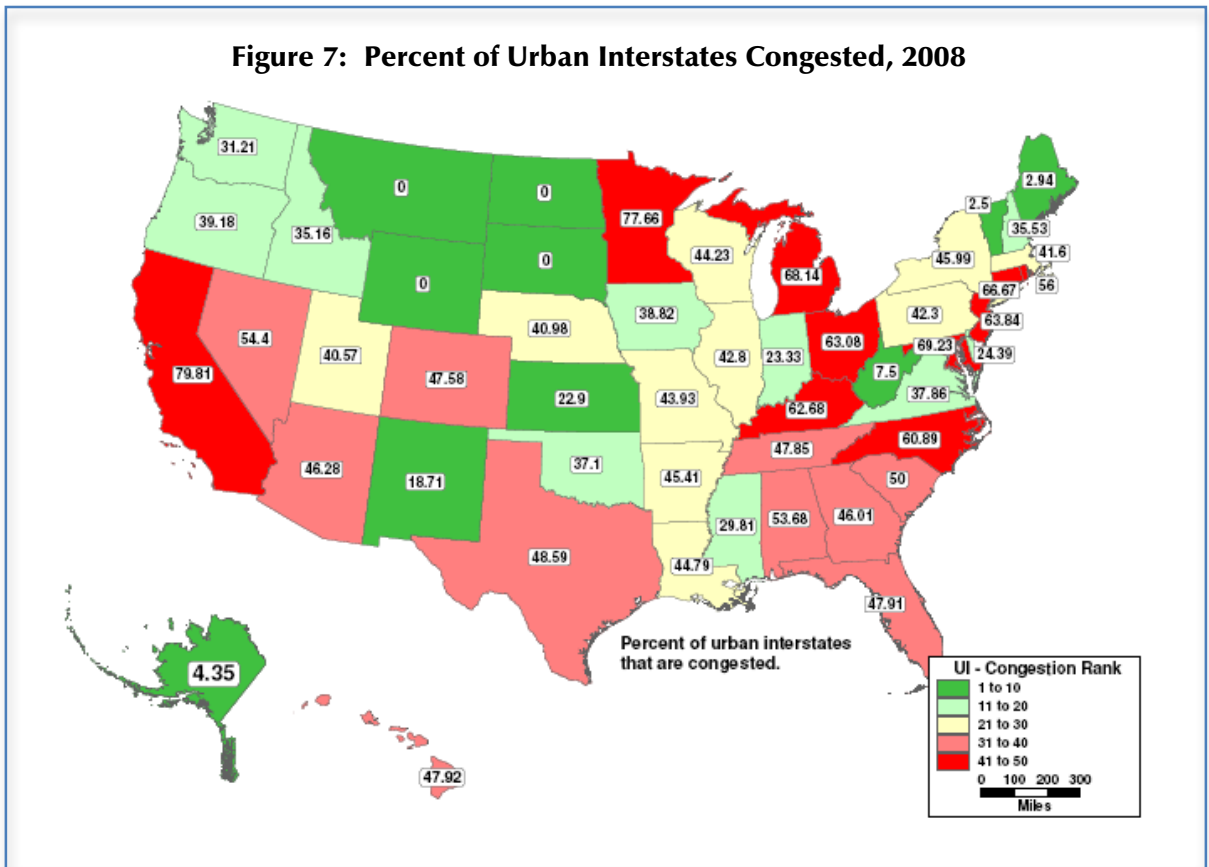
In 2008, 48.61 percent of urban Interstates were congested (Table 14, Urban Interstate Congestion, and Figure 7). This is an improvement from 2007 when 50.59 percent were congested. For 2008, about 7,971 miles out of 16,397 urban Interstate miles were rated as having volume/capacity ratios greater than 0.70, the standard for mild congestion. This compares with 8,170 miles congested for 2007, out of 16,149 miles measured. Some of this improvement is related to major repairs and widenings on the urban Interstate system, and some is undoubtedly related to the national drop in travel in 2008 versus 2007, which lowered volume/capacity ratios.

Table 14: Urban Interstate Congestion, 2008

Rank	State	Percent Miles Congested
1	MT	0.00
1	ND	0.00
1	SD	0.00
1	WY	0.00
5	VT	2.50
6	ME	2.94
7	AK	4.35
8	WV	7.50
9	NM	18.71
10	KS	22.90
11	IN	23.33
12	DE	24.39
13	MS	29.81
14	WA	31.21
15	ID	35.16
16	NH	35.53
17	OK	37.10
18	VA	37.86
19	IA	38.82
20	OR	39.18
21	UT	40.57
22	NE	40.98
23	MA	41.60
24	PA*	42.30
25	IL	42.80
26	MO	43.93
27	WI*	44.23
28	LA	44.79
29	AR	45.41
30	NY	45.99
31	GA	46.01
32	AZ	46.28
33	CO	47.58
34	TN	47.85
35	FL	47.91
36	HI	47.92
37	TX	48.59
38	SC*	50.00
39	AL	53.68
40	NV	54.40
41	RI	56.00
42	NC	60.89
43	KY	62.68
44	OH	63.08
45	NJ	63.84
46	CT	66.67
47	MI	68.14
48	MD	69.23
49	MN	77.66
50	CA	79.81
	Wtd. U.S. Avg.	48.61

In 2008, four states (Montana, North Dakota, South Dakota and Wyoming) reported no congested urban Interstates, while 13 states reported half or more of their urban Interstates congested. Five states (California 79.8 percent, Minnesota 77.7 percent, Maryland 69.2 percent, Michigan 68.1 percent and Connecticut 66.7 percent) reported more than 65 percent of their urban Interstates congested. While most of the states improved in 2008, Michigan worsened sharply, from 44.6 percent congested in 2007 to 68.1 percent congested in 2008; this might be due to recalculation of capacities. For 2008, the urban Interstate congestion data for Pennsylvania, South Carolina and Wisconsin was not used, since the reported data (0 miles reported as congested for each state) is clearly erroneous; we used 2006 data for South Carolina and Wisconsin, and 2007 data for Pennsylvania as a substitute.

*PA 2007 data, WI and SC 2006 data.



Deficient or Functionally Obsolete Bridges

Federal law mandates the uniform inspection of all bridges for structural and functional adequacy at least every two years; bridges rated “deficient” are eligible for federal repair dollars. The condition of the nation’s highway bridges has improved again in 2008, after a reported worsening in 2007. Of the 597,746 highway bridges in the current National Bridge Inventory, 141,778 (about 23.72 percent) were reported deficient for 2008 (Table 15, Deficient Bridges, and Figure 8). This is quite a large improvement from 2007’s 25.3 percent.

Nevada reported the lowest percentage of deficient bridges, 10.96 percent, while Rhode Island reported the highest, 53.43 percent.

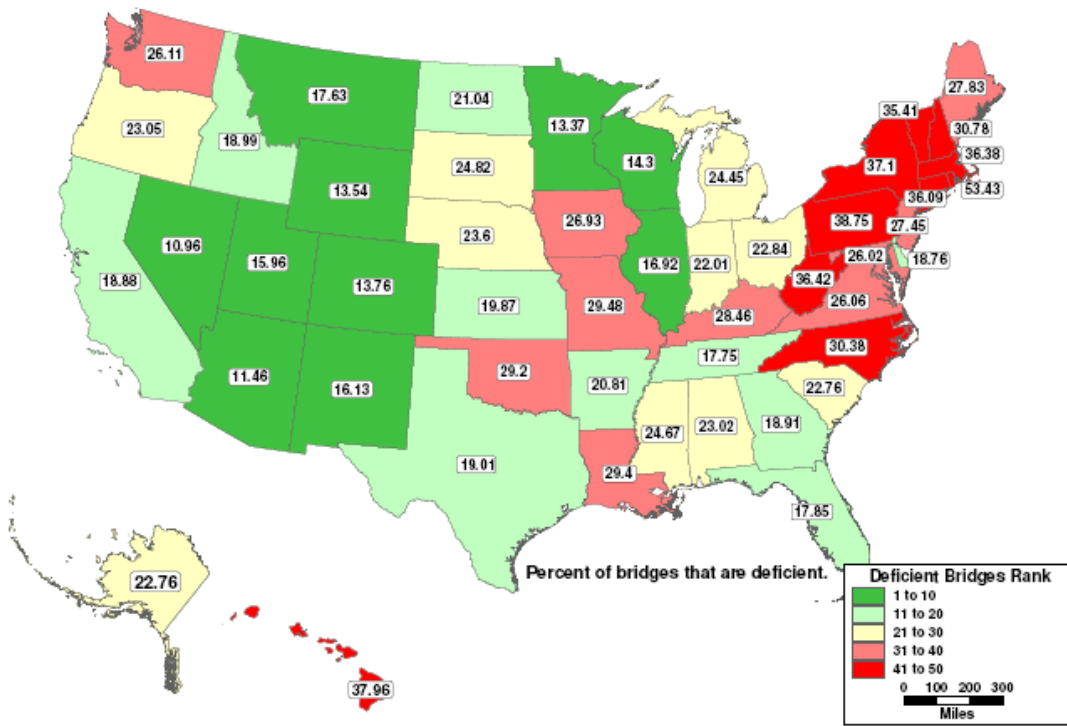
Most states reported modest improvements in the percentage of deficient and obsolete bridges, and a few reported large improvements.

(To compare these rankings with previous reports, see Appendix about changes in data sources.)

Table 15: Deficient Bridges, 2008

Rank	State	Percent Deficient
1	NV	10.96
2	AZ	11.46
3	MN	13.37
4	WY	13.54
5	CO	13.76
6	WI	14.30
7	UT	15.96
8	NM	16.13
9	IL	16.92
10	MT	17.63
11	TN	17.75
12	FL	17.85
13	DE	18.76
14	CA	18.88
15	GA	18.91
16	ID	18.99
17	TX	19.01
18	KS	19.87
19	AR	20.81
20	ND	21.04
21	IN	22.01
22	SC	22.76
23	AK	22.76
24	OH	22.84
25	AL	23.02
26	OR	23.05
27	NE	23.60
28	MI	24.45
29	MS	24.67
30	SD	24.82
31	MD	26.02
32	VA	26.06
33	WA	26.11
34	IA	26.93
35	NJ	27.45
36	ME	27.83
37	KY	28.46
38	OK	29.20
39	LA	29.40
40	MO	29.48
41	NC	30.38
42	NH	30.78
43	VT	35.41
44	CT	36.09
45	MA	36.38
46	WV	36.42
47	NY	37.10
48	HI	37.96
49	PA	38.75
50	RI	53.43
	Wtd. U.S. Avg.	23.72

Figure 8: Percent of Bridges in Deficient Condition, 2008



Fatality Rates

Fatality rates are an important overall measure of each state's road performance. The nation's highway fatality rate continued to improve (Table 16, Fatality Rates, and Figure 9). In 2008, 37,227 fatalities were reported, lower than the 41,015 reported for 2007. The national average fatality rate was 1.253 fatalities per 100 million vehicle miles, down 7.5 percent from 1.355 in 2007. Vehicle miles traveled (VMT) also declined, going from 3,026,213 million VMT in 2007 to 2,969,898 million VMT in 2008.

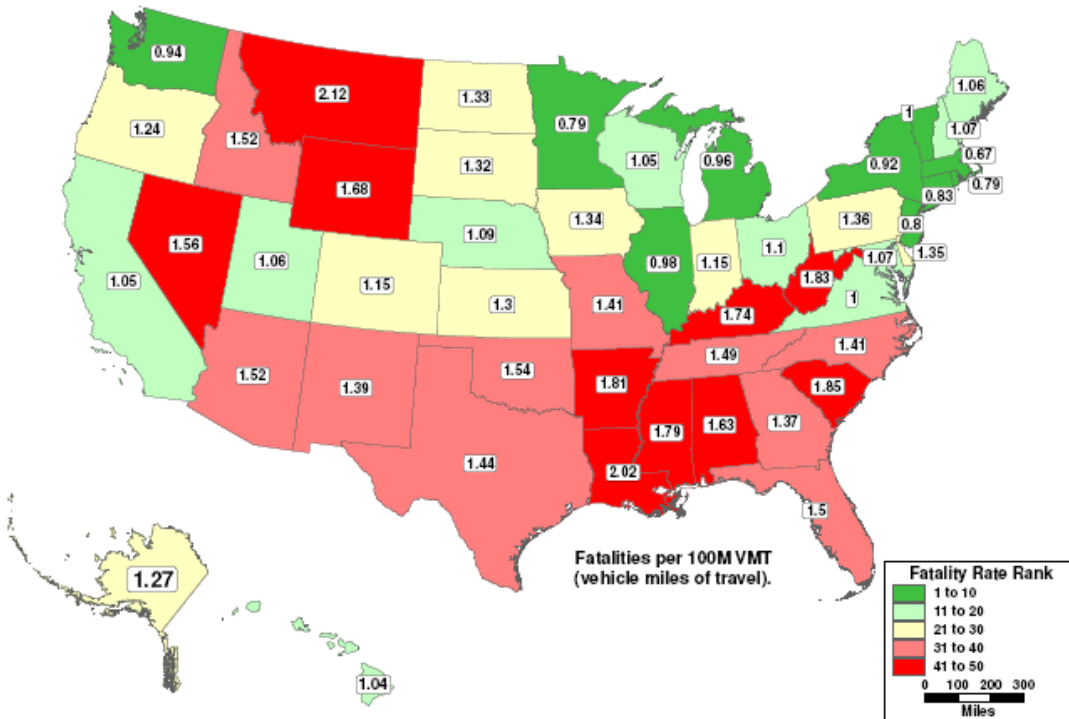
For 2008, Massachusetts reported the lowest fatality rate, 0.67, while Montana reported the highest, 2.12. Most states reported improvements, led by Hawaii, Alaska, South Dakota, Mississippi, West Virginia and Montana. A few states (Delaware, Texas and Wyoming) reported higher fatality rates for 2008.

Recently released data for 2009 indicates further improvement in the future. For 2009, the preliminary national rate is 1.16 fatalities per 100 million miles, a substantial continuing improvement.

Table 16: Fatality Rate, 2008

Rank	State	Fatalities per 100 Million Vehicle Miles
1	MA	0.67
2	MN	0.79
3	RI	0.79
4	NJ	0.80
5	CT	0.83
6	NY	0.92
7	WA	0.94
8	MI	0.96
9	IL	0.98
10	VT	1.00
11	VA	1.00
12	HI	1.04
13	CA	1.05
14	WI	1.05
15	UT	1.06
16	ME	1.06
17	NH	1.07
18	MD	1.07
19	NE	1.09
20	OH	1.10
21	CO	1.15
22	IN	1.15
23	OR	1.24
24	AK	1.27
25	KS	1.30
26	SD	1.32
27	ND	1.33
28	IA	1.34
29	DE	1.35
30	PA	1.36
31	GA	1.37
32	NM	1.39
33	MO	1.41
34	NC	1.41
35	TX	1.44
36	TN	1.49
37	FL	1.50
38	AZ	1.52
39	ID	1.52
40	OK	1.54
41	NV	1.56
42	AL	1.63
43	WY	1.68
44	KY	1.74
45	MS	1.79
46	AR	1.81
47	WV	1.83
48	SC	1.85
49	LA	2.02
50	MT	2.12
	Wtd. U.S.Avg.	1.253

Figure 9: Fatality Rates per 100 Million Vehicle Miles, 2008



Narrow Rural Lanes

Narrow lanes on major rural roads are key indicators of how far ahead drivers can see (sight visibility) and design inadequacy. The national design standard for lane width on major rural roads is generally 12 feet, and few if any major rural roads would be improved without widening lanes to the standard.

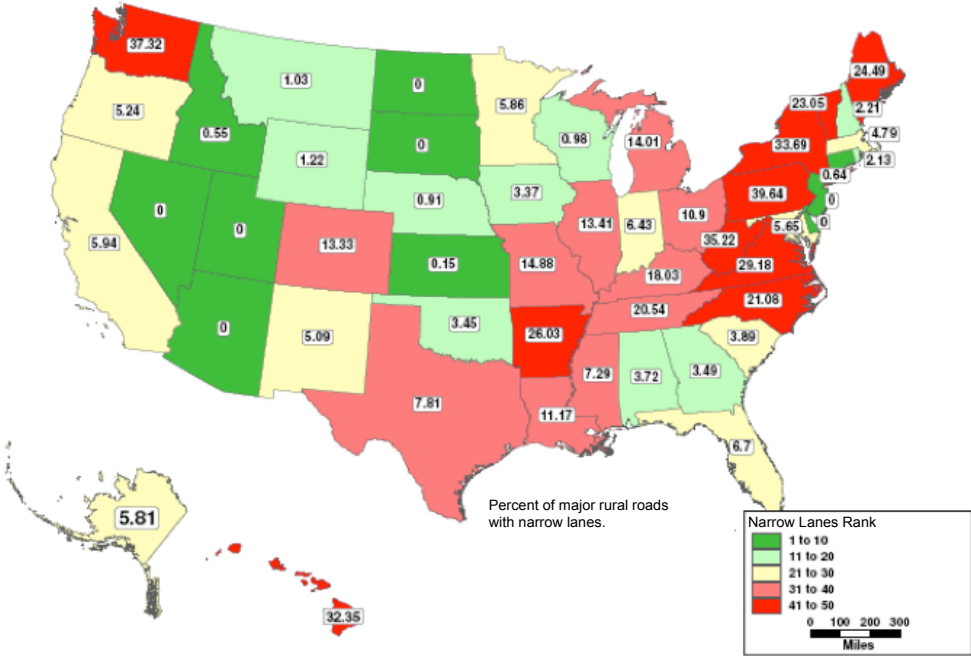
In 2008, about 9.62 percent of major rural roads—7,861 miles out of 81,753—had narrow lanes less than 12 feet wide (Table 17, Rural Narrow Lanes, and Figure 10). This was much better than the 10.27 percent reported in 2007. However, considerably less mileage was measured in 2008 than in 2007 (94,763 miles measured in 2007, 81,753 in 2008).

Seven states reported no narrow-lane mileage, while Pennsylvania (39.64 percent) reported the highest percentage of narrow lanes. Several states reported significant improvements (Iowa, Missouri, South Carolina, Tennessee and Ohio), while two others (North Carolina and New York) reported increases in narrow mileage, likely the result of re-measuring.

Table 17: Rural Narrow Lanes, 2008

Rank	State	Percent Narrow
1	AZ	0.00
1	DE	0.00
1	ND	0.00
1	NJ	0.00
1	NV	0.00
1	SD	0.00
1	UT	0.00
8	KS	0.15
9	ID	0.55
10	CT	0.64
11	NE	0.91
12	WI	0.98
13	MT	1.03
14	WY	1.22
15	RI	2.13
16	NH	2.21
17	IA	3.37
18	OK	3.45
19	GA	3.49
20	AL	3.72
21	SC	3.89
22	MA	4.79
23	NM	5.09
24	OR	5.24
25	MD	5.65
26	AK	5.81
27	MN	5.86
28	CA	5.94
29	IN	6.43
30	FL	6.70
31	MS	7.29
32	TX	7.81
33	OH	10.90
34	LA	11.17
35	CO	13.33
36	IL	13.41
37	MI	14.01
38	MO	14.88
39	KY	18.03
40	TN	20.54
41	NC	21.08
42	VT	23.05
43	ME	24.49
44	AR	26.03
45	VA	29.18
46	HI	32.35
47	NY	33.69
48	WV	35.22
49	WA	37.32
50	PA	39.64
	Wtd. U.S. Avg.	9.616

Figure 10: Percent of Major Rural Roads with Narrow Lanes, 2008



District of Columbia and Puerto Rico

This year for the first time we have included in the report some preliminary information on Puerto Rico and the District of Columbia, which is shown in Table 18.

These are both small systems, relative to the states. While the information is not complete, it does suggest that Washington, DC's system is in considerably worse shape than most states on most indicators, even though DC spends more per mile of responsibility than most states. Data for Puerto Rico are mixed, suggesting generally poor pavement condition and a high fatality rate, but relatively better congestion and fewer deficient bridges than most states.

Table 18: Preliminary Statistics for the District of Columbia and Puerto Rico, 2008		
Statistic	District of Columbia (Rank)	Puerto Rico (Rank)
Mileage under District/Common Control	1,414 (49th)	4,699 (46th)
State Highway Agency Miles	1,390	4,699
State Highway Agency Lane-Miles	3,273	10,664
Revenues/Receipts, \$M	212	
Total Disbursements, \$M	208	
Total Disbursements/Mile of Responsibility	\$149,600 (30th)	
Capital/Bridges, \$M	\$169	
Capital/Bridge Disbursements/Mile of Responsibility	\$121,600 (37th)	
Maintenance, \$M	\$20	
Maintenance Disbursements/Mile of Responsibility	\$14,400 (11th)	
Administration, \$M	\$20	
Administrative Disbursements/Mile of Responsibility	\$14,400 (30th)	
Annual Vehicle-Miles,	3,611	19,196
Rural Interstate % Poor	NA	18.8% (51st)
Urban Interstate % Poor	25.0% (50th)	17.2% (47th)
Rural Other Principal Arterial % Poor	NA	15.4% (51st)
Urban Interstate % Congested	84.6% (51st)	27.5% (13th)
Bridges % Deficient	54.9% (51st)	10.5% (1st)
Highway Fatality Rate (per 100 M VMT)	0.94 (8th)	2.13 (51st)
Major Rural Roads % Narrow Lanes	NA	22.6% (42nd)

Part 5

Summary of Best and Worst States, 2008

Top Ten States

1. North Dakota



North Dakota continues to hold the first position in the overall performance ratings, as it has since 2001. North Dakota's relatively low traffic volumes, modest congestion and good system condition, combined with relatively low unit costs, have consistently placed it in the top-performing states.

It has a total of 7,407 miles under the state-owned highway system. Its best rankings were for urban Interstate condition (1st tie), urban Interstate congestion (1st tie), rural Interstate condition (1st tie), rural narrow lanes (1st tie), maintenance disbursements per mile of responsibility (1st) and administrative disbursements per mile of responsibility (3rd). Its lowest ratings were for its fatality rate (27th), rural other principal arterial condition (25th) and deficient bridges (20th).

In 2000, the state stood 2nd in overall performance, but improved to the 1st position in 2001 and has continued in that position since. Compared to 2007, the fatality rate showed slight improvement from 1.42 in 2007 to 1.33 in 2008. Its urban Interstate congestion also improved in 2008, from 5.8 percent congested in 2007 to no congested miles in 2008. Rural other principal arterial condition improved from 0.82 percent poor in 2007 to 0.38 percent poor in 2008. The rest of the performance measures did not see significant changes from 2007 for North Dakota.

2. Montana



In 2008, Montana ranked 2nd in the overall performance ratings, an improvement from 5th in 2007. With 11,135 miles under the state control, Montana has a medium-sized state highway system. Montana's best ratings were for rural other principal arterial condition (1st tie), urban Interstate congestion (1st tie), maintenance disbursements per mile (6th), total disbursements per mile (7th) and capital disbursements per mile (8th). Its lowest rankings were for fatality rate (50th), urban interstate condition (30th) and rural interstate condition (27th).

Montana showed a significant improvement in its fatality rate in 2008, where it reported a fatality rate of 2.12 per million vehicle miles traveled when compared to 2.45 in 2007. It also showed a large drop (52.7 percent) in its administrative disbursements per mile, from \$12,753 per state-owned mile in 2007 to \$6,037 per state-owned mile in 2008. On the other hand it reported about a 27 percent increase in the capital disbursements per mile of state-owned highways. The improvements offset the increased disbursements, leading to an improved rank.

3. Kansas



With 10,607 miles under the state highway administration control, in 2008 Kansas ranked 3rd in the overall performance ratings. It performed best in rural interstate condition (1st tie), urban Interstate condition (1st tie) and rural narrow lanes (8th). Its worst ratings were for its fatality rate (25th) and its capital disbursements per mile (23rd). In 2008, Kansas reported a significant improvement in its urban interstate congestion from 31 percent congested in 2007, down to 23 percent in 2008.

4. New Mexico



In 2008, New Mexico slipped two positions from 2007, to 4th position in overall performance ratings. It reported a total of 12,166 miles under state control. Its top ranking measures were rural Interstate pavement condition (1st tie), urban Interstate condition (1st tie) and capital and bridge disbursements per mile (2nd). Its lowest rankings were for its administrative disbursements per mile (34th), fatality rate (32nd), rural narrow lanes (23rd) and maintenance disbursements per mile (22nd).

New Mexico reported a sharp increase in its administrative disbursements in 2008 (\$16,252 per mile of responsibility) when compared to 2007 (\$6,053 per mile of responsibility), an increase of about 169 percent. This may be the result of ‘parking’ bond revenues in the ‘administrative’ category. On the other hand, it showed a decrease in its capital disbursements in 2008 (\$20,846 per mile of responsibility) from 2007 (\$31,328 per mile of responsibility) of about 34 percent.

5. Nebraska



Nebraska moved up to 5th in the overall performance ratings in 2008, two places better than in 2007. It has 10,208 miles under state control. In 2008, its best rankings were for rural Interstate pavement condition (1st tie), urban Interstate pavement condition (1st tie), administrative disbursements per mile (9th), total disbursements per mile (9th), capital and bridge disbursements per mile (11th) and rural narrow lanes (11th). It ranked lower in rural other principal arterial condition (34th), deficient bridges (27th) and urban Interstate congestion (22nd).

In 2008, Nebraska reported a sharp improvement in its urban Interstate condition, from 7.94 percent poor in 2007 to 0.0 (no) percent in poor condition in 2008. However with only 61 miles of urban interstate, this is equivalent to repairing five miles of poor pavement. Nebraska also showed a sharp improvement in its fatality rate, which dropped from 1.32 in 2007 to 1.09 in 2008. But in 2008 its total disbursements per mile increased, by about 16.7 percent (\$54,322 per mile of responsibility in 2007 to \$63,369 per mile of responsibility in 2008). It also reported increases in maintenance disbursements per mile (by about 27 percent from 2007) and capital and bridge disbursements per mile (by about 18 percent). However these increases were not enough to offset the system improvements, so the state moved up in the rankings.

6. South Carolina



In 2008, South Carolina ranked 6th in the overall performance ratings, slipping two positions from 2007, when it ranked 4th. With 41,620 highway miles under state control, it is one of the larger state-administered systems in the country. South Carolina has traditionally had a very thin budget relative to system size: for 2008, its best ratings were for capital and bridge disbursements per mile (1st), total disbursements per mile (1st) and maintenance disbursements per mile (3rd). Its lowest rankings were for its fatality rate (48th) and urban Interstate congestion (38th).

South Carolina reported a sharp improvement in its rural narrow lanes, from 6.64 percent reported as narrow in 2007 to 3.89 percent reported narrow in 2008, but this might be due to more careful re-measuring. It also reported a 38 percent decrease in its maintenance disbursements per mile of responsibility from 2007. On the other hand, it reported a sharp increase in its administrative disbursements per mile of responsibility—\$2,688 per mile of responsibility in 2007 to \$8,499 per mile of responsibility in 2008. This increase by 216.2 percent might be due to using the “administrative” category to report unspent funds.

7. Wyoming



With 7,854 miles of state-owned highway system, Wyoming ranked 7th in the overall performance ratings in 2008. It dropped a single position from 2007 where it was ranked 6th. It fared best in urban Interstate congestion (1st tie), deficient bridges (4th), total disbursements per mile (12th), capital and bridge disbursements per mile (14th), maintenance disbursements per mile (14th), and rural narrow lanes (14th). It fared much worse in fatality rate (43rd) and urban Interstate condition (40th).

In 2008, Wyoming reported an improvement in its deficient bridges from 2007: 20.5 percent of bridges reported as deficient in 2007, compared to 13.54 percent in 2008. However, this might partially be due to our use of different summaries from the National Bridge Inventory. In 2008 it also showed a significant improvement in the rural Interstate condition where it reported 0.12 percent in poor condition as compared to 1.35 percent in poor condition in 2008. In 2008, it

reported increases in its total and capital-bridge disbursements by 18.6 percent and 32.3 percent from 2007.

8. Missouri



In 2008, Missouri ranked 8th in the overall performance rankings. This represents a significant improvement (16 positions) from 2007 where it ranked 24th. This is a result of sharp improvements in its rural narrow lanes (14.88 percent were reported narrow in 2008 as compared to 20.63 percent narrow in 2007), urban Interstate condition (1.3 percent reported as poor in 2008 as compared to 2.4 percent in 2007), and rural other principal arterial condition (0.06 percent reported as poor in 2008 as compared to 0.32 percent in 2007). Missouri also showed reductions in total disbursements per mile (by 38.9 percent compared to 2007) and maintenance disbursements (by 71.9 percent compared to 2007) in 2008. It also showed a slight improvement in its deficient bridges (29.5 percent deficient in 2008 as compared to 31.3 percent deficient in 2007). In 2007 Missouri's rating reflects its increased funding over 2006 (when it ranked 13th, so the improved 2008 rating of 8th shows how additional expenditures targeted at specific conditions can significantly improve overall system performance.

Its best ratings were for rural Interstate pavement condition (1st tie), administrative disbursements per mile (4th) and rural other principal arterial condition (8th). Its worst rankings were for deficient bridges (40th), rural narrow lanes (38th) and fatality rate (33rd).

9. Georgia



Georgia ranked 9th in the overall performance ratings in 2008, unchanged from 2007. Georgia has 18,294 miles under the state-owned highway system. In 2008, its best rankings were for rural Interstate pavement condition (1st tie), rural other principal arterial condition (1st tie), urban Interstate condition (1st tie) and maintenance disbursements per mile (10th). It ranked lowest in capital-bridge disbursements per mile (39th), total disbursements per mile (37th), urban Interstate congestion (31st) and fatality rate (31st).

In 2008, Georgia reported a sharp improvement in its urban Interstate congestion from 61.9 percent congested in 2007 to 46.01 percent congested in 2008; some of this might be due to re-measurement of capacity, along with lower peak-hour traffic volumes. On the other hand it reported sharp increases in the total disbursements per mile of responsibility (32.7 percent from 2007) and capital-bridge disbursements per mile of responsibility (25.1 percent from 2007).

10. Oregon



In 2008, Oregon ranked 10th in the overall performance ratings—a sharp improvement from 2007, where it ranked 23rd. It has 8,166 miles under the state-owned highway system. Its best ratings were for rural Interstate pavement condition (1st tie), urban Interstate condition (13th) and rural other principal arterial condition (18th). Its worst rankings were for its maintenance disbursements per mile (31st), capital and bridge disbursements per mile (30th) and total disbursements per mile (29th).

Oregon reported reduced maintenance disbursements—\$26,160 per mile of responsibility in 2008 as compared to \$60,111 per mile of responsibility in 2007. It also reported a sharp reduction in the total disbursements—\$149,398 per mile of responsibility in 2008 as compared to \$196,358 per mile of responsibility in 2007. Although there was no major change in system condition, time will tell if the reduced expenditures result in worse system condition.

Bottom Ten States

50. Rhode Island



Rhode Island ranked 50th in the overall performance rankings in 2008, dropping one position from 49th in 2007. With 1,111 miles under the state-owned highway system Rhode Island is the second smallest system. Its best ratings were for rural Interstate pavement condition (1st tie), urban Interstate condition (1st tie), fatality rate (3rd) and rural narrow lanes (15th). However, its lowest rankings were for deficient bridges (50th), rural other principal arterial condition (49th), maintenance disbursements per mile (46th), capital and bridge disbursements per mile (43rd) and total disbursements per mile (43rd). Essentially, Rhode Island is spending about two to three times the national average, per mile, on its state road system, but the rural primary system is in the bottom fifth of states in terms of condition.

49. Alaska



In 2008, Alaska ranked 49th in the overall performance ratings, one position up from 2007 when it was ranked last. Alaska has 8,453 miles under the state-owned highway system. Its best ratings were for urban Interstate congestion (7th), capital and bridge disbursements per mile (13th), administrative disbursements per mile (14th), total disbursements per mile (15th) and urban Interstate condition (17th). However, its worst ratings were for rural other principal arterial condition (50th), rural Interstate pavement condition (48th) and maintenance disbursements per mile (33rd).

In 2008, Alaska reported an improvement in rural other principal arterial condition from 16.4 percent in poor condition in 2007 to 10.5 percent in 2008. It also showed a large improvement in the fatality rate, from 1.63 fatalities per 100 million vehicle miles in 2007 to 1.27 fatalities per 100 million vehicle miles in 2008. On the other hand, it reported a sharp worsening in rural Interstate condition, from 6.0 percent in poor condition in 2007 to 10.8 percent in poor condition in 2008.

48. California



California ranked 48th in the overall performance rankings in 2008, the same as it did in 2007. The state-owned highway system is 18,273 miles. Among its performance measures, it ranked best in fatality rate (13th) and deficient bridges (14th). Its worst ratings were for urban Interstate congestion (50th), administrative disbursements per mile (50th), urban Interstate condition (49th), rural Interstate pavement condition (49th), capital and bridge disbursements per mile (48th) and total disbursements per mile (47th).

California reported a sharp improvement in its deficient bridges from 28.8 percent in poor condition in 2007 to 18.9 percent in 2008, but this may be partially due to our use of different summaries from the National Bridge Inventory (NBI). California also reduced administrative disbursements per mile (by 49.2 percent from 2007), maintenance disbursements per mile (by 43.7 percent from 2007) and total disbursements per mile (by 19.8 percent from 2007).

47. Hawaii



In 2008, Hawaii ranked 47th in the overall performance rankings, slipping one position from 2007 when it ranked 46th. With 1,005 miles under the state-owned highway system, Hawaii is the smallest system among the 50 states. Its best rankings were for rural Interstate condition (1st tie) and fatality rate (12th). Its worst rankings were for urban Interstate condition (50th), deficient bridges (48th), rural other principal arterial condition (48th), capital and bridge disbursements per mile (46th), total disbursements per mile (46th) and rural narrow lanes (46th).

Hawaii reported a sharp improvement in the fatality rate from 2007 when it reported 1.33 fatalities per 100 million vehicle miles to 1.04 fatalities per 100 million vehicle miles in 2008. It also reported an improvement in the deficient bridges from 44.8 percent reported deficient in 2007 to 37.96 percent reported deficient in 2008. But it also reported a significant increase in the capital and bridge disbursements per mile, from \$185,904 per mile of responsibility in 2007 to \$259,466 per mile of responsibility in 2008, an increase of 39.6 percent.

46. New York



New York ranked 46th in overall highway performance in 2008, falling one spot from 2007 when it was 45th. Its best ranking was for fatality rate (6th). Its worst ratings were for administrative disbursements per mile (49th), maintenance disbursements per mile (48th), rural narrow lanes (47th), deficient bridges (47th), rural Interstate condition (46th), total disbursements per mile (45th) and urban Interstate condition (45th).

In 2008, New York reported a sharp improvement in urban Interstate congestion, from 50.3 percent congested in 2007 to 46.0 percent congested in 2008. It also reported a sharp improvement in its rural other principal arterial condition, from 1.50 percent in poor condition in 2007 to 0.67 percent in poor condition in 2008. On the other hand it reported a significant increase in the rural narrow lanes, from 28.2 percent narrow in 2007 to 33.7 percent narrow in 2008, which may be due to re-measuring. New York also registered a sharp rise in its administrative disbursements per mile, at \$89,194 per mile of responsibility in 2008, up from \$20,085 per mile of responsibility in 2007.

45. New Jersey



New Jersey stands 45th in the overall performance ratings in 2008, up two places from 2007. It has 3,332 miles under the state highway system. Among all the performance measures, it ranked best in rural narrow lanes (1st) and fatality rate (4th). It ranked lowest in capital and bridge disbursements per mile (50th), maintenance disbursements per mile (50th), total disbursements per mile (50th), urban Interstate condition (48th), rural Interstate pavement condition (47th), administrative disbursements per mile (47th) and urban Interstate congestion (45th).

New Jersey reported a sharp improvement in its deficient bridges from 2007 where it reported 34.9 percent as deficient, to 27.5 percent deficient in 2008. This may also be due partially to the use of different summaries of the National Bridge Inventory. It also showed a sharp improvement in urban Interstate congestion, which improved from 72.2 percent congested in 2007 to 63.8 percent congested in 2008. Even though it continues to have high costs, these improvements resulted in New Jersey moving up two spots.

44. Massachusetts



In 2008, Massachusetts ranked 44th in the overall performance rankings, the same as in 2007. It has 3,605 miles under the state-owned highway system. Its best rankings were for rural Interstate condition (1st tie), urban Interstate condition (1st tie) and fatality rate (1st). Its worst ratings were for maintenance disbursements per mile (49th), administrative disbursements per mile (48th), total disbursements per mile (48th), deficient bridges (45th) and capital and bridge disbursements per mile (44th).

Massachusetts reported a significant improvement in deficient bridges from 51.3 percent reported deficient in 2007 to 36.4 percent in 2008, but this might partially be due to the use of different summaries of the National Bridge Inventory.

43. Maryland



In 2008, Maryland ranked 43rd in the overall performance ratings, down two positions from 41st in 2007. Maryland has a total of about 5,407 miles under its state-controlled highway system. Among the performance measures it fared best in rural Interstate condition (1st tie) and fatality rate (18th). On the other hand its lowest performance measures were urban Interstate congestion (48th), capital and bridge disbursements per mile (47th), maintenance disbursements per mile (45th) and total disbursements per mile (44th).

42. Vermont



In the overall performance rankings, Vermont stood at 42nd in 2008, the same as in 2007. With 2,840 miles under the state-owned highway system, Vermont is the 3rd smallest system among the 50 states. Its best ratings were for urban Interstate congestion (5th), fatality rate (10th) and capital and bridge disbursements per mile (16th). It fared worst in urban Interstate condition (47th), deficient bridges (43rd) and rural narrow lanes (42nd).

The notable change in 2008 for Vermont is its sizable improvement in rural other principal arterial condition, which improved from 1.56 percent in poor condition in 2007 to 0.94 percent in poor condition in 2008.

41. Connecticut



For 2008, Connecticut ranked 41st in the overall performance rankings. This represents a drop of four positions from 2007 when it stood at 37th. Connecticut has 4,048 miles under state highway control. In 2008, it performed best in rural Interstate condition (1st tie), fatality rate (5th) and rural narrow lanes (10th). Its lowest ratings were for administrative disbursements per mile (46th), urban Interstate congestion (46th), deficient bridges (44th) and total disbursements (41st).

Notably, Connecticut reported an improvement in its rural narrow lanes in 2008 (0.64 percent narrow) as compared to 1.22 percent narrow in 2007. This may be due to re-measuring.

State-by-State Results³

Alabama

Overall Rank in 2008	20
Overall Rank in 2007	25
Overall Rank in 2006	29
Overall Rank in 2005	43
Overall Rank in 2000	11



Alabama ranks 20th in the nation in state highway performance and cost-effectiveness, an increase of five spots from last year's report. Alabama ranks 23rd in total highway disbursements, 42nd in fatalities, 25th in deficient or functionally obsolete bridges and 39th in urban Interstate congestion. Alabama's best rankings come in rural other principal arterial condition (1st), maintenance disbursements (13th), and narrow rural lanes (20th). Alabama's lowest rankings are in fatality rates (42nd), urban Interstate congestion (39th), and rural Interstate condition (39th). Alabama's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	25
State Highway Agency Miles	34
Total Disbursements	23
Capital and Bridge Disbursements	28
Maintenance Disbursements	13
Administrative Disbursements	35
Rural Interstate Condition	39
Rural Other Principal Arterial Condition	1
Urban Interstate Condition	22
Urban Interstate Congestion	39
Deficient or Functionally Obsolete Bridges	25
Fatality Rates	42
Narrow Rural Lanes	20

Alaska

Overall Rank in 2008	49
Overall Rank in 2007	50
Overall Rank in 2006	49
Overall Rank in 2005	49
Overall Rank in 2000	40



Alaska ranks 49th in the nation in state highway performance and cost-effectiveness, an improvement of one spot from last year's report. Alaska ranks 15th in total highway disbursements, 24th in fatalities, 23rd in deficient or functionally obsolete bridges and 7th in urban Interstate congestion. Alaska's best rankings come in state highway agency miles (2nd), urban Interstate congestion (7th), and capital and bridge disbursements (13th). Alaska's lowest rankings are in rural other principal arterial condition (50th) and rural Interstate condition (48th). Alaska's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	34
State Highway Agency Miles	2
Total Disbursements	15
Capital and Bridge Disbursements	13
Maintenance Disbursements	33
Administrative Disbursements	14
Rural Interstate Condition	48
Rural Other Principal Arterial Condition	50
Urban Interstate Condition	17
Urban Interstate Congestion	7
Deficient or Functionally Obsolete Bridges	23
Fatality Rates	24
Narrow Rural Lanes	26

Arizona

Overall Rank in 2008	26
Overall Rank in 2007	25
Overall Rank in 2006	26
Overall Rank in 2005	27
Overall Rank in 2000	28



Arizona ranks 26th in the nation in state highway performance and cost-effectiveness, falling one spot from last year’s report. Arizona ranks 40th in total highway disbursements, 38th in fatalities, 2nd in deficient or functionally obsolete bridges and 32nd in urban Interstate congestion. Arizona’s best rankings come in rural Interstate condition (1st), narrow rural lanes (1st), and urban Interstate condition (1st). Arizona’s lowest rankings are in administrative disbursements (44th) and state highway agency miles (44th). Arizona’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	38
State Highway Agency Miles	44
Total Disbursements	40
Capital and Bridge Disbursements	41
Maintenance Disbursements	20
Administrative Disbursements	44
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	28
Urban Interstate Condition	1
Urban Interstate Congestion	32
Deficient or Functionally Obsolete Bridges	2
Fatality Rates	38
Narrow Rural Lanes	1

Arkansas

Overall Rank in 2008	29
Overall Rank in 2007	32
Overall Rank in 2006	27
Overall Rank in 2005	28
Overall Rank in 2000	46



Arkansas ranks 29th in the nation in state highway performance and cost-effectiveness, an improvement of three spots from last year's report. Arkansas ranks 6th in total highway disbursements, 46th in fatalities, 19th in deficient or functionally obsolete bridges and 29th in urban Interstate congestion. Arkansas's best rankings come in administrative disbursements (2nd), total disbursements (6th), and maintenance disbursements (7th). Arkansas's lowest rankings are in fatality rates (46th) and narrow rural lanes (44th). Arkansas's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	15
State Highway Agency Miles	13
Total Disbursements	6
Capital and Bridge Disbursements	9
Maintenance Disbursements	7
Administrative Disbursements	2
Rural Interstate Condition	43
Rural Other Principal Arterial Condition	36
Urban Interstate Condition	33
Urban Interstate Congestion	29
Deficient or Functionally Obsolete Bridges	19
Fatality Rates	46
Narrow Rural Lanes	44

California

Overall Rank in 2008	48
Overall Rank in 2007	48
Overall Rank in 2006	44
Overall Rank in 2005	44
Overall Rank in 2000	45



California ranks 48th in the nation in state highway performance and cost-effectiveness, with no change in position from last year's report. California ranks 47th in total highway disbursements, 13th in fatalities, 14th in deficient or functionally obsolete bridges and 50th in urban Interstate congestion. California's best rankings come in state-controlled highway miles (11th), fatality rates (13th), and deficient or functionally obsolete bridges (14th). California's lowest rankings are in urban Interstate congestion (50th), administrative disbursements (50), urban Interstate condition (49th), and rural Interstate condition (49th). California's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	11
State Highway Agency Miles	48
Total Disbursements	47
Capital and Bridge Disbursements	48
Maintenance Disbursements	43
Administrative Disbursements	50
Rural Interstate Condition	49
Rural Other Principal Arterial Condition	43
Urban Interstate Condition	49
Urban Interstate Congestion	50
Deficient or Functionally Obsolete Bridges	14
Fatality Rates	13
Narrow Rural Lanes	28

Colorado

Overall Rank in 2008	34
Overall Rank in 2007	33
Overall Rank in 2006	31
Overall Rank in 2005	29
Overall Rank in 2000	19

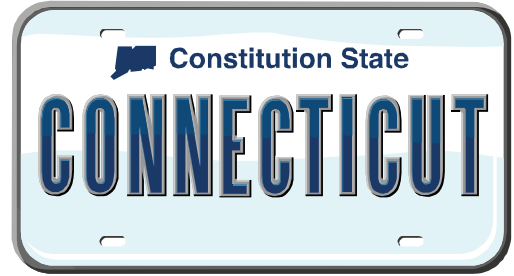


Colorado ranks 34th in the nation in state highway performance and cost-effectiveness, a decrease of one spot from last year's report. Colorado ranks 27th in total highway disbursements, 21st in fatalities, 5th in deficient or functionally obsolete bridges and 33rd in urban Interstate congestion. Colorado's best rankings come in deficient or functionally obsolete bridges (5th), fatality rates (21st), and capital and bridge disbursements (24th). Colorado's lowest rankings are in rural Interstate condition (41st) and rural other principal arterial condition (41st). Colorado's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	29
State Highway Agency Miles	29
Total Disbursements	27
Capital and Bridge Disbursements	24
Maintenance Disbursements	30
Administrative Disbursements	38
Rural Interstate Condition	41
Rural Other Principal Arterial Condition	41
Urban Interstate Condition	37
Urban Interstate Congestion	33
Deficient or Functionally Obsolete Bridges	5
Fatality Rates	21
Narrow Rural Lanes	35

Connecticut

Overall Rank in 2008	41
Overall Rank in 2007	37
Overall Rank in 2006	35
Overall Rank in 2005	39
Overall Rank in 2000	44



Connecticut ranks 41st in the nation in state highway performance and cost-effectiveness, a decrease of four spots from last year's report. Connecticut ranks 41st in total highway disbursements, 5th in fatalities, 44th in deficient or functionally obsolete bridges and 46th in urban Interstate congestion. Connecticut's best rankings come in rural Interstate condition (1st), fatality rates (5th), and narrow rural lanes (10th). Connecticut's lowest rankings are in urban Interstate congestion (46th) and administrative disbursements (46th). Connecticut's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	44
State Highway Agency Miles	40
Total Disbursements	41
Capital and Bridge Disbursements	38
Maintenance Disbursements	35
Administrative Disbursements	46
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	31
Urban Interstate Condition	32
Urban Interstate Congestion	46
Deficient or Functionally Obsolete Bridges	44
Fatality Rates	5
Narrow Rural Lanes	10

Delaware

Overall Rank in 2008	11
Overall Rank in 2007	11
Overall Rank in 2006	28
Overall Rank in 2005	40
Overall Rank in 2000	41

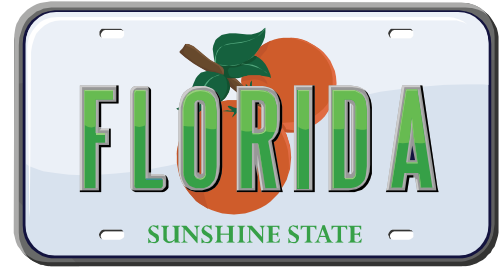


Delaware ranks 11th in the nation in state highway performance and cost-effectiveness, with no change in position from last year’s report. Delaware ranks 22nd in total highway disbursements, 29th in fatalities, 13th in deficient or functionally obsolete bridges and 12th in urban Interstate congestion. Delaware’s best rankings come in narrow rural lanes (1st), rural other principal arterial condition (1st) and state highway agency miles (7th). Delaware’s lowest rankings are in state-controlled highway miles (42nd) and urban Interstate condition (34th). Delaware’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	42
State Highway Agency Miles	7
Total Disbursements	22
Capital and Bridge Disbursements	15
Maintenance Disbursements	26
Administrative Disbursements	31
Rural Interstate Condition	NA
Rural Other Principal Arterial Condition	1
Urban Interstate Condition	34
Urban Interstate Congestion	12
Deficient or Functionally Obsolete Bridges	13
Fatality Rates	29
Narrow Rural Lanes	1

Florida

Overall Rank in 2008	39
Overall Rank in 2007	40
Overall Rank in 2006	41
Overall Rank in 2005	41
Overall Rank in 2000	38



Florida ranks 39th in the nation in state highway performance and cost-effectiveness, an improvement of one spot from last year's report. Florida ranks 49th in total highway disbursements, 37th in fatalities, 12th in deficient or functionally obsolete bridges and 35th in urban Interstate congestion. Florida's best rankings come in rural Interstate condition (1st), rural other principal arterial condition (1st), and urban Interstate condition (1st). Florida's lowest rankings are in state highway agency miles (49th), total disbursements (49th), and capital and bridge disbursements (49th). Florida's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	21
State Highway Agency Miles	49
Total Disbursements	49
Capital and Bridge Disbursements	49
Maintenance Disbursements	47
Administrative Disbursements	37
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	1
Urban Interstate Condition	1
Urban Interstate Congestion	35
Deficient or Functionally Obsolete Bridges	12
Fatality Rates	37
Narrow Rural Lanes	30

Georgia

Overall Rank in 2008 9

Overall Rank in 2007 9

Overall Rank in 2006 10

Overall Rank in 2005 6

Overall Rank in 2000 4

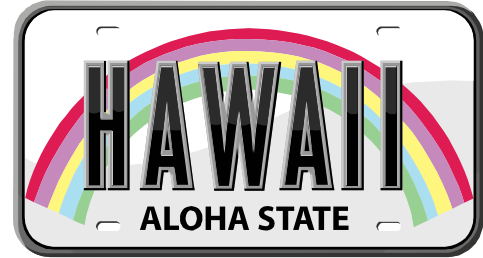


Georgia ranks 9th in the nation in state highway performance and cost-effectiveness, with no change in position from last year's report. Georgia ranks 37th in total highway disbursements, 31st in fatalities, 15th in deficient or functionally obsolete bridges and 31st in urban Interstate congestion. Georgia's best rankings come in rural Interstate condition (1st), rural other principal arterial condition (1st) and urban Interstate condition (1st). Georgia's lowest rankings are in state highway agency miles (42nd) and capital and bridge disbursements (39th). Georgia's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	10
State Highway Agency Miles	42
Total Disbursements	37
Capital and Bridge Disbursements	39
Maintenance Disbursements	10
Administrative Disbursements	27
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	1
Urban Interstate Condition	1
Urban Interstate Congestion	31
Deficient or Functionally Obsolete Bridges	15
Fatality Rates	31
Narrow Rural Lanes	19

Hawaii

Overall Rank in 2008	47
Overall Rank in 2007	46
Overall Rank in 2006	47
Overall Rank in 2005	46
Overall Rank in 2000	48



Hawaii ranks 47th in the nation in state highway performance and cost-effectiveness, falling one spot from last year’s report. Hawaii ranks 46th in total highway disbursements, 12th in fatalities, 48th in deficient or functionally obsolete bridges and 36th in urban Interstate congestion. Hawaii’s best rankings come in rural Interstate condition (1st), fatality rates (12th), and urban Interstate congestion (36th). Hawaii’s lowest rankings are in state-controlled highway miles (50th) and urban Interstate condition (50th). Hawaii’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	50
State Highway Agency Miles	37
Total Disbursements	46
Capital and Bridge Disbursements	46
Maintenance Disbursements	42
Administrative Disbursements	45
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	48
Urban Interstate Condition	50
Urban Interstate Congestion	36
Deficient or Functionally Obsolete Bridges	48
Fatality Rates	12
Narrow Rural Lanes	46

Idaho

Overall Rank in 2008	17
Overall Rank in 2007	14
Overall Rank in 2006	14
Overall Rank in 2005	10
Overall Rank in 2000	9



Idaho ranks 17th in the nation in state highway performance and cost-effectiveness, falling three spots from last year's report. Idaho ranks 24th in total highway disbursements, 39th in fatalities, 16th in deficient or functionally obsolete bridges and 15th in urban Interstate congestion. Idaho's best rankings come in narrow rural lanes (9th), administrative disbursements (12th), and rural other principal arterial condition (12th). Idaho's lowest rankings are in state-controlled highway miles (43rd) and urban Interstate condition (42nd). Idaho's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	43
State Highway Agency Miles	25
Total Disbursements	24
Capital and Bridge Disbursements	29
Maintenance Disbursements	28
Administrative Disbursements	12
Rural Interstate Condition	31
Rural Other Principal Arterial Condition	12
Urban Interstate Condition	42
Urban Interstate Congestion	15
Deficient or Functionally Obsolete Bridges	16
Fatality Rates	39
Narrow Rural Lanes	9

Illinois

Overall Rank in 2008	40
Overall Rank in 2007	36
Overall Rank in 2006	34
Overall Rank in 2005	33
Overall Rank in 2000	35



Illinois ranks 40th in the nation in state highway performance and cost-effectiveness, falling four spots from last year's report. Illinois ranks 42nd in total highway disbursements, 9th in fatalities, 9th in deficient or functionally obsolete bridges and 25th in urban Interstate congestion. Illinois's best rankings come in rural Interstate condition (1st), deficient or functionally obsolete bridges (9th), and fatality rates (9th). Illinois's lowest rankings are in capital and bridge disbursements (45th) and total disbursements (42nd). Illinois's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	13
State Highway Agency Miles	38
Total Disbursements	42
Capital and Bridge Disbursements	45
Maintenance Disbursements	41
Administrative Disbursements	40
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	40
Urban Interstate Condition	35
Urban Interstate Congestion	25
Deficient or Functionally Obsolete Bridges	9
Fatality Rates	9
Narrow Rural Lanes	36

Indiana

Overall Rank in 2008	23
Overall Rank in 2007	22
Overall Rank in 2006	15
Overall Rank in 2005	14
Overall Rank in 2000	17



Indiana ranks 23rd in the nation in state highway performance and cost-effectiveness, falling one spot from last year's report. Indiana ranks 38th in total highway disbursements, 22nd in fatalities, 21st in deficient or functionally obsolete bridges and 11th in urban Interstate congestion. Indiana's best rankings come in rural Interstate condition (1st), rural other principal arterial condition (1st), and maintenance disbursements (9th). Indiana's lowest rankings are in administrative disbursements (43rd) and capital and bridge disbursements (40th). Indiana's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	23
State Highway Agency Miles	31
Total Disbursements	38
Capital and Bridge Disbursements	40
Maintenance Disbursements	9
Administrative Disbursements	43
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	1
Urban Interstate Condition	27
Urban Interstate Congestion	11
Deficient or Functionally Obsolete Bridges	21
Fatality Rates	22
Narrow Rural Lanes	29

Iowa

Overall Rank in 2008	31
Overall Rank in 2007	30
Overall Rank in 2006	32
Overall Rank in 2005	35
Overall Rank in 2000	23



Iowa ranks 31st in the nation in state highway performance and cost-effectiveness, falling one spot from last year's report. Iowa ranks 16th in total highway disbursements, 28th in fatalities, 34th in deficient or functionally obsolete bridges, and 19th in urban Interstate congestion. Iowa's best rankings come in administrative disbursements (10th), total disbursements (16th), and narrow rural lanes (17th). Iowa's lowest rankings are in rural other principal arterial condition (46th) and urban Interstate condition (43rd). Iowa's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	31
State Highway Agency Miles	35
Total Disbursements	16
Capital and Bridge Disbursements	18
Maintenance Disbursements	23
Administrative Disbursements	10
Rural Interstate Condition	38
Rural Other Principal Arterial Condition	46
Urban Interstate Condition	43
Urban Interstate Congestion	19
Deficient or Functionally Obsolete Bridges	34
Fatality Rates	28
Narrow Rural Lanes	17

Kansas



Overall Rank in 2008	3
Overall Rank in 2007	3
Overall Rank in 2006	5
Overall Rank in 2005	3
Overall Rank in 2000	6

Kansas ranks 3rd in the nation in state highway performance and cost-effectiveness, with no change in position from last year’s report. Kansas ranks 19th in total highway disbursements, 25th in fatalities, 18th in deficient or functionally obsolete bridges and 10th in urban Interstate congestion. Kansas’s best rankings come in rural Interstate condition (1st), urban Interstate condition (1st) and rural other principal arterial condition (7th). Kansas’s lowest rankings are in state-controlled highway miles (27th) and fatality rates (25th). Kansas’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	27
State Highway Agency Miles	20
Total Disbursements	19
Capital and Bridge Disbursements	23
Maintenance Disbursements	16
Administrative Disbursements	17
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	7
Urban Interstate Condition	1
Urban Interstate Congestion	10
Deficient or Functionally Obsolete Bridges	18
Fatality Rates	25
Narrow Rural Lanes	8

Kentucky

Overall Rank in 2008	14
Overall Rank in 2007	10
Overall Rank in 2006	9
Overall Rank in 2005	12
Overall Rank in 2000	10



Kentucky ranks 14th in the nation in state highway performance and cost-effectiveness, falling four spots from last year’s report. Kentucky ranks 13th in total highway disbursements, 44th in fatalities, 37th in deficient or functionally obsolete bridges and 43rd in urban Interstate congestion. Kentucky’s best rankings come in administrative disbursements (1st), rural Interstate condition (1st) and state-controlled highway miles (8th). Kentucky’s lowest rankings are in fatality rates (44th) and urban Interstate congestion (43rd). Kentucky’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	8
State Highway Agency Miles	10
Total Disbursements	13
Capital and Bridge Disbursements	17
Maintenance Disbursements	11
Administrative Disbursements	1
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	17
Urban Interstate Condition	11
Urban Interstate Congestion	43
Deficient or Functionally Obsolete Bridges	37
Fatality Rates	44
Narrow Rural Lanes	39

Louisiana

Overall Rank in 2008	36
Overall Rank in 2007	43
Overall Rank in 2006	40
Overall Rank in 2005	30
Overall Rank in 2000	42



Louisiana ranks 36th in the nation in state highway performance and cost-effectiveness, an improvement of seven spots from last year's report. Louisiana ranks 28th in total highway disbursements, 49th in fatalities, 39th in deficient or functionally obsolete bridges and 28th in urban Interstate congestion. Louisiana's best rankings come in administrative disbursements (8th), state-controlled highway miles (14th) and state highway agency miles (18th). Louisiana's lowest rankings are in fatality rates (49th) and urban Interstate condition (44th). Louisiana's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	14
State Highway Agency Miles	18
Total Disbursements	28
Capital and Bridge Disbursements	36
Maintenance Disbursements	32
Administrative Disbursements	8
Rural Interstate Condition	34
Rural Other Principal Arterial Condition	38
Urban Interstate Condition	44
Urban Interstate Congestion	28
Deficient or Functionally Obsolete Bridges	39
Fatality Rates	49
Narrow Rural Lanes	34

Maine

Overall Rank in 2008 32
 Overall Rank in 2007 29
 Overall Rank in 2006 22
 Overall Rank in 2005 23
 Overall Rank in 2000 15



Maine ranks 32nd in the nation in state highway performance and cost-effectiveness, falling three spots from last year’s report. Maine ranks 14th in total highway disbursements, 16th in fatalities, 36th in deficient or functionally obsolete bridges and 6th in urban Interstate congestion. Maine’s best rankings come in urban Interstate condition (1st), rural Interstate condition (1st) and state highway agency miles (3rd). Maine’s lowest rankings are in rural other principal arterial condition (47th) and narrow rural lanes (43rd). Maine’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	33
State Highway Agency Miles	3
Total Disbursements	14
Capital and Bridge Disbursements	7
Maintenance Disbursements	36
Administrative Disbursements	5
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	47
Urban Interstate Condition	1
Urban Interstate Congestion	6
Deficient or Functionally Obsolete Bridges	36
Fatality Rates	16
Narrow Rural Lanes	43

Maryland

Overall Rank in 2008	43
Overall Rank in 2007	41
Overall Rank in 2006	37
Overall Rank in 2005	38
Overall Rank in 2000	34



Maryland ranks 43rd in the nation in state highway performance and cost-effectiveness, falling two spots from last year's report. Maryland ranks 44th in total highway disbursements, 18th in fatalities, 31st in deficient and functionally obsolete bridges and 48th in urban Interstate congestion. Maryland's best rankings come in rural Interstate condition (1st), fatality rates (18th) and narrow rural lanes (25th). Maryland's lowest rankings are in urban Interstate congestion (48th) and capital and bridge disbursements (47th). Maryland's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	41
State Highway Agency Miles	46
Total Disbursements	44
Capital and Bridge Disbursements	47
Maintenance Disbursements	45
Administrative Disbursements	33
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	29
Urban Interstate Condition	39
Urban Interstate Congestion	48
Deficient or Functionally Obsolete Bridges	31
Fatality Rates	18
Narrow Rural Lanes	25

Massachusetts

Overall Rank in 2008	44
Overall Rank in 2007	44
Overall Rank in 2006	43
Overall Rank in 2005	45
Overall Rank in 2000	49



Massachusetts ranks 44th in the nation in state highway performance and cost-effectiveness, with no change in position from last year's report. Massachusetts ranks 48th in total highway disbursements, 1st in fatalities, 45th in deficient or functionally obsolete bridges and 23rd in urban Interstate congestion. Massachusetts's best rankings come in fatality rates (1st), urban Interstate condition (1st) and rural Interstate condition (1st). Massachusetts's lowest rankings are in maintenance disbursements (49th), total disbursements (48th), and administrative disbursements (48th). Massachusetts's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	46
State Highway Agency Miles	47
Total Disbursements	48
Capital and Bridge Disbursements	44
Maintenance Disbursements	49
Administrative Disbursements	48
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	30
Urban Interstate Condition	1
Urban Interstate Congestion	23
Deficient or Functionally Obsolete Bridges	45
Fatality Rates	1
Narrow Rural Lanes	22

Michigan

Overall Rank in 2008	35
Overall Rank in 2007	31
Overall Rank in 2006	42
Overall Rank in 2005	42
Overall Rank in 2000	43



Michigan ranks 35th in the nation in state highway performance and cost-effectiveness, falling four spots from last year's report. Michigan ranks 39th in total highway disbursements, 8th in fatalities, 28th in deficient or functionally obsolete bridges and 47th in urban Interstate congestion.

Michigan's best rankings come in fatality rates (8th), rural other principal arterial condition (14th) and deficient or functionally obsolete bridges (28th). Michigan's lowest rankings are in urban Interstate congestion (47th) and state highway agency miles (45th). Michigan's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	30
State Highway Agency Miles	45
Total Disbursements	39
Capital and Bridge Disbursements	37
Maintenance Disbursements	37
Administrative Disbursements	39
Rural Interstate Condition	42
Rural Other Principal Arterial Condition	14
Urban Interstate Condition	38
Urban Interstate Congestion	47
Deficient or Functionally Obsolete Bridges	28
Fatality Rates	8
Narrow Rural Lanes	37

Minnesota



Overall Rank in 2008	25
Overall Rank in 2007	15
Overall Rank in 2006	18
Overall Rank in 2005	13
Overall Rank in 2000	12

Minnesota ranks 25th in the nation in state highway performance and cost-effectiveness, dropping 10 spots from last year’s report. Minnesota ranks 25th in total highway disbursements, 2nd in fatalities, 3rd in deficient or functionally obsolete bridges and 49th in urban Interstate congestion. Minnesota’s best rankings come in fatality rates (2nd), deficient or functionally obsolete bridges (3rd), and rural other principal arterial condition (13th). Minnesota’s lowest rankings are in urban Interstate congestion (49th) and rural Interstate condition (45th). Minnesota’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	19
State Highway Agency Miles	27
Total Disbursements	25
Capital and Bridge Disbursements	25
Maintenance Disbursements	38
Administrative Disbursements	24
Rural Interstate Condition	45
Rural Other Principal Arterial Condition	13
Urban Interstate Condition	15
Urban Interstate Congestion	49
Deficient or Functionally Obsolete Bridges	3
Fatality Rates	2
Narrow Rural Lanes	27

Mississippi

Overall Rank in 2008	16
Overall Rank in 2007	28
Overall Rank in 2006	38
Overall Rank in 2005	25
Overall Rank in 2000	21



Mississippi ranks 16th in the nation in state highway performance and cost-effectiveness, an improvement of 12 spots from last year's report. Mississippi ranks 18th in total highway disbursements, 45th in fatalities, 29th in deficient or functionally obsolete bridges and 13th in urban Interstate congestion. Mississippi's best rankings come in maintenance disbursements (8th), urban Interstate congestion (13th), administrative disbursements (18th) and total disbursements (18th). Mississippi's lowest rankings are in fatality rates (45th) and rural Interstate condition (32nd). Mississippi's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	26
State Highway Agency Miles	30
Total Disbursements	18
Capital and Bridge Disbursements	26
Maintenance Disbursements	8
Administrative Disbursements	18
Rural Interstate Condition	32
Rural Other Principal Arterial Condition	24
Urban Interstate Condition	31
Urban Interstate Congestion	13
Deficient or Functionally Obsolete Bridges	29
Fatality Rates	45
Narrow Rural Lanes	31

Missouri

Overall Rank in 2008 8

Overall Rank in 2007 24

Overall Rank in 2006 13

Overall Rank in 2005 17

Overall Rank in 2000 39



Missouri ranks 8th in the nation in state highway performance and cost-effectiveness, an impressive improvement of 16 spots from last year's report. Missouri ranks 10th in total highway disbursements, 33rd in fatalities, 40th in deficient or functionally obsolete bridges and 26th in urban Interstate congestion. Missouri's best rankings come in rural Interstate condition (1st), administrative disbursements (4th) and state-controlled highway miles (7th). Missouri's lowest rankings are in deficient or functionally obsolete bridges (40th) and narrow rural lanes (38th). Missouri's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	7
State Highway Agency Miles	11
Total Disbursements	10
Capital and Bridge Disbursements	10
Maintenance Disbursements	12
Administrative Disbursements	4
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	8
Urban Interstate Condition	14
Urban Interstate Congestion	26
Deficient or Functionally Obsolete Bridges	40
Fatality Rates	33
Narrow Rural Lanes	38

Montana

Overall Rank in 2008	2
Overall Rank in 2007	5
Overall Rank in 2006	2
Overall Rank in 2005	5
Overall Rank in 2000	5



Montana ranks 2nd in the nation in state highway performance and cost-effectiveness, improving three spots from last year's report. Montana ranks 7th in total highway disbursements, 50th in fatalities, 10th in deficient or functionally obsolete bridges and 1st in urban Interstate congestion. Montana's best rankings come in rural other principal arterial condition (1st), urban Interstate congestion (1st) and maintenance disbursements (6th). Montana's lowest rankings are in fatality rates (50th) and urban Interstate condition (30th). Montana's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	24
State Highway Agency Miles	14
Total Disbursements	7
Capital and Bridge Disbursements	8
Maintenance Disbursements	6
Administrative Disbursements	13
Rural Interstate Condition	27
Rural Other Principal Arterial Condition	1
Urban Interstate Condition	30
Urban Interstate Congestion	1
Deficient or Functionally Obsolete Bridges	10
Fatality Rates	50
Narrow Rural Lanes	13

Nebraska

Overall Rank in 2008	5
Overall Rank in 2007	7
Overall Rank in 2006	8
Overall Rank in 2005	19
Overall Rank in 2000	29

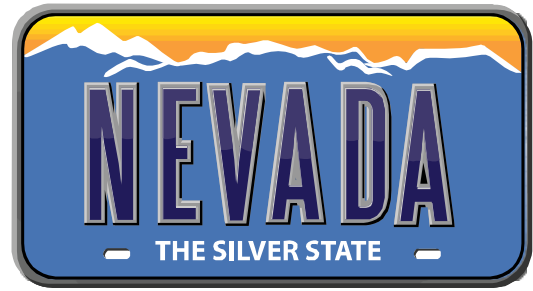


Nebraska ranks 5th in the nation in state highway performance and cost-effectiveness, improving two spots from last year’s report. Nebraska ranks 9th in total highway disbursements, 19th in fatalities, 27th in deficient or functionally obsolete bridges and 22nd in urban Interstate congestion. Nebraska’s best rankings come in urban Interstate condition (1st), rural Interstate condition (1st), administrative disbursements (9th) and total disbursements (9th). Nebraska’s lowest rankings are in rural other principal arterial condition (34th) and state-controlled highway miles (28th). Nebraska’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	28
State Highway Agency Miles	12
Total Disbursements	9
Capital and Bridge Disbursements	11
Maintenance Disbursements	15
Administrative Disbursements	9
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	34
Urban Interstate Condition	1
Urban Interstate Congestion	22
Deficient or Functionally Obsolete Bridges	27
Fatality Rates	19
Narrow Rural Lanes	11

Nevada

Overall Rank in 2008	15
Overall Rank in 2007	18
Overall Rank in 2006	20
Overall Rank in 2005	9
Overall Rank in 2000	13



Nevada ranks 15th in the nation in state highway performance and cost-effectiveness, improving three spots from last year’s report. Nevada ranks 31st in total highway disbursements, 41st in fatalities, 1st in deficient or functionally obsolete bridges and 40th in urban Interstate congestion. Nevada’s best rankings come in rural Interstate condition (1st), deficient or functionally obsolete bridges (1st) and narrow rural lanes (1st). Nevada’s lowest rankings are in administrative disbursements (41st) and fatality rates (41st). Nevada’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	39
State Highway Agency Miles	23
Total Disbursements	31
Capital and Bridge Disbursements	27
Maintenance Disbursements	24
Administrative Disbursements	41
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	20
Urban Interstate Condition	20
Urban Interstate Congestion	40
Deficient or Functionally Obsolete Bridges	1
Fatality Rates	41
Narrow Rural Lanes	1

New Hampshire

Overall Rank in 2008	27
Overall Rank in 2007	39
Overall Rank in 2006	46
Overall Rank in 2005	34
Overall Rank in 2000	26



New Hampshire ranks 27th in the nation in state highway performance and cost-effectiveness, improving 12 spots from last year’s report. New Hampshire ranks 33rd in total highway disbursements, 17th in fatalities, 42nd in deficient or functionally obsolete bridges and 16th in urban Interstate congestion. New Hampshire’s best rankings come in rural Interstate condition (1st), state highway agency miles (9th), narrow rural lanes (16th) and urban Interstate congestion (16th). New Hampshire’s lowest rankings are in state-controlled highway miles (45th) and maintenance disbursements (44th). New Hampshire’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	45
State Highway Agency Miles	9
Total Disbursements	33
Capital and Bridge Disbursements	21
Maintenance Disbursements	44
Administrative Disbursements	30
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	19
Urban Interstate Condition	25
Urban Interstate Congestion	16
Deficient or Functionally Obsolete Bridges	42
Fatality Rates	17
Narrow Rural Lanes	16

New Jersey

Overall Rank in 2008	45
Overall Rank in 2007	47
Overall Rank in 2006	50
Overall Rank in 2005	50
Overall Rank in 2000	50



New Jersey ranks 45th in the nation in state highway performance and cost-effectiveness, an increase of two spots from last year's report. New Jersey ranks 50th in total highway disbursements, 4th in fatalities, 35th in deficient or functionally obsolete bridges and 45th in urban Interstate congestion. New Jersey's best rankings come in narrow rural lanes (1st), fatality rates (4th) and deficient or functionally obsolete bridges (35th). New Jersey's lowest rankings are in state highway agency miles (50th), total disbursements (50th), capital and bridge disbursements (50th) and maintenance disbursements (50th). New Jersey's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	47
State Highway Agency Miles	50
Total Disbursements	50
Capital and Bridge Disbursements	50
Maintenance Disbursements	50
Administrative Disbursements	47
Rural Interstate Condition	47
Rural Other Principal Arterial Condition	37
Urban Interstate Condition	48
Urban Interstate Congestion	45
Deficient or Functionally Obsolete Bridges	35
Fatality Rates	4
Narrow Rural Lanes	1

New Mexico

Overall Rank in 2008	4
Overall Rank in 2007	2
Overall Rank in 2006	3
Overall Rank in 2005	4
Overall Rank in 2000	27



New Mexico ranks 4th in the nation in state highway performance and cost-effectiveness, falling two spots from last year's report. New Mexico ranks 11th in total highway disbursements, 32nd in fatalities, 8th in deficient or functionally obsolete bridges and 9th in urban Interstate congestion. New Mexico's best rankings come in rural Interstate condition (1st), urban Interstate condition (1st) and capital and bridge disbursements (2nd). New Mexico's lowest rankings are in administrative disbursements (34th) and fatality rates (32nd). New Mexico's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	20
State Highway Agency Miles	24
Total Disbursements	11
Capital and Bridge Disbursements	2
Maintenance Disbursements	22
Administrative Disbursements	34
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	11
Urban Interstate Condition	1
Urban Interstate Congestion	9
Deficient or Functionally Obsolete Bridges	8
Fatality Rates	32
Narrow Rural Lanes	23

New York

Overall Rank in 2008	46
Overall Rank in 2007	45
Overall Rank in 2006	45
Overall Rank in 2005	48
Overall Rank in 2000	47



New York ranks 46th in the nation in state highway performance and cost-effectiveness, falling one spot from last year's report. New York ranks 45th in total highway disbursements, 6th in fatalities, 47th in deficient or functionally obsolete bridges and 30th in urban Interstate congestion. New York's best rankings come in fatality rates (6th), state-controlled highway miles (16th) and urban Interstate congestion (30th). New York's lowest rankings are in administrative disbursements (49th) and maintenance disbursements (48th). New York's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	16
State Highway Agency Miles	33
Total Disbursements	45
Capital and Bridge Disbursements	42
Maintenance Disbursements	48
Administrative Disbursements	49
Rural Interstate Condition	46
Rural Other Principal Arterial Condition	35
Urban Interstate Condition	45
Urban Interstate Congestion	30
Deficient or Functionally Obsolete Bridges	47
Fatality Rates	6
Narrow Rural Lanes	47

North Carolina

Overall Rank in 2008	21
Overall Rank in 2007	20
Overall Rank in 2006	23
Overall Rank in 2005	31
Overall Rank in 2000	25

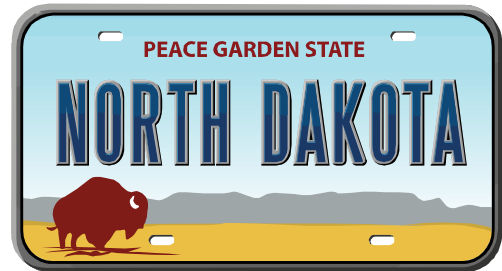


North Carolina ranks 21st in the nation in state highway performance and cost-effectiveness, falling one spot from last year’s report. North Carolina ranks 3rd in total highway disbursements, 34th in fatalities, 41st in deficient or functionally obsolete bridges and 42nd in urban Interstate congestion. North Carolina’s best rankings come in state-controlled highway miles (1st), total disbursements (3rd), maintenance disbursements (4th) and state highway agency miles (4th). North Carolina’s lowest rankings are in urban Interstate congestion (42nd), narrow rural lanes (41st) and deficient or functionally obsolete bridges (41st). North Carolina’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	1
State Highway Agency Miles	4
Total Disbursements	3
Capital and Bridge Disbursements	5
Maintenance Disbursements	4
Administrative Disbursements	7
Rural Interstate Condition	35
Rural Other Principal Arterial Condition	27
Urban Interstate Condition	24
Urban Interstate Congestion	42
Deficient or Functionally Obsolete Bridges	41
Fatality Rates	34
Narrow Rural Lanes	41

North Dakota

Overall Rank in 2008	1
Overall Rank in 2007	1
Overall Rank in 2006	1
Overall Rank in 2005	1
Overall Rank in 2000	2



As it has every year since 2001, North Dakota ranks 1st in the nation in state highway performance and cost-effectiveness. North Dakota ranks 5th in total highway disbursements, 27th in fatalities, 20th in deficient or functionally obsolete bridges and 1st in urban Interstate congestion. North Dakota's best rankings come in maintenance disbursements (1st), rural Interstate condition (1st), urban Interstate condition (1st), urban Interstate congestion (1st) and narrow rural lanes (1st). North Dakota's lowest rankings are in state-controlled highway miles (37th) and fatality rates (27th). North Dakota's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	37
State Highway Agency Miles	16
Total Disbursements	5
Capital and Bridge Disbursements	12
Maintenance Disbursements	1
Administrative Disbursements	3
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	25
Urban Interstate Condition	1
Urban Interstate Congestion	1
Deficient or Functionally Obsolete Bridges	20
Fatality Rates	27
Narrow Rural Lanes	1

Ohio

Overall Rank in 2008	24
Overall Rank in 2007	13
Overall Rank in 2006	17
Overall Rank in 2005	16
Overall Rank in 2000	22



Ohio ranks 24th in the nation in state highway performance and cost-effectiveness, falling 11 spots from last year’s report. Ohio ranks 32nd in total highway disbursements, 20th in fatalities, 24th in deficient or functionally obsolete bridges and 44th in urban Interstate congestion. Ohio’s best rankings come in state-controlled highway miles (9th), fatality rates (20th) and urban Interstate condition (21st). Ohio’s lowest rankings are in urban Interstate congestion (44th) and narrow rural lanes (33rd). Ohio’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	9
State Highway Agency Miles	32
Total Disbursements	32
Capital and Bridge Disbursements	32
Maintenance Disbursements	27
Administrative Disbursements	32
Rural Interstate Condition	29
Rural Other Principal Arterial Condition	26
Urban Interstate Condition	21
Urban Interstate Congestion	44
Deficient or Functionally Obsolete Bridges	24
Fatality Rates	20
Narrow Rural Lanes	33

Oklahoma

Overall Rank in 2008	37
Overall Rank in 2007	34
Overall Rank in 2006	33
Overall Rank in 2005	24
Overall Rank in 2000	31



Oklahoma ranks 37th in the nation in state highway performance and cost-effectiveness, falling three spots from last year’s report. Oklahoma ranks 21st in total highway disbursements, 40th in fatalities, 38th in deficient or functionally obsolete bridges and 17th in urban Interstate congestion. Oklahoma’s best rankings come in maintenance disbursements (17th), urban Interstate congestion (17th), state-controlled highway miles (18th) and narrow rural lanes (18th). Oklahoma’s lowest rankings are in urban Interstate condition (46th) and rural other principal arterial condition (44th). Oklahoma’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	18
State Highway Agency Miles	26
Total Disbursements	21
Capital and Bridge Disbursements	22
Maintenance Disbursements	17
Administrative Disbursements	21
Rural Interstate Condition	40
Rural Other Principal Arterial Condition	44
Urban Interstate Condition	46
Urban Interstate Congestion	17
Deficient or Functionally Obsolete Bridges	38
Fatality Rates	40
Narrow Rural Lanes	18

Oregon

Overall Rank in 2008	10
Overall Rank in 2007	23
Overall Rank in 2006	11
Overall Rank in 2005	8
Overall Rank in 2000	7



Oregon ranks 10th in the nation in state highway performance and cost-effectiveness, an impressive increase of 13 spots from last year's report. Oregon ranks 29th in total highway disbursements, 23rd in fatalities, 26th in deficient or functionally obsolete bridges and 20th in urban Interstate congestion. Oregon's best rankings come in rural Interstate condition (1st), urban Interstate condition (13th) and rural other principal arterial condition (18th). Oregon's lowest rankings are in state-controlled highway miles (35th) and maintenance disbursements (31st). Oregon's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	35
State Highway Agency Miles	22
Total Disbursements	29
Capital and Bridge Disbursements	30
Maintenance Disbursements	31
Administrative Disbursements	22
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	18
Urban Interstate Condition	13
Urban Interstate Congestion	20
Deficient or Functionally Obsolete Bridges	26
Fatality Rates	23
Narrow Rural Lanes	24

Pennsylvania

Overall Rank in 2008	38
Overall Rank in 2007	38
Overall Rank in 2006	36
Overall Rank in 2005	36
Overall Rank in 2000	33



Pennsylvania ranks 38th in the nation in state highway performance and cost-effectiveness, with no change in position from last year's report. Pennsylvania ranks 26th in total highway disbursements, 30th in fatalities, 49th in deficient or functionally obsolete bridges and 24th in urban Interstate congestion. Pennsylvania's best rankings come in state-controlled highway miles (4th), state highway agency miles (8th) and urban Interstate condition (18th). Pennsylvania's lowest rankings are in narrow rural lanes (50th) and deficient or functionally obsolete bridges (49th).

Pennsylvania's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	4
State Highway Agency Miles	8
Total Disbursements	26
Capital and Bridge Disbursements	20
Maintenance Disbursements	39
Administrative Disbursements	25
Rural Interstate Condition	28
Rural Other Principal Arterial Condition	33
Urban Interstate Condition	18
Urban Interstate Congestion	24
Deficient or Functionally Obsolete Bridges	49
Fatality Rates	30
Narrow Rural Lanes	50

Rhode Island

Overall Rank in 2008	50
Overall Rank in 2007	49
Overall Rank in 2006	48
Overall Rank in 2005	47
Overall Rank in 2000	36



Rhode Island ranks last in the nation in state highway performance and cost-effectiveness, falling one spot from last year's report. Rhode Island ranks 43rd in total highway disbursements, 3rd in fatalities, 50th in deficient or functionally obsolete bridges and 41st in urban Interstate congestion. Rhode Island's best rankings come in rural Interstate condition (1st), urban Interstate condition (1st) and fatality rates (3rd). Rhode Island's lowest rankings are in deficient or functionally obsolete bridges (50th), rural other principal arterial condition (49th) and state-controlled highway miles (49th). Rhode Island's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	49
State Highway Agency Miles	41
Total Disbursements	43
Capital and Bridge Disbursements	43
Maintenance Disbursements	46
Administrative Disbursements	36
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	49
Urban Interstate Condition	1
Urban Interstate Congestion	41
Deficient or Functionally Obsolete Bridges	50
Fatality Rates	3
Narrow Rural Lanes	15

South Carolina

Overall Rank in 2008	6
Overall Rank in 2007	4
Overall Rank in 2006	6
Overall Rank in 2005	2
Overall Rank in 2000	3



South Carolina ranks 6th in the nation in state highway performance and cost-effectiveness, falling two spots from last year’s report. South Carolina ranks 1st in total highway disbursements, 48th in fatalities, 22nd in deficient or functionally obsolete bridges and 38th in urban Interstate congestion. South Carolina’s best rankings come in total disbursements (1st), capital and bridge disbursements (1st) and maintenance disbursements (3rd). South Carolina’s lowest rankings are in fatality rates (48th) and urban Interstate congestion (38th). South Carolina’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	5
State Highway Agency Miles	6
Total Disbursements	1
Capital and Bridge Disbursements	1
Maintenance Disbursements	3
Administrative Disbursements	20
Rural Interstate Condition	26
Rural Other Principal Arterial Condition	15
Urban Interstate Condition	12
Urban Interstate Congestion	38
Deficient or Functionally Obsolete Bridges	22
Fatality Rates	48
Narrow Rural Lanes	21

South Dakota

Overall Rank in 2008	12
Overall Rank in 2007	8
Overall Rank in 2006	7
Overall Rank in 2005	11
Overall Rank in 2000	30



South Dakota ranks 12th in the nation in state highway performance and cost-effectiveness, falling four spots from last year's report. South Dakota ranks 4th in total highway disbursements, 26th in fatalities, 30th in deficient or functionally obsolete bridges and 1st in urban Interstate congestion. South Dakota's best rankings come in narrow rural lanes (1st), urban Interstate congestion (1st) and rural Interstate condition (1st). South Dakota's lowest rankings are in rural other principal arterial condition (45th) and urban Interstate condition (36th). South Dakota's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	32
State Highway Agency Miles	17
Total Disbursements	4
Capital and Bridge Disbursements	6
Maintenance Disbursements	5
Administrative Disbursements	11
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	45
Urban Interstate Condition	36
Urban Interstate Congestion	1
Deficient or Functionally Obsolete Bridges	30
Fatality Rates	26
Narrow Rural Lanes	1

Tennessee

Overall Rank in 2008	19
Overall Rank in 2007	19
Overall Rank in 2006	19
Overall Rank in 2005	20
Overall Rank in 2000	20



Tennessee ranks 19th in the nation in state highway performance and cost-effectiveness, with no change in position from last year's report. Tennessee ranks 17th in total highway disbursements, 36th in fatalities, 11th in deficient or functionally obsolete bridges and 34th in urban Interstate congestion. Tennessee's best rankings come in deficient or functionally obsolete bridges (11th), urban Interstate condition (16th), state-controlled highway miles (17th) and total disbursements (17th). Tennessee's lowest rankings are in narrow rural lanes (40th) and state highway agency miles (39th). Tennessee's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	17
State Highway Agency Miles	39
Total Disbursements	17
Capital and Bridge Disbursements	19
Maintenance Disbursements	19
Administrative Disbursements	26
Rural Interstate Condition	25
Rural Other Principal Arterial Condition	22
Urban Interstate Condition	16
Urban Interstate Congestion	34
Deficient or Functionally Obsolete Bridges	11
Fatality Rates	36
Narrow Rural Lanes	40

Texas

- Overall Rank in 2008 13**
- Overall Rank in 2007 17
- Overall Rank in 2006 12
- Overall Rank in 2005 15
- Overall Rank in 2000 8

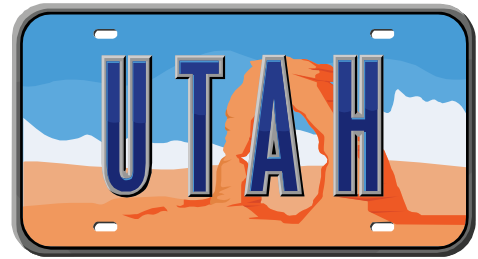


Texas ranks 13th in the nation in state highway performance and cost-effectiveness, improving four spots from last year’s report. Texas ranks 36th in total highway disbursements, 35th in fatalities, 17th in deficient or functionally obsolete bridges and 37th in urban Interstate congestion. Texas’s best rankings come in state-controlled highway miles (2nd), administrative disbursements (16th) and rural other principal arterial condition (16th). Texas’s lowest rankings are in total disbursements (36th) and urban Interstate congestion (37th). Texas’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	2
State Highway Agency Miles	21
Total Disbursements	36
Capital and Bridge Disbursements	31
Maintenance Disbursements	18
Administrative Disbursements	16
Rural Interstate Condition	23
Rural Other Principal Arterial Condition	16
Urban Interstate Condition	19
Urban Interstate Congestion	37
Deficient or Functionally Obsolete Bridges	17
Fatality Rates	35
Narrow Rural Lanes	32

Utah

Overall Rank in 2008	22
Overall Rank in 2007	16
Overall Rank in 2006	25
Overall Rank in 2005	21
Overall Rank in 2000	24



Utah ranks 22nd in the nation in state highway performance and cost-effectiveness, falling six spots from last year's report. Utah ranks 35th in total highway disbursements 15th in fatalities, 7th in deficient or functionally obsolete bridges and 21st in urban Interstate congestion. Utah's best rankings come in narrow rural lanes (1st), deficient or functionally obsolete bridges (7th) and fatality rates (15th). Utah's lowest rankings are in administrative disbursements (42nd) and state highway agency miles (43rd). Utah's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	40
State Highway Agency Miles	43
Total Disbursements	35
Capital and Bridge Disbursements	33
Maintenance Disbursements	29
Administrative Disbursements	42
Rural Interstate Condition	30
Rural Other Principal Arterial Condition	32
Urban Interstate Condition	23
Urban Interstate Congestion	21
Deficient or Functionally Obsolete Bridges	7
Fatality Rates	15
Narrow Rural Lanes	1

Vermont

Overall Rank in 2008	42
Overall Rank in 2007	42
Overall Rank in 2006	30
Overall Rank in 2005	37
Overall Rank in 2000	37



Vermont ranks 42nd in the nation in state highway performance and cost-effectiveness, with no change in position from last year's report. Vermont ranks 20th in total highway disbursements, 10th in fatalities, 43rd in deficient or functionally obsolete bridges and 5th in urban Interstate congestion. Vermont's best rankings come in urban Interstate congestion (5th), fatality rates (10th) and state highway agency miles (15th). Vermont's lowest rankings are in state-controlled highway miles (48th) and urban Interstate condition (47th). Vermont's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	48
State Highway Agency Miles	15
Total Disbursements	20
Capital and Bridge Disbursements	16
Maintenance Disbursements	34
Administrative Disbursements	28
Rural Interstate Condition	33
Rural Other Principal Arterial Condition	39
Urban Interstate Condition	47
Urban Interstate Congestion	5
Deficient or Functionally Obsolete Bridges	43
Fatality Rates	10
Narrow Rural Lanes	42

Virginia



Overall Rank in 2008	18
Overall Rank in 2007	12
Overall Rank in 2006	16
Overall Rank in 2005	18
Overall Rank in 2000	14

Virginia ranks 18th in the nation in state highway performance and cost-effectiveness, falling six spots from last year’s report. Virginia ranks 8th in total highway disbursements, 11th in fatalities, 32nd in deficient or functionally obsolete bridges and 18th in urban Interstate congestion.

Virginia’s best rankings come in rural Interstate condition (1st), state-controlled highway miles (3rd) and capital and bridge disbursements (4th). Virginia’s lowest rankings are in narrow rural lanes (45th) and deficient or functionally obsolete bridges (32nd). Virginia’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	3
State Highway Agency Miles	5
Total Disbursements	8
Capital and Bridge Disbursements	4
Maintenance Disbursements	25
Administrative Disbursements	15
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	9
Urban Interstate Condition	29
Urban Interstate Congestion	18
Deficient or Functionally Obsolete Bridges	32
Fatality Rates	11
Narrow Rural Lanes	45

Washington

Overall Rank in 2008	33
Overall Rank in 2007	35
Overall Rank in 2006	39
Overall Rank in 2005	32
Overall Rank in 2000	18



Washington ranks 33rd in the nation in state highway performance and cost-effectiveness, improving two spots from last year's report. Washington ranks 34th in total highway disbursements, 7th in fatalities, 33rd in deficient or functionally obsolete bridges and 14th in urban Interstate congestion. Washington's best rankings come in fatality rates (7th), rural other principal arterial condition (10th) and state-controlled highway miles (12th). Washington's lowest rankings are in narrow rural lanes (49th) and maintenance disbursements (40th). Washington's complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	12
State Highway Agency Miles	36
Total Disbursements	34
Capital and Bridge Disbursements	34
Maintenance Disbursements	40
Administrative Disbursements	23
Rural Interstate Condition	37
Rural Other Principal Arterial Condition	10
Urban Interstate Condition	26
Urban Interstate Congestion	14
Deficient or Functionally Obsolete Bridges	33
Fatality Rates	7
Narrow Rural Lanes	49

West Virginia

Overall Rank in 2008	30
Overall Rank in 2007	27
Overall Rank in 2006	24
Overall Rank in 2005	26
Overall Rank in 2000	32



West Virginia ranks 30th in the nation in state highway performance and cost-effectiveness, falling three spots from last year’s report. West Virginia ranks 2nd in total highway disbursements, 47th in fatalities, 46th in deficient or functionally obsolete bridges and 8th in urban Interstate congestion. West Virginia’s best rankings come in state highway agency miles (1st), total disbursements (2nd) and maintenance disbursements (2nd). West Virginia’s lowest rankings are in narrow rural lanes (48th) and fatality rates (47th). West Virginia’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	6
State Highway Agency Miles	1
Total Disbursements	2
Capital and Bridge Disbursements	3
Maintenance Disbursements	2
Administrative Disbursements	6
Rural Interstate Condition	36
Rural Other Principal Arterial Condition	42
Urban Interstate Condition	28
Urban Interstate Congestion	8
Deficient or Functionally Obsolete Bridges	46
Fatality Rates	47
Narrow Rural Lanes	48

Wisconsin



Overall Rank in 2008	28
Overall Rank in 2007	21
Overall Rank in 2006	21
Overall Rank in 2005	22
Overall Rank in 2000	16

Wisconsin ranks 28th in the nation in state highway performance and cost-effectiveness, falling seven spots from last year’s report. Wisconsin ranks 30th in total highway disbursements, 14th in fatalities, 6th in deficient or functionally obsolete bridges and 27th in urban Interstate congestion. Wisconsin’s best rankings come in deficient or functionally obsolete bridges (6th), narrow rural lanes (12th) and fatality rates (14th). Wisconsin’s lowest rankings are in rural Interstate condition (44th) and urban Interstate condition (41st). Wisconsin’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	22
State Highway Agency Miles	28
Total Disbursements	30
Capital and Bridge Disbursements	35
Maintenance Disbursements	21
Administrative Disbursements	29
Rural Interstate Condition	44
Rural Other Principal Arterial Condition	23
Urban Interstate Condition	41
Urban Interstate Congestion	27
Deficient or Functionally Obsolete Bridges	6
Fatality Rates	14
Narrow Rural Lanes	12

Wyoming

- Overall Rank in 2008** 7
- Overall Rank in 2007 6
- Overall Rank in 2006 4
- Overall Rank in 2005 7
- Overall Rank in 2000 1



Wyoming ranks 7th in the nation in state highway performance and cost-effectiveness, falling one spot from last year’s report. Wyoming ranks 12th in total highway disbursements, 43rd in fatalities, 4th in deficient or functionally obsolete bridges and 1st in urban Interstate congestion. Wyoming’s best rankings come in urban Interstate congestion (1st), deficient or functionally obsolete bridges (4th) and total disbursements (12th). Wyoming’s lowest rankings are in fatality rates (43rd) and urban Interstate condition (40th). Wyoming’s complete results:

Performance by Category in 2008	Rank
State-Controlled Highway Miles	36
State Highway Agency Miles	19
Total Disbursements	12
Capital and Bridge Disbursements	14
Maintenance Disbursements	14
Administrative Disbursements	19
Rural Interstate Condition	24
Rural Other Principal Arterial Condition	21
Urban Interstate Condition	40
Urban Interstate Congestion	1
Deficient or Functionally Obsolete Bridges	4
Fatality Rates	43
Narrow Rural Lanes	14

Appendix: Technical Notes

This brief technical appendix summarizes the definitions and sources of the data used in this assessment. The discussion is based on the assumption that comparative cost-effectiveness requires not just data on system condition or performance, but also on what it costs to operate and improve the system, and how road investment depends on economic activity and tax revenues to road trust funds.

Economic Trends

Economic trend data come from several well-known sources:

- 1) **Real GDP with a base year of 2005:** This quarterly data was collected in \$ billion, but graphed in \$ trillion. Source: U.S. Department of Commerce, Bureau of Economic Analysis, *National Economic Accounts*. “Current Dollar and 'Real' GDP,” February 26, 2010, available at: <http://www.bea.gov/national/index.htm#gdp>.
- 2) **Unemployment Rate:** This monthly data was collected and graphed as a percentage. Source: US Department of Labor, Bureau of Labor Statistics, *Labor Force Statistics from the Current Population Survey*, March 4, 2010, available at: <http://data.bls.gov/cgi-bin/surveymost>.
- 3) **CPI with a base of July 1983:** This is a monthly index with a base of 100. Source: U.S. Department of Labor, Bureau of Labor Statistics, *Consumer Price Index*, February 19, 2010, available at: <ftp://ftp.bls.gov/pub/special.requests/cpi/cpiat.txt>.
- 4) **Overall Construction Cost Index with a base of December 2005:** This is a monthly index with a base of 1. It was collected from BLS and reported by John Semmens. Source: John Semmens, *Price Trends for Major Roadway Inputs*, January 2010 Update, available at jsemmens@cox.net.
- 5) **VMT (Vehicle-miles of travel):** This is collected on a monthly basis as a 12-month rolling total. It was collected in billions of miles, but graphed in tens of billions of miles. Source: U.S. Department of Transportation, Federal Highway Administration, *Traffic Volume Trends*, December 2009, data available at: <http://www.fhwa.dot.gov/ohim/tvtw/tvtpage.cfm>.

- 6) **Total State Tax Revenues:** This quarterly data was collected as tax revenue for each state and then added up to reach a national total. It was collected in \$ thousand, but graphed in \$ billion. Source: U.S. Census Bureau, *State Government Tax Collections*, several years referenced. Data available at: <http://www.census.gov/govs/www/statetax.html>.

State Highway Mileage by Ownership

Since it is generally easier to achieve high performance with a larger budget than with a smaller one, measures of resources should account for the different sizes of the state-owned systems. In this study, the mileage of state-owned roads is used as the basic metric for bringing the states to a common basis.

In each state, the "state-owned" highway systems consist of the State Highway System, and other systems such as toll roads or similar, state-owned smaller systems in state parks, universities, prisons, medical facilities, etc. Each state's responsibility for roads varies. In some, for instance North Carolina, the state is responsible for almost all roads outside of municipalities, while in others, such as New Jersey, the state is responsible for primarily the major multiple-lane roads. In addition, other features such as bridges also vary, with some states having many and others few. Since several agencies are included, this report should *not* be viewed as a cost-effectiveness study of the state highway departments. Instead, it should be viewed as an assessment of how the state, as a whole, is managing the state-owned roads.

The source of this data is statistics on State Highway Agency mileage (rural and urban), and other rural state-owned mileage, as reported by each state to the Federal Highway Administration (FHWA), in Highway Statistics, 2008, Table HM-10 (<http://www.fhwa.dot.gov/policy/ohim/hs08/xls/hm10.xls>).

Capital and Bridge Disbursements

Disbursements for state-administered highways are of several types: capital and bridge work, maintenance and highway services, administration, research and planning, law enforcement and safety, interest (on bond payments), and bond retirement. "Capital" actions are those intended to reconstruct or improve the system, whereas "maintenance" actions are those intended to preserve or repair the system, but not improve it. However, the definitions of these categories vary somewhat between the states, particularly on "capital" and "maintenance" actions. Most states use contracts with the private sector to build and reconstruct the system, although in some cases they may also use their own workforces for some major jobs. Most states also conduct maintenance largely with agency forces and the work is generally light in character, but some also conduct some major repairs such as thick overlays using contracted forces from the private sector.

The source of data for disbursements for "capital and bridges" is Highway Statistics, 2008, FHWA Table SF-4 (<http://www.fhwa.dot.gov/policy/ohim/hs08/finance.htm>). These disbursements are divided by "mileage under state control" to arrive at a relative measure of capital expenditure per

unit of responsibility. The national average is the weighted average, obtained by adding the numbers for all states, then dividing by the sum of all state-administered mileage. Since large per-mile capital and bridge expenditures are also a burden on taxpayers, the states are ranked inversely by this measure, with the highest per-mile expenditures being rated lowest.

Maintenance Disbursements

The source for maintenance disbursements is also Table SF-4, Highway Statistics 2008, FHWA (<http://www.fhwa.dot.gov/policy/ohim/hs08/finance.htm>). These maintenance disbursements are divided by “mileage under state control” to arrive at a relative measure of maintenance activity per unit of responsibility. The national average is the weighted average. Since large per-mile maintenance expenditures are also a burden on taxpayers, the states are ranked inversely by this measure, with the highest per-mile expenditures being rated lowest.

Administrative Disbursements

Administrative disbursements are intended to include all non-project-specific disbursements, and typically include most main-office and regional-office costs, research, planning and similar activities. Sometimes this category also includes bond restructurings and other non-project-specific financial actions. As a result, administrative disbursement can sometimes vary widely from year to year.

The source for administrative disbursements is again Table SF-4, Highway Statistics 2008, FHWA (<http://www.fhwa.dot.gov/policy/ohim/hs08/finance.htm>). These disbursements are divided by “mileage under state control” to arrive at a relative measure of administrative costs per unit of responsibility. The national average is the weighted average. Since large per-mile administrative expenditures are also a burden on taxpayers, the states are ranked inversely by this measure, with the highest per-mile expenditures being rated lowest.

Total Disbursements

Total disbursements represent total state outlays for state-administered roads, and include several categories not detailed above. Usually, states disburse about 2 to 3 percent less funding than they take in, the difference being due to timing differences and delays in getting projects completed. However, states sometimes bring in revenues that are not immediately expended, such as major bond sales, which show up as major increases in “receipts” without a similar increase in disbursements. And sometimes, later-year disbursements can be higher than “receipts” as states move money into projects without increasing revenues.

The source for total disbursements is also Table SF-4, Highway Statistics 2008, FHWA (<http://www.fhwa.dot.gov/policy/ohim/hs08/finance.htm>.) These disbursements are divided by “mileage under state control” to arrive at a relative measure of administrative costs per unit of

responsibility. The national average is the weighted average. Since large per-mile total expenditures are also a burden on taxpayers, the states are ranked inversely by this measure, with the highest per-mile expenditures being rated lowest.

Rural Interstate Poor-Condition Mileage

Perhaps no measure is more fundamental to road performance than a measure of road condition. There are numerous ways of defining road condition, but the one used for the U.S. higher-road system is the International Roughness Index (IRI), essentially a measure of surface bumpiness in inches of vertical deviation per mile of length. The states use a variety of procedures in gathering this data, but most use mechanical or laser equipment driven over the road system. They often supplement this data with detailed information on road distress features, but this information is not generally used in federal reporting. A few states, however, still use visual ratings as the basis of their reports. Higher “roughness index” scores mean a worse condition. By convention, interstate sections with roughness of greater than 170 inches per mile of roughness (about three inches of vertical variation per 100 feet of road) are classified as “poor” in most reports. Roads classified as poor typically have visible bumps and create noticeable annoying bumpiness in vehicles. By comparison, sections with less than 60 inches of roughness per mile (about one inch per 100 feet) would be classified as “excellent”. These measures also vary by section length: long smooth sections (greater than one mile in length) tend to dampen out short rough ones, so if a state has long sections in its database it can report very little “rough mileage” as a percent of the system, even though it has some.

The source of road roughness data is Highway Statistics 2008, FHWA, Table HM-64 (<http://www.fhwa.dot.gov/policy/ohim/hs08/xls/hm64.xls>). This table shows miles by roughness, for several functional classes, for each state. We use the mileage at IRI greater than 170 inches per mile. This mileage is then converted into a percent, to account for different sizes of rural interstate systems in each state. (Note: Delaware has no rural Interstate and is not rated on this measure). The national average is the weighted average, obtained by dividing the sum of all poor-rated mileage by the sum of all state-administered mileage.)

Urban Interstate Poor-Condition Mileage

The measure used for urban Interstate road condition is again the International Roughness Index (IRI), and the same cutoff as for rural Interstates, 170 inches per mile or higher, for “poor” mileage.

The source of road roughness data is also Highway Statistics 2008, FHWA, Table HM-64 (<http://www.fhwa.dot.gov/policy/ohim/hs08/xls/hm64.xls>). This table shows miles by roughness, for several functional classes, for each state. We use the mileage at IRI greater than 170 inches per mile. This mileage is then converted into a percent, to account for different sizes of urban Interstate systems in each state. The national average is the weighted average.

Rural Other Principal Arterial Poor-Condition Mileage

Rural other principal arterials are the major inter-city connectors, off the interstate system, connecting regions of states. They can be US-numbered and state-numbered roads, and sometimes toll roads or parkways. This system would generally be a top priority of most state highway agencies because of its importance to the economic well-being of the state.

The roughness measure used for rural other principal arterials is also the International Roughness Index (IRI). By convention, however, road sections with greater than 220 inches per mile of roughness are classified as “poor” in most reports. The cutoff is higher than for interstate since speeds on these roads are typically lower and roughness not as noticeable.

The source of this road roughness data is also Highway Statistics 2008, FHWA, Table HM-64 (<http://www.fhwa.dot.gov/policy/ohim/hs08/xls/hm64.xls>). We use the mileage at IRI greater than 220 inches per mile. This mileage is then converted into a percent, to account for different sizes of rural other principal arterial systems in each state. The national average is the weighted average.

Urban Interstate Congestion

Urban interstate congestion is measured as the ratio of traffic volume to the maximum carrying capacity of each road section. Road capacity is limited by driver skill, traffic and geometric characteristics. For most modern Interstates, carrying capacity is about 2,400 vehicles per lane per hour, or one vehicle each 1.5 second passing by a roadside observer. Congestion (the delay caused by the presence of other vehicles) builds up incrementally as vehicles compete for road space and have to slow to avoid each other and drive safely. Maximum flow (and maximum delay) at capacity, 2,400 vehicles per lane per hour, occurs not at high speeds but at about 40-45 mph. However, even at lower flow rates, some congestion occurs.

The source of urban Interstate congestion data is Highway Statistics 2008, FHWA, Table HM 61 (<http://www.fhwa.dot.gov/policy/ohim/hs08/xls/hm61.xls>). Data are shown as miles of road, in each state, with various volume/capacity ratios. We use 0.70 as the cutoff for “congested.” Although other studies sometimes use 0.80 and 0.95 as cutoffs, the use of these higher cutoffs would result in modest congestion not being counted, a distinct advantage for rural states. Each state’s congested mileage is then expressed as a percent of the state’s urban interstate mileage. The national average is the weighted average.

Three states (South Carolina, Wisconsin and Pennsylvania) reported zero congested urban Interstate mileage for 2008, which was inconsistent with their reported congested mileage for 2007 or 2006. We used the 2006 data for South Carolina and Wisconsin, since they also did not report in 2007; for Pennsylvania, we used 2007 data.

Traffic volumes have generally been rising over time, increasing congestion (2008 and 2009 may be exceptions). But since driver skills and road geometrics have also been improving over time, road capacity is also rising, although not as rapidly as traffic. The definition of maximum flow was

2,000 vehicles per lane per hour until 1994, then 2,200 to 2,000, and now is 2,400 vehicles per lane per hour. For this reason, comparisons of congestion trends before about 2002 should be cautious.

Fatality Rates

Road safety is an undisputed important measure of system performance, and fatality rates are a key measure of safety. The overall state fatality rate has long been seen as a measure of state performance in road safety.

The source of the data for fatality rates is from two tables in *Highway Statistics 2008: FHWA*: Table FI-20 (<http://www.fhwa.dot.gov/policy/ohim/hs08/xls/fi20.xls>) provides a count of fatalities by state and functional class for 2007, and Table HM-81 (<http://www.fhwa.dot.gov/policy/ohim/hs08/xls/hm81.xls>) provides an estimate of daily vehicle-miles of travel for the state highway system, by state. The national average fatality rates are the weighted averages across the states. The National Highway Traffic Safety Administration also provides 2009 data on fatality rates, which we have used for national trends.

Deficient Bridges

As a result of several major bridges disasters in the 1960s and 1970s, states are required to inspect bridges biennially (every year if rated structurally deficient) and maintain uniform records of inspections. This data source, called the National Bridge Inventory, is the source of information on deficient bridges. Bridges are classified as “deficient” if their structural elements score poorly or if they are no longer functionally adequate for the road system

Historically, our source for deficient bridges has been an annual summary of bridge deficiencies prepared by *Better Roads*, a trade publication. This source generally contains very recent information, gathered from each state just weeks before the end of each calendar year. However, in gathering the 2007 data, we used summaries prepared by the federal Bureau of Transportation Statistics, rather than data from *Better Roads*, since that data was in a more convenient form. Looking back from 2008, this source seems to be out of line, in trend, for most states, yielding an *increase* in the percentage of deficient bridges for 2007 relative to 2006. We reported that worsening in last year’s report. The cause of this discrepancy is unknown, but may be related to the specific date on which the raw data was summarized: *Better Roads* calls each state for its bridge statistics, whereas the BTS uses an earlier file version. In any case, to avoid issues in the future, for 2008 we have returned to the *Better Roads* version, for consistency, and will investigate the 2007 data more thoroughly.

Since the National Bridge Inventory contains a mixture of inspections, some as old as two years; the “average” inspection is about 1 year old. So, a “December 2009” summary from the Inventory would represent, on average, bridge condition as of 2008, consistent with our other data.

Each state's count of deficient bridges is then converted to a percent of all highway bridges in the state. The national average fatality rates are the weighted averages across the states.

Narrow Lanes on Major Rural Roads

Narrow lanes on rural roads are a surrogate measure for system quality, since no data on other features such as sight distance, shoulder width or pavement edge drop-offs are readily available nationwide. The standard lane width for most major rural roads is 12 feet, and it is unlikely that a major rural road would be upgraded without widening its lanes to that standard.

The data source for our measure is also Highway Statistics 2008, FHWA, Table HM-33 (<http://www.fhwa.dot.gov/policy/ohim/hs08/xls/hm33.xls>). This table shows the mileage of roads, by functional class, in various lane-width categories, by state.. For our purpose, we use the percentage of mileage on the rural other principal arterial system with less than 12-ft lanes, to adjust for different system lengths in different states. The national average is a weighted average across all states.

Overall Ratings

The 2008 overall ratings for each state are developed in several steps.

- First, the relative performance of each state on each of 11 performance measures is determined by computing each state's "performance ratio." This is defined as the ratio of each state's measure to the weighted U.S. mean for the measure. The mathematical structure is as follows:

M_{is} = Measure 'i' for state 's' (e.g., percent of rural Interstates in poor condition, for North Carolina)

N = Number of measures (11 for 49 states, 10 for Delaware, which has no rural Interstate)

R_{is} = Performance Ratio for measure 'i', state 's'.
 $= M_{is} / \mathbf{M}$, where \mathbf{M} is the weighted average of M_{is} across the 50 states.

- For the four financial measures, these ratios are adjusted for the average width of each state's system, on the belief that states with wider roads (those with more lanes per mile, on average) should be given some credit for their extra per-centerline-mile costs.

$$R'_{is} = R_{is}(L_s/L),$$

where L_s is the average SHA lanes-per-mile for measure 'i' for state 's', and L is the weighted average of the lanes-per-mile, over 50 states.

Then, all 11 ratios (10 ratios for Delaware) are averaged:

$$\text{Grand Performance Ratio for state 's'} = (\sum_{i=1}^{11} R'_{is})/11$$

This method essentially treats each of the 11 measures as equally important.

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Endnotes

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- ¹ While this is a common and widely accepted definition, it is not the official definition set forth by the National Bureau of Economic Research (NBER). The NBER defines a recession as a significant decline in economic activity lasting more than a few months.
- ² Ken Orski, “The Transportation Community Braces for Continued Uncertainty,” Innovation Briefs, Feb 8, 2010. Available at www.innobriefs.com
- ³ After reviewing last year’s report by Reason Foundation, the state of Indiana recalculated its 2007 data and resubmitted it to the federal government. Since the federal government accepted these changes, the 2007 rankings reflect the updated information. This change also impacted the 2007 overall rankings of these states:
- Arizona from 24th overall to 25th.
 - Iowa from 29th to 30th.
 - Maine from 28th to 29th.
 - Michigan from 30th to 31st.
 - Mississippi from 27th to 28th.
 - Missouri from 23rd to 24th.
 - Oregon from 22nd to 23rd.
 - West Virginia from 26th to 27th.



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