MARCH 2025
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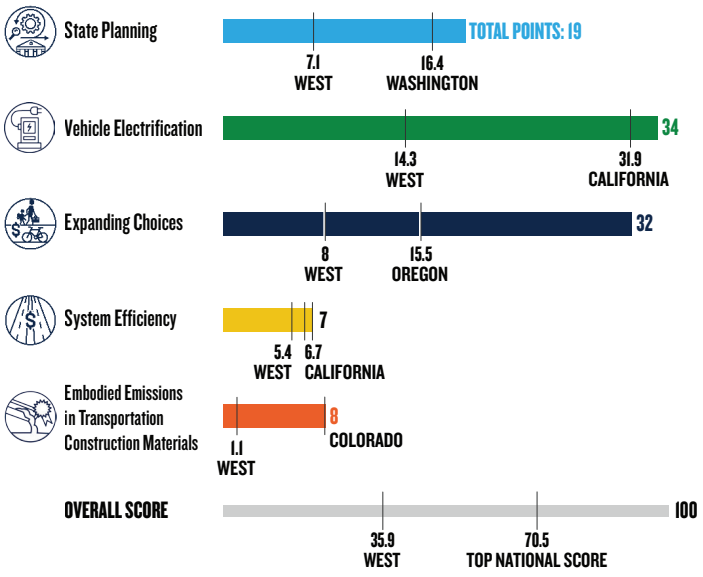
FACT SHEET

STATE TRANSPORTATION SCORECARD:
COASTAL WEST AND INTERMOUNTAIN WEST

STATES INCLUDED: ARIZONA, CALIFORNIA, COLORADO, IDAHO, MONTANA, NEVADA, NEW MEXIO, OREGON, UTAH, WASHINGTON, WYOMING

REGIONAL SCORE COMPARISONS: COASTAL WEST AND INTERMOUNTAIN WEST (WEST)

COMPARING AVERAGE SCORES OF COASTAL WEST AND INTERMOUNTAIN WEST STATES WITH TOP PERFORMERS IN THE REGION



Transportation is the largest source of greenhouse gas emissions in the United States, responsible for nearly a third of carbon emissions.

States have a particularly critical role to play in moving the needle on transportation emissions reductions, and progress will fundamentally depend on whether states choose to spend their transportation dollars on new road and highway expansion projects that will increase GHG emissions, or on clean, equitable solutions such as public transit, bicycle/pedestrian infrastructure, and electric vehicle charging infrastructure

The second edition of NRDC's transportation scorecard assesses all 50 states and Washington, D.C., on their efforts to advance climate and equity-centric transportation policies. States are ranked on 21 metrics related to state planning for transportation and equity, vehicle electrification, expansion of transportation choices, system preservation, and embodied emissions in transportation construction materials.

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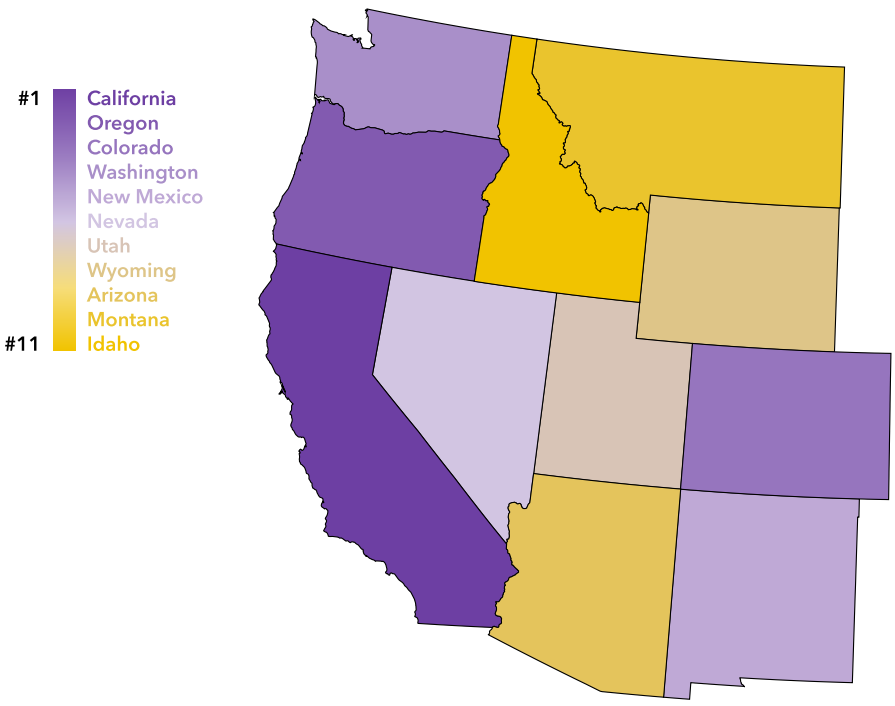
HOW THE COASTAL WEST AND INTERMOUNTAIN WEST PERFORMS AS A REGION

The coastal and intermountain west region scores an average of 35.9 points out of a possible 100, indicating a need for the region to rapidly realign transportation priorities with climate and equity outcomes. For context, the highest score earned in this year's rankings was 70.5 points. States in this region that performed the best in the national rankings include California and Oregon, which placed 2nd and 3rd respectively. Montana (#36) and Idaho (#44) still have significant progress to make on implementing actions to reduce transportation emissions.

AGGREGATED STATE RANKINGS FOR THE AGGREGATED STATE RANKINGS FOR THE COASTAL WEST AND INTERMOUNTAIN WEST



SOME BEST PRACTICES IN THE COASTAL WEST AND INTERMOUNTAIN WEST

State planning for climate and equity

- The Colorado Department of Transportation's (DOT) Performance Plan for fiscal year 2024–25 calls for a decrease in transportation sector emissions from 3.83 tons of carbon dioxide equivalent (CO_2e) per capita in 2023 to 3.77 tons in FY 2025, 3.72 tons in FY 2026, and 3.66 tons in FY 2027.
- Nevada DOT's State Transportation Improvement Program is built on an evaluation process that prioritizes projects based on six goals, including equity as a criterion, measured by census tract minority and poverty status.
- In California, Caltrans uses a transportation equity index to identify transportation-based priority populations for applicable funding programs. These communities are also supported with project planning, development, and design resources.
- Utah's DOT prioritizes capacity projects using a range of criteria. For active transportation and first/last mile projects, the DOT scores projects based on how they will serve people in poverty. For transit projects, it identifies the number of low-income households within half a mile of the project.

Expanding transportation options

- Arizona requires all counties to complete a decennial comprehensive plan; for counties with more than 200,000 people, that plan must include identifying growth areas well suited for multimodal transportation investments.
- Washington has statutory statewide goals to reduce per capita vehicle miles traveled by 18 percent by 2020, 30 percent by 2035, and 50 percent by 2050, relative to a baseline set in 2008.
- Colorado's e-bike incentive program offers a $450 point-of-sale discount on a new e-bike, paired with a $500 tax credit for the participating retailer.

Vehicle electrification

- Oregon's Charge Ahead Vehicle Rebate Program offers a $5,000 point-of-sale rebate on new or used EV purchases to people with a household income below 400 percent of the poverty line. Oregon has also adopted Advanced Clean Trucks and Advanced Clean Cars II vehicle emissions standards.