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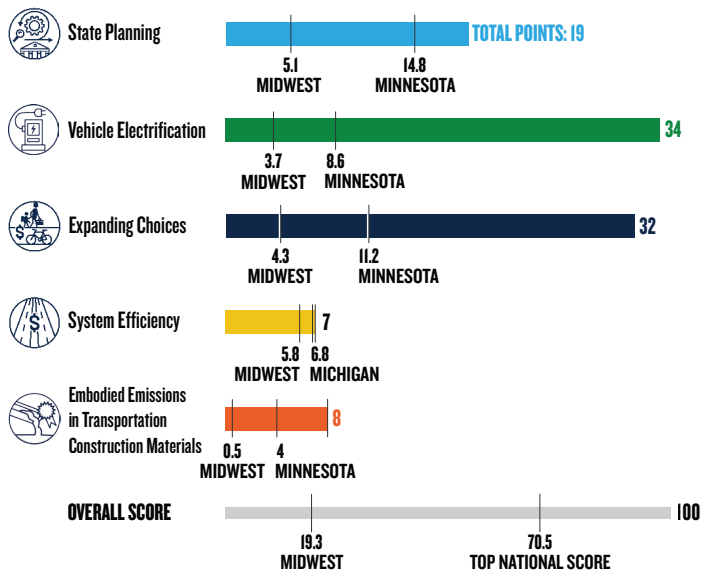
FACT SHEET

STATE TRANSPORTATION SCORECARD: MIDWEST

STATES INCLUDED: ILLINOIS, INDIANA, IOWA, MICHIGAN, MINNESOTA, MISSOURI, OHIO, WISCONSIN

REGIONAL SCORE COMPARISONS: MIDWEST

COMPARING AVERAGE SCORES OF MIDWEST 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.

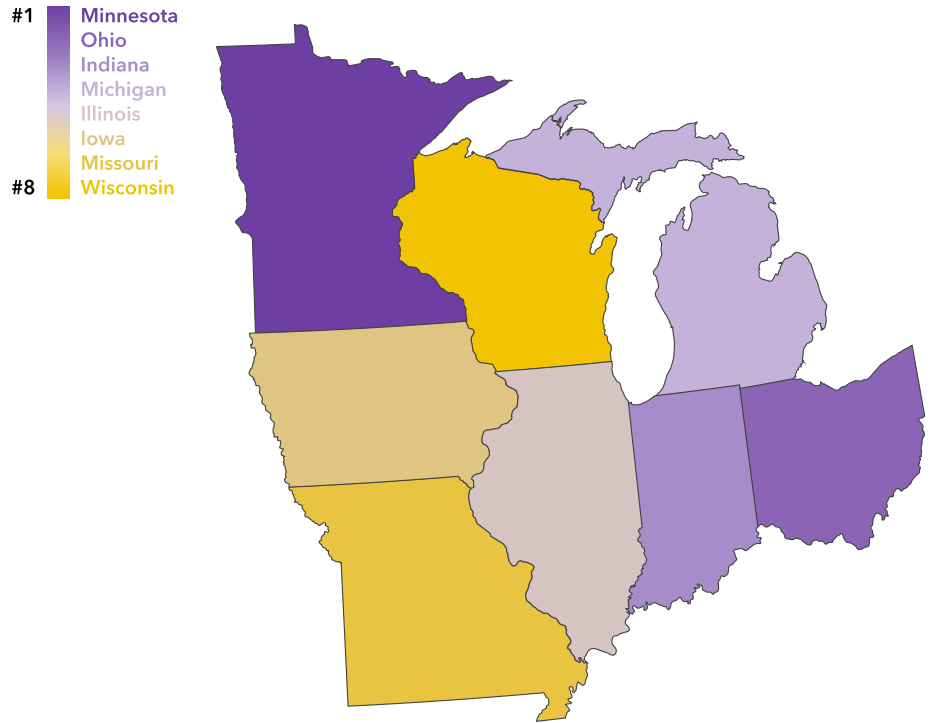
States have a particularly critical role to play in moving the needle on transportation emissions reductions, and progress will fundamentally depend on whether states choose to spend their transportation dollars on new road and highway expansion projects that will increase GHG emissions, or on clean, 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.

HOW THE MIDWEST PERFORMS AS A REGION

The midwest region scores an average of 19.3 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 national rankings was 70.5 points. Midwest states that performed the best in the rankings include Minnesota and Ohio, which placed 12th and 22nd, respectively. There is room for improvement across the region, especially in Missouri (#39) and Wisconsin (#47), on implementing actions to reduce transportation emissions.

AGGREGATED STATE RANKINGS FOR THE MIDWEST



SOME BEST PRACTICES IN THE MIDWEST



State planning for climate and equity

- Minnesota’s Multimodal Transportation Plan sets targets for transportation sector GHG reductions, aiming for 20.1 million metric tons CO₂e by 2030 and 14.1 million metric tons by 2035.
- Minnesota, Ohio, Indiana have equity criteria in their project selection processes. Minnesota does include racial and socioeconomic factors while Ohio and Indiana have criteria related to “Factors of Economic Distress” in major expansion projects.



Expanding transportation options

- Minnesota and Iowa are both in the top five safest for people biking and walking.
- Iowa ranks 10th best in the nation for bike/ped to highway spending ratio.
- Illinois spent more than 90 percent of its highway funds on non-expansion projects.
- MN residents who meet income criteria can qualify for up to \$1500 on a qualifying e-bike.
- MN DOT’s Statewide Multimodal Transportation Plan sets targets for reductions in vehicle miles traveled (VMT) per Capita: 4 percent by 2025, 8 percent by 2030, 11 percent by 2035, 14 percent by 2040. In addition, the plan establishes a 20 percent reduction in VMT by 2050 (equivalent to a 7 percent reduction in total VMT if the current population forecast holds).