



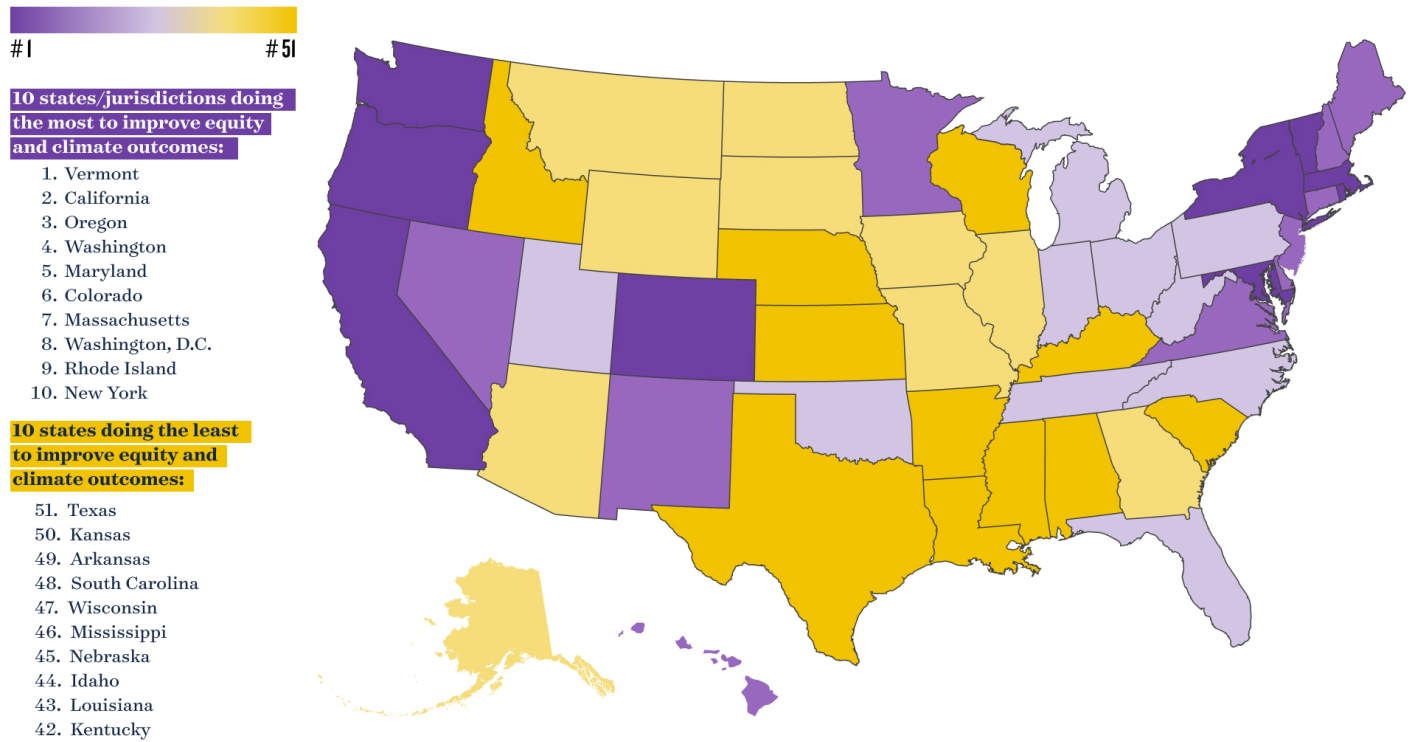
STATE TRANSPORTATION SCORECARD: EXECUTIVE SUMMARY

In recent years, the transportation sector has surpassed the electric power sector to become the largest contributor to U.S. greenhouse gas (GHG) 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.

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FIGURE 1: TRANSPORTATION SCORECARD STATE RANKING

AGGREGATED STATE RANKINGS FOR THE 50 STATES AND WASHINGTON D.C.



The federal government has made significant progress on low-carbon transportation policy through the passage of landmark pieces of legislation like the Infrastructure Law and the Inflation Reduction Act (IRA) and the adoption of vehicle emissions standards for cars and trucks. Yet state transportation decisions remain a major bottleneck to reducing environmental harms driven by historical and ongoing transportation infrastructure investment choices. And state action will be all the more important now that much of that federal progress is likely to slow in the coming years.

The analysis conducted in this scorecard used data collected as of October 2024. The current Administration is pursuing sweeping changes with outcomes we cannot predict, including changes which will face legal challenges. The conclusions of this scorecard remain relevant and timely. States are critical to creating a transportation system that works for everyone without harmful climate impacts. This scorecard can serve as a guide on the path ahead.

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.

Vermont claims the top spot for this edition of the scorecard, and California drops from first to second. Oregon places third. Maryland, Washington, D.C., and Rhode Island are new to the top 10 states this year, replacing New Jersey, Connecticut, and Minnesota. The average score for 2025 was a low 28.4 out of a possible 100 points, down from 32.9 in 2023. Just 10 states scored 50 or higher, compared with 12 in the last edition. Full state rankings can be seen in Figure 1.

For this scorecard, metrics were chosen based on the relative impact of certain policies on climate and equity outcomes and emphasize the need for a holistic approach to transportation emissions reductions that combines both vehicle electrification policies and solutions to improve access to transportation options. The methodology for NRDC’s assessment was updated this year to reflect feedback from in-state stakeholders and the availability of new data and research. These changes include adding new metrics, deleting metrics that were deemed less useful, and raising the bar on how states earn points for existing metrics. More details on these changes can be found in the Methodology section of the report.

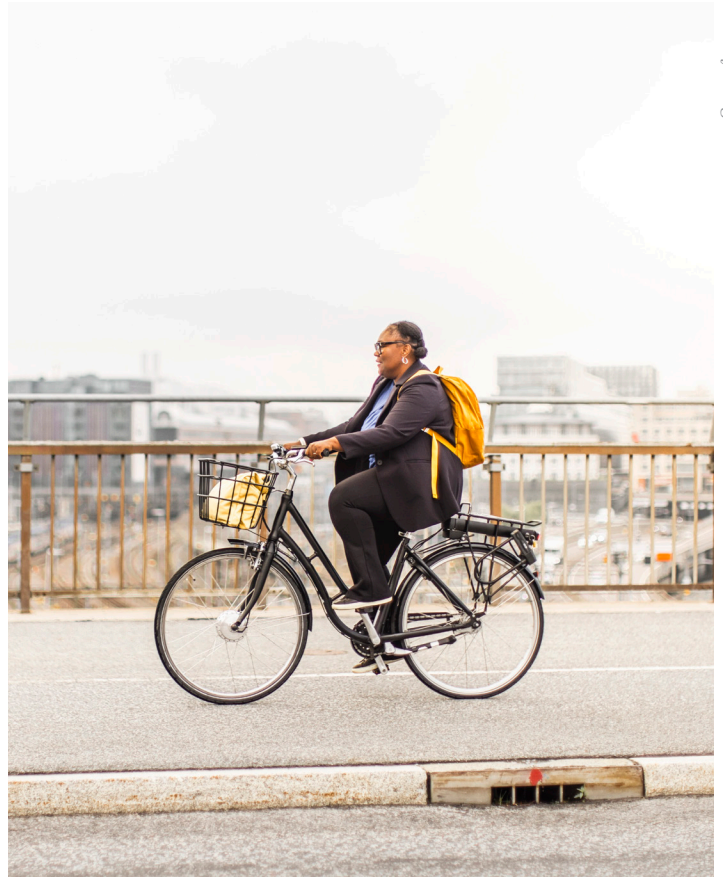


FIGURE 2: TOP TEN PERFORMING STATES IN EACH OF THE THREE CATEGORIES WITH THE MOST POINT ALLOCATIONS

EXPANDING CHOICES		TRANSPORTATION ELECTRIFICATION		STATE PLANNING AND EQUITY	
TOTAL POINTS	32.0	TOTAL POINTS	34.0	TOTAL POINTS	19.0
1	District of Columbia 21.4	1	Vermont 32.7	1	Maryland 17.1
2	Hawaii 16.3	2	California 31.9	2	District of Columbia 17
3	Oregon 15.5	3	Oregon 29.4	3	Massachusetts 16.7
4	Vermont 14.4	4	Massachusetts 29.3	4	Vermont 16.5
5	Rhode Island 14.2	5	Washington 28.9	5	Washington 16.4
6	California 13.6	6	Rhode Island 22.4	6	California 15.8
7	New York 13.2	7	New Jersey 22.2	7	Minnesota 14.8
8	Connecticut 13	8	New Mexico 22	8	Colorado 14.4
9	Washington 12.4	9	Colorado 19.1	9	North Carolina 12.3
10	Maryland 11.9	10	Maryland 18.5	10	Hawaii 12

BEST OF THE BEST: HOW DID LEADING STATES ACHIEVE THEIR IMPACT?

Our analysis shows that there are states achieving strong results in each of the five categories. Adding the top scores in each category reveals an overall benchmark score of 86, comprising the best of current practices across states and categories. This reveals two important insights. First, the benchmark score is 23 percent higher than the top scoring state, Vermont (70). This gap indicates that even the highest-scoring states have significant room for improvement. And second, we can and must do better than even what the best of current policy and practice has to offer. Surpassing the current benchmark of 86 to reach the ultimate goal of 100, means we can't rely only on precedents. States must continue to push onwards and innovate further to truly transform their transportation systems to support climate and equity.

