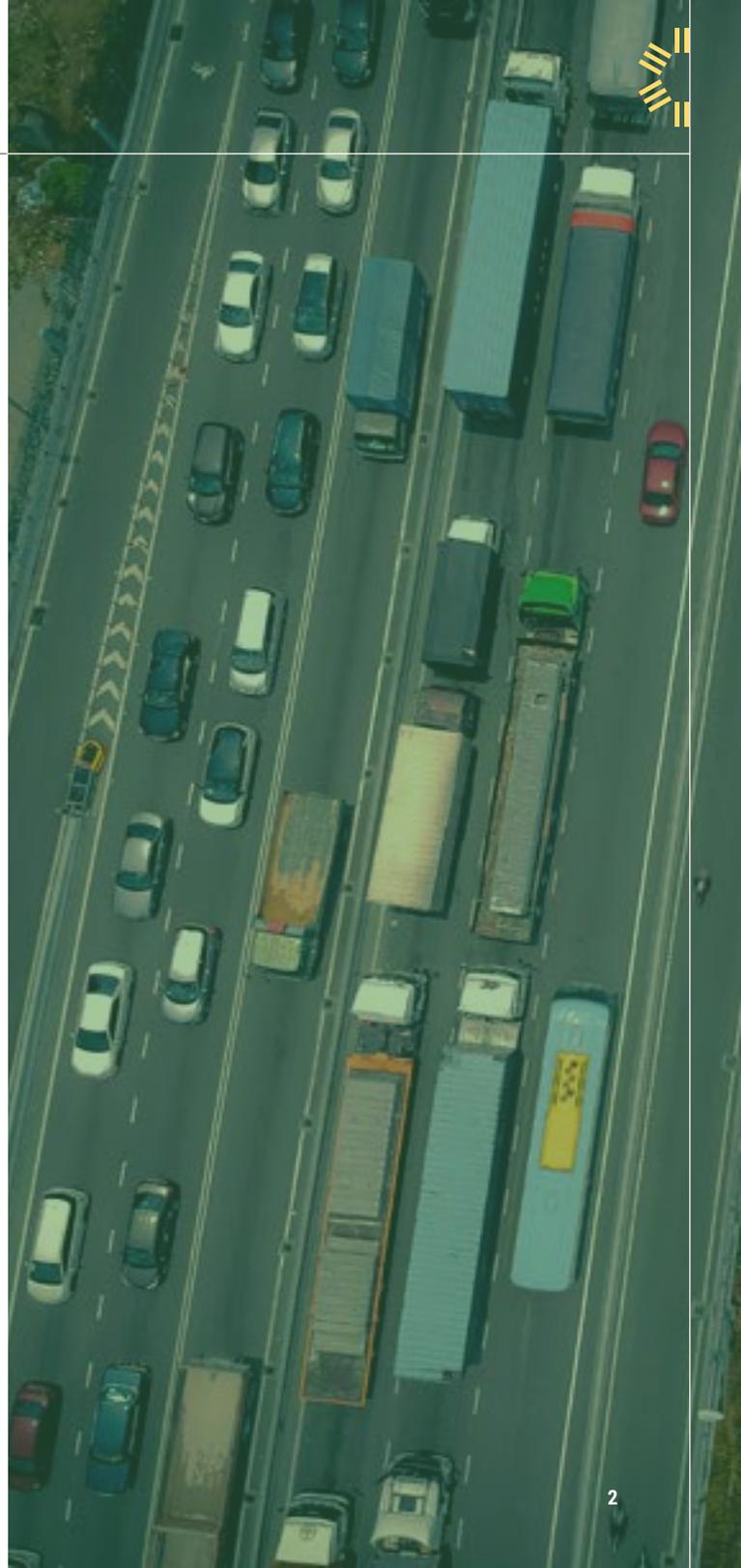


# 2024 U.S. Transportation CLIMATE IMPACT INDEX





I

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II

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III

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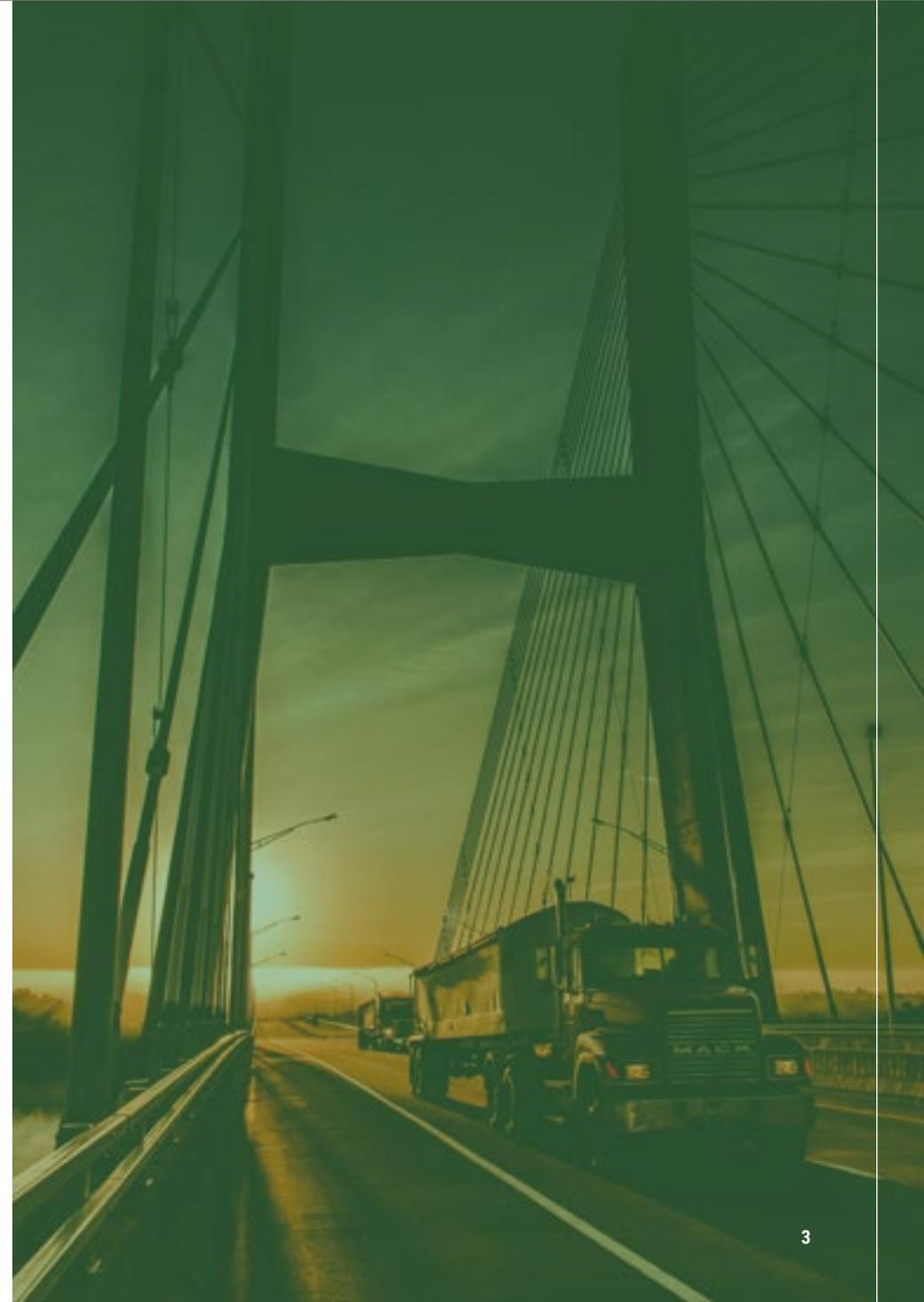
IV

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V



INTRODUCTION:  
**8 FACTORS DRIVING  
TRANSPORTATION  
EMISSIONS**



## I. INTRODUCTION

IN THE U.S., TRANSPORTATION IS THE BIGGEST CONTRIBUTOR TO GREENHOUSE GAS (GHG) EMISSIONS, AND REINING IN TRANSPORTATION EMISSIONS IS ESSENTIAL TO MEETING NET ZERO EMISSIONS GOALS.

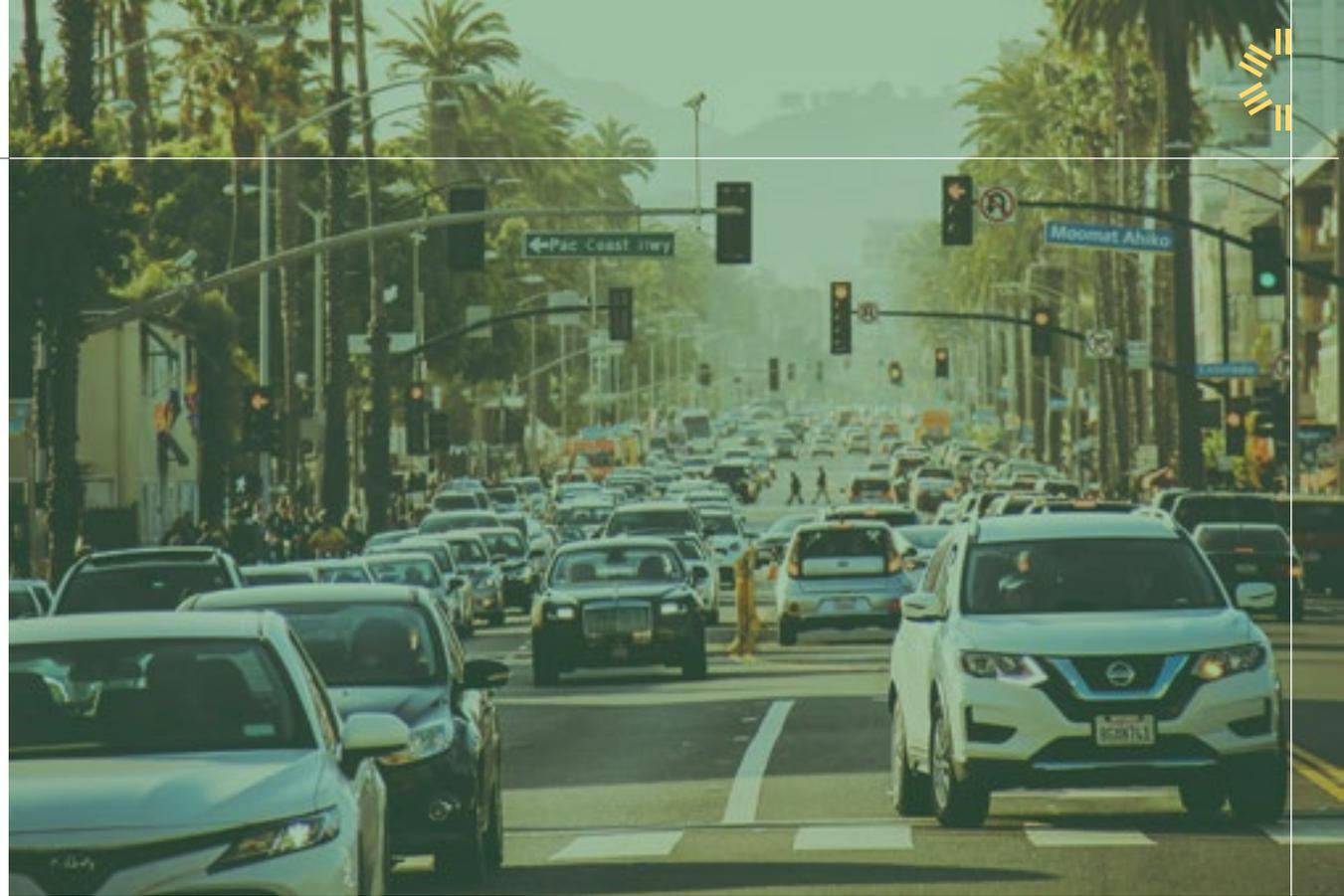
Nationally, federal bills, including the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act, focus on initiatives aimed at reducing transportation emissions, especially via funding for active transportation infrastructure, transit, and EV charger networks. These national efforts are complemented by local laws and mandates, as well as agency regulations intended to spur a downward tug on transportation emissions.

But even with climate impact at the center of many transportation conversations, there are plenty of opposing forces pushing emissions upwards and making it harder to reach climate goals.

After the COVID black swan event dramatically lowered vehicle miles traveled (VMT), they are back up and nearing 2019 levels. VMT has the biggest impact on transportation emissions: the higher they are, the worse the emissions. On the policy front, efforts to curb transportation

emissions have also faced headwinds, with pushback on efforts to measure GHGs more precisely or channel roadway spending toward maintenance rather than expansion, among other initiatives.

**While policy debates continue, we see signs of progress in many cities throughout the U.S.**, whether increasing bike lanes to improve connectivity, or improving congestion without adding lanes, or laying the groundwork for robust EV-charging networks.



## I. INTRODUCTION



In fact, StreetLight's new Transportation Climate Index shows considerable and unexpected differences in each metro across the eight most critical transportation climate factors:



VEHICLE MILES TRAVELED (VMT)



FUEL ECONOMY



TRANSIT RIDERSHIP



EV PENETRATION



BICYCLE ACTIVITY



PEDESTRIAN ACTIVITY



TRUCK MILES TRAVELED

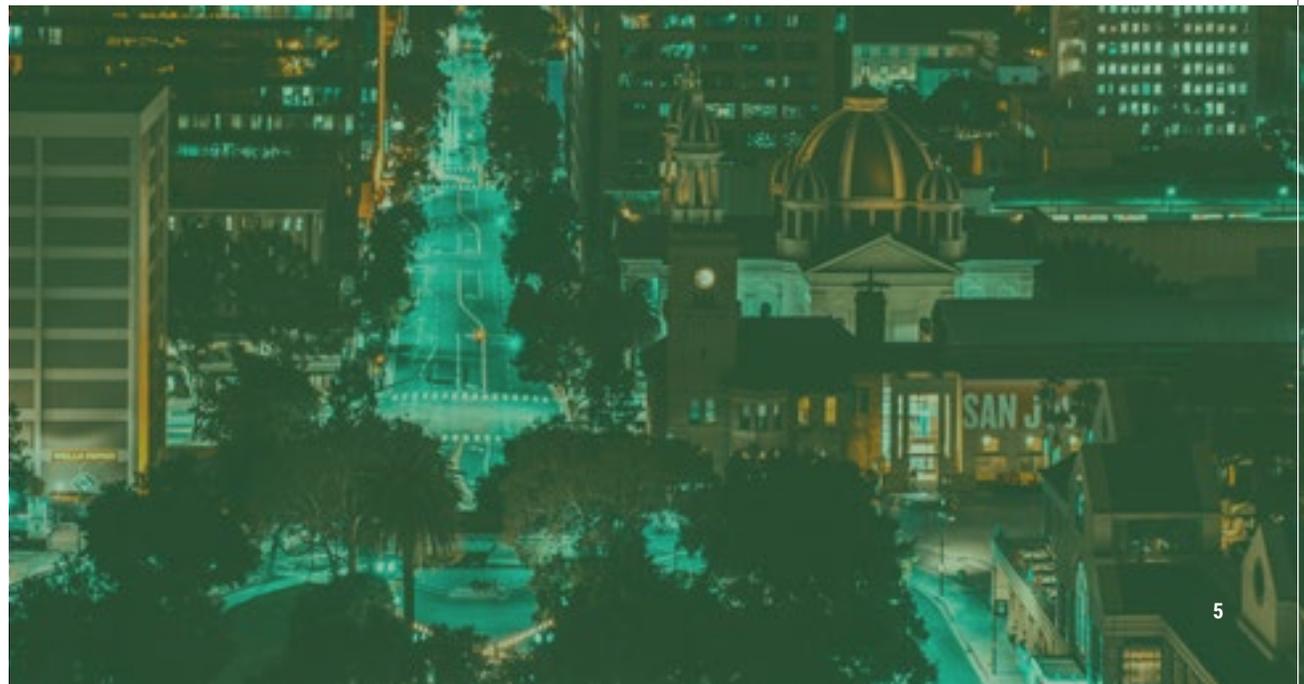


VMT % CHANGE

For this report, StreetLight's data scientists measured each of the 100 most populated metros across these eight critical inputs. StreetLight then weighted each of the factors based on their relative climate impact to create an overall ranking for each metro. In addition, StreetLight ranked the top 100 metros by each climate factor (see final table).

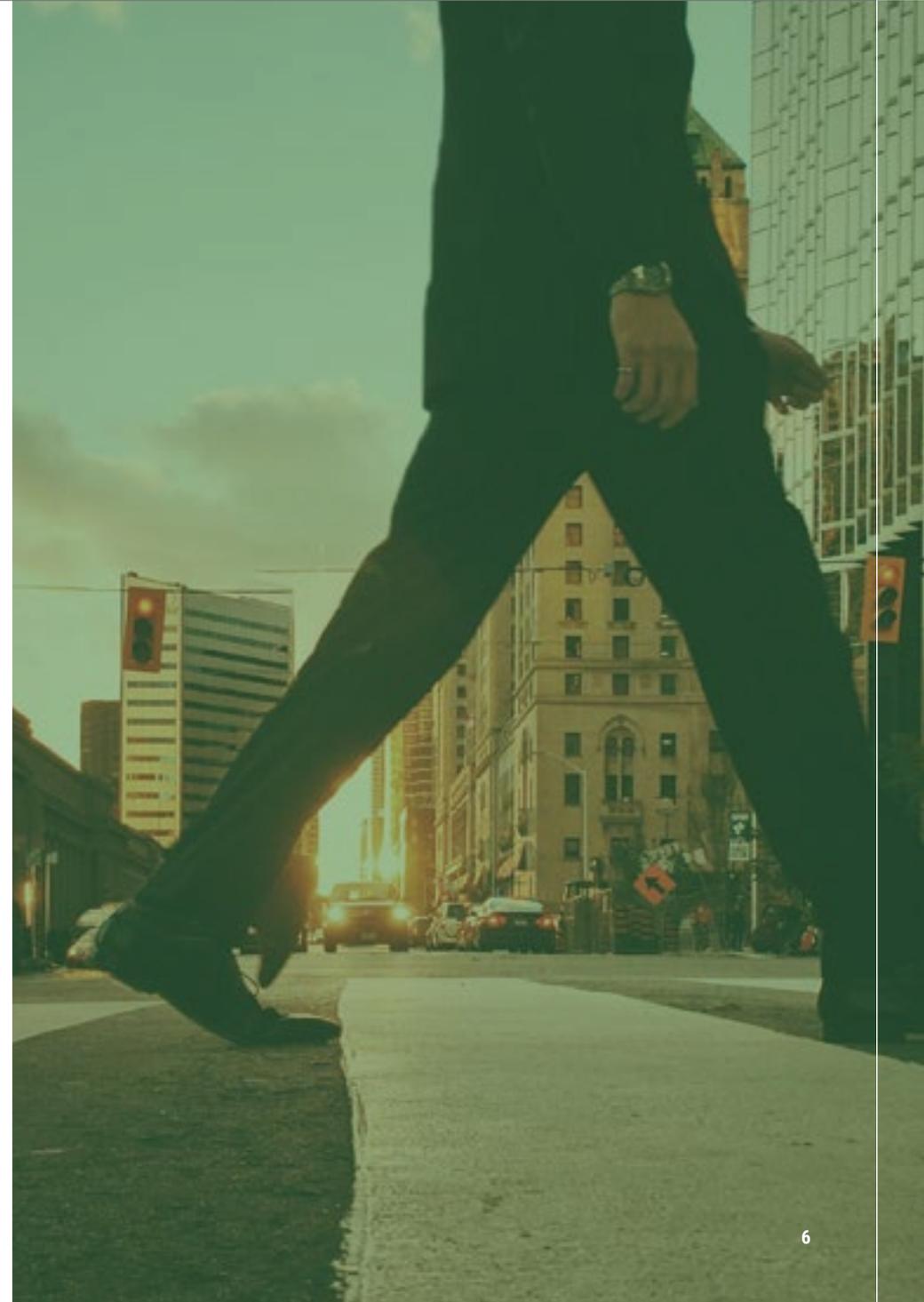
Understanding how a metro performs across each climate measure is useful for identifying areas in need of improvement and where ongoing efforts are making an impact.

For example, San Jose, which has the lowest vehicle VMT per capita, ranks first, even though it lags behind other top metros on transit. Each metro's formula for climate improvement will be different. This report sheds light on the levers with the most potential and how multimodal transportation data enables [targeted emissions reduction efforts](#).





# 3 BIG TRENDS AFFECTING CLIMATE NOW





STREETLIGHT LOOKED ACROSS EIGHT FACTORS AND IDENTIFIED THREE MAJOR AREAS OF TRANSITION THAT HAVE POTENTIAL TO IMPACT THE CLIMATE SIGNIFICANTLY OVER THE COMING YEARS.

### I Vehicle Miles Traveled Bouncing Back

Vehicle Miles Traveled (VMT) is the most significant topline contributor to a metro's emissions. That's why this factor is weighted highest in our overall transportation climate ranking.

U.S. VMT was brought down dramatically in 2020 due to the COVID pandemic; however, it has since bounced back. According to the FHWA, overall national VMT in 2023 was just slightly below 2019 miles driven.

StreetLight's data shows vast differences between individual metro areas: from 12 vehicle miles traveled per capita daily in the San Jose metro to 43 miles in the greater Omaha, NE region. Geography and density play a big role here in addition to access to non-vehicular modes.

Given the dramatic **change in VMT** over the last few years, StreetLight also factored change in VMT into the ranking, to show how metros are doing at reining in vehicle travel. Of the top 100

metros, four saw VMT decrease by 10% or more between June 2022 and May 2023, while five saw VMT increase by 10% or more. **The range of change in VMT was -12% to +25%.**

### II Active Transportation Moves in Opposite Directions

The big story over the last few years in active transportation has been the **biking boom**, which StreetLight's data shows was sustained through 2022 and nearly universal across the top 100



metros. At the high end, New York saw bike trips double through 2022 as compared to 2019. A handful of metros saw slight contractions in biking activity.

However, [StreetLight found that pedestrian activity](#), which is far more common than biking, dropped significantly over the last few years and has not yet bounced back. This could be a reflection of the remote work trend and related to widely reported trends in depressed transit ridership.

In our ranking, StreetLight weights biking activity slightly above pedestrian activity because of the potential for biking to replace short vehicle

trips. Ultimately, reducing emissions to reach net zero requires that more vehicle trips be transitioned to alternative modes, including active transportation.

### Much Depends on the Speed of EV Transition

Not all vehicle miles driven are equal in environmental impact. Better fuel efficiency and electrification of vehicles considerably limits the GHG impact of each mile traveled.

That said, EV penetration is still relatively low. Even the top-ranking metro, San Jose, registered only six EVs per 100 people, as of Q4 2022.

**Seventy-five metros saw fewer than one EV per 100 people.** However, EV penetration is rising, spurred especially by federal, state, and local incentives and investments.

California, which historically had the most robust EV incentives, is home to all five of the top-ranking metros for EVs. Now that other states, such as Colorado, have stronger EV incentives, the U.S. is likely to see penetration rise.

However, because overall EV penetration is still low, fuel economy is more indicative of the widespread GHG impact of a metro's vehicle fleet. As a result, the fuel economy factor carries a higher weight than EV penetration in StreetLight's ranking.

Fuel economy rankings also show less geographic concentration than EV penetration, though cities in coastal states take the top nine spots for this measure. There is a trend of bigger cities performing better for fuel economy than smaller cities. Twenty-two of the bottom 25 cities for fuel economy have fewer than one million people.

Fuel economy and EV penetration are often correlated to a metro's wealth and this is reflected in the rankings.



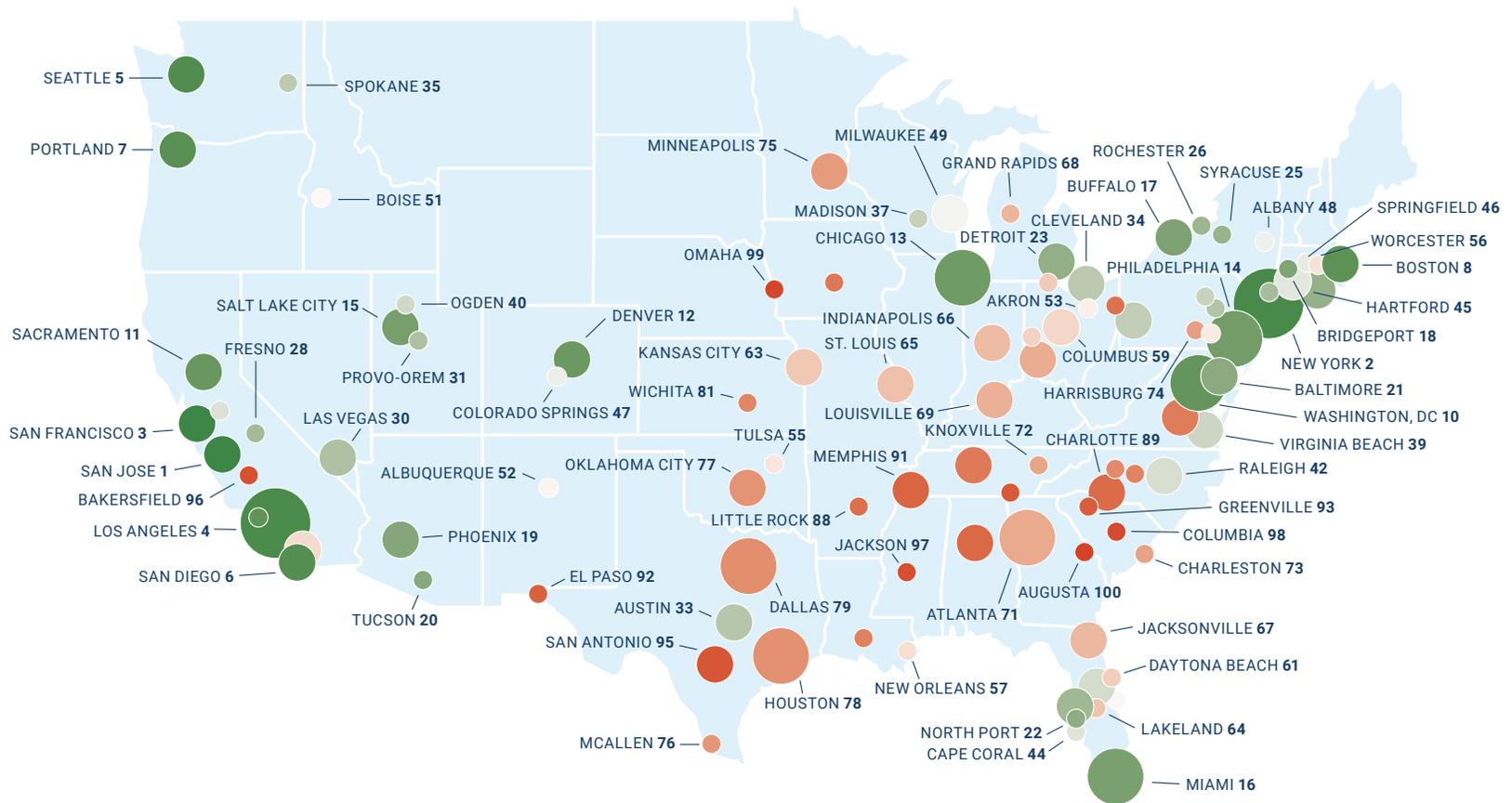


# U.S. TOP 100 TRANSPORTATION CLIMATE INDEX





# U.S. TOP 100 CLIMATE RANKING



METRO POPULATION



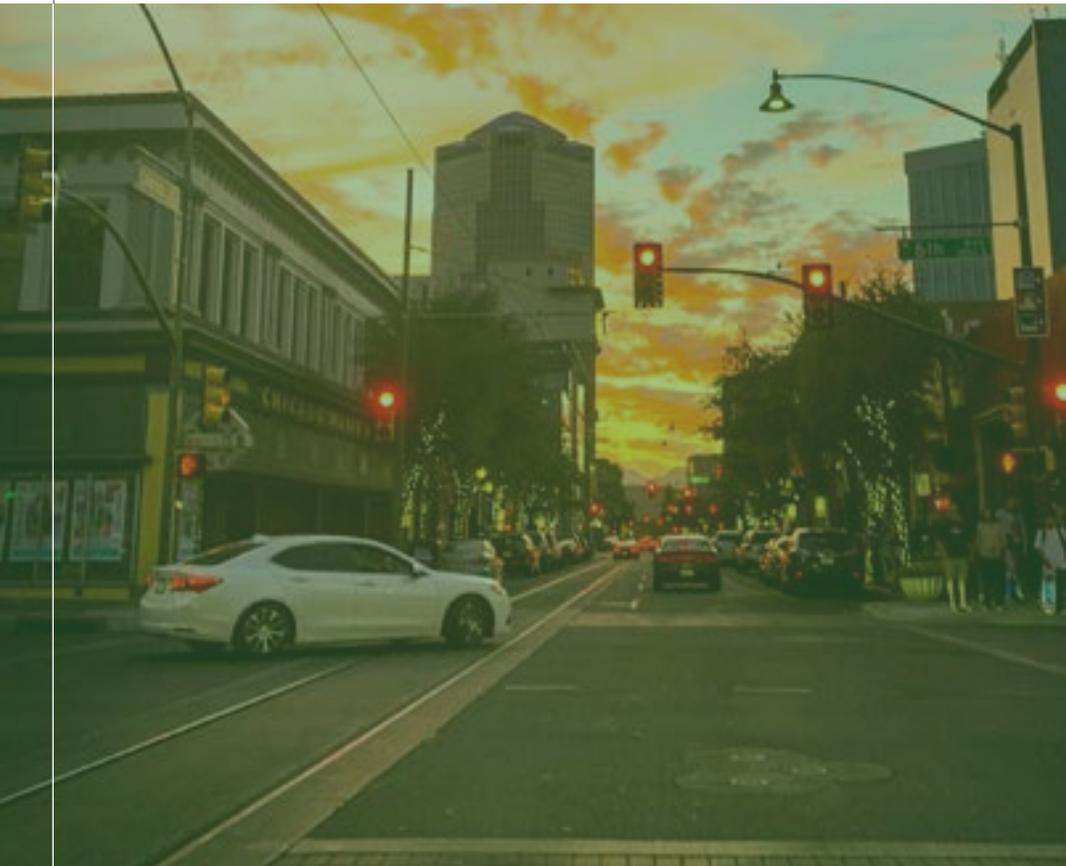
TRANSPORTATION CLIMATE RANKING





# METHODOLOGY & FINDINGS

The Transportation Climate Index ranks the top 100 most populated metros across eight key climate impact factors\*. Relevant factors are normalized by population size. To create a final ranking, factors are then assigned a weight based on StreetLight’s analysis of the factor’s relative climate impact. Weights are shown at the right. For full results with each metro’s overall rank and rank by factor, see the rankings table at the end of the report.



Factor	Weight
 VEHICLE MILES TRAVELED (VMT)	9
 FUEL ECONOMY	5
 TRANSIT RIDERSHIP	5
 EV PENETRATION	4
 BIKING ACTIVITY	4
 PEDESTRIAN ACTIVITY	3
 TRUCK MILES TRAVELED	2
 VMT CHANGE	2

\*StreetLight’s Vehicle Miles Traveled (VMT), Truck Miles Traveled, and VMT change data reflect June 2022 through May 2023. Truck Miles Traveled are from StreetLight’s heavy-duty truck index. Bicycle and pedestrian activity reflect 2022 average annual daily trips from StreetLight’s Active Transportation Monitor. EV penetration and fuel economy data from Q4 2022. Transit Ridership data is from the Federal Transit Administration for 2023. In the few instances in which a transit agency serves multiple CBSAs, StreetLight applies ridership data to the CBSA where the agency is located. The data covers the contiguous U.S. StreetLight identifies the top 100 MSAs based on population size of aggregated Census 2020 tracts.

### III. U.S. TOP 100 TRANSPORTATION CLIMATE INDEX



- On the map, we can see that **the top-ranking metros are concentrated around the coasts and the northeast**. The west also sees most metros ranking in the top 50. Metros ranking the worst for climate performance are located primarily in the southeast and central U.S.
- Big cities **New York, LA, and Chicago** are in the top quartile for climate ranking, while **Atlanta, Houston, and Dallas** rank in the bottom 50.
- **San Jose is the top metro overall for transportation climate performance**. It ranks first across four factors: VMT, EV penetration, fuel economy, and truck mileage. However, it ranks in the bottom 50 for change in VMT. VMT is coming back fast in the region, a warning sign as San Jose looks to lower emissions further.
- The **NYC metro ranks in the top 10 for nearly every factor**, and first for transit and bike activity. It is sixth for limiting VMT, which is a bit lower than might be expected given that transit ridership is well ahead of all other metros. The metro especially lags in EV penetration, ranking 36th.
- The **Augusta-Richmond County metro region, spanning South Carolina and Georgia, ranks worst for overall climate impact**. The metro ranks in the bottom quartile across seven factors and 98th for both VMT and transit. Miles driven are high and EVs, fuel-efficient vehicles, and alternative modes are uncommon.
- Just ahead of the greater Augusta metro, the **lowest scorers for overall climate impact are the greater metro regions of Omaha, NE; Columbia, SC; Jackson, MS; and Bakersfield, CA**.





# BEST & WORST BY CLIMATE FACTOR





# VEHICLE MILES TRAVELED (VMT)



One of the most commonly used metrics in the transportation industry, daily VMT captures how many miles motorized vehicles travel on average each day. VMT is the primary contributor to roadway transportation emissions, though the true impact of VMT on emissions depends on [more granular factors, such as fuel economy, electrification, and weight class](#). Nonetheless, VMT per capita is still one of the best ways to broadly compare a metro region’s transportation climate impact, which is why it receives the highest weighting in StreetLight’s ranking equation.

Analyzing daily average VMT between June 2022 through May 2023, StreetLight found that the top metro for limiting VMT is **San Jose**, which is also the overall transportation climate leader. After San Jose, the top metros for limiting vehicle miles traveled are **Seattle; Detroit; Oxnard, CA; and Buffalo, NY**. Despite overperformance for limiting VMT, **Detroit and Buffalo** are not in the overall climate top 10.

Detroit VMT performance propels the metro’s overall rank to the top quartile. However, this may reflect economics, rather than robust access to driving alternatives. Transit, fuel economy, EV penetration, bike and ped activity are in the bottom 50.

The metros with the highest VMT per capita and thus the worst scores on this measure are the greater metro regions of **Orlando; San Antonio; Augusta-Richmond County, GA-SC; Bakersfield, CA; and Omaha-Council Bluffs, NE-IA**. **Dallas** is the only metro with a population above 5 million that ranks in the bottom 10 for VMT per capita.

## BEST

	Rank
San Jose-Sunnyvale-Santa Clara, CA	1
Seattle-Tacoma-Bellevue, WA	2
Detroit-Warren-Dearborn, MI	3
Oxnard-Thousand Oaks-Ventura, CA	4
Buffalo-Cheektowaga, NY	5
New York-Newark-Jersey City, NY-NJ-PA	6
Spokane-Spokane Valley, WA	7
Portland-Vancouver-Hillsboro, OR-WA	8
Los Angeles-Long Beach-Anaheim, CA	9
Tucson, AZ	10

## WORST

	Rank
Harrisburg-Carlisle, PA	91
Des Moines-West Des Moines, IA	92
Dallas-Fort Worth-Arlington, TX	93
Charlotte-Concord-Gastonia, NC-SC	94
Columbia, SC	95
Orlando-Kissimmee-Sanford, FL	96
San Antonio-New Braunfels, TX	97
Augusta-Richmond County, GA-SC	98
Bakersfield, CA	99
Omaha-Council Bluffs, NE-IA	100



# VEHICLE FUEL ECONOMY



A vehicle’s fuel economy directly influences the relative emissions generated per mile traveled. StreetLight considers fuel economy a more important factor for climate impact than EV penetration, because EVs still account for such a small slice of the car fleet.

The three top metros for fuel efficiency are all in **California**. The only metro in a non-coastal state in the top 10 for fuel economy is **Las Vegas**.

**Orlando**, which ranked among the worst performers for VMT, makes the top 10 for fuel economy, helping somewhat lessen the impact of vehicle travel in the region.

## BEST

	Rank
San Jose-Sunnyvale-Santa Clara, CA	1
San Francisco-Oakland-Berkeley, CA	2
Los Angeles-Long Beach-Anaheim, CA	3
Miami-Fort Lauderdale-Pompano Beach, FL	4
Washington-Arlington-Alexandria, DC-VA-MD-WV	5
Seattle-Tacoma-Bellevue, WA	6
New York-Newark-Jersey City, NY-NJ-PA	7
Boston-Cambridge-Newton, MA-NH	8
Orlando-Kissimmee-Sanford, FL	9
Las Vegas-Henderson-Paradise, NV	10

## WORST

	Rank
Birmingham-Hoover, AL	91
Grand Rapids-Kentwood, MI	92
Chattanooga, TN-GA	93
Baton Rouge, LA	94
Greenville-Anderson, SC	95
Boise City, ID	96
Jackson, MS	97
Wichita, KS	98
Spokane-Spokane Valley, WA	99
McAllen-Edinburg-Mission, TX	100



# TRANSIT RIDERSHIP



Transit has been hit hard by the remote work trend, and while it has revived significantly, ridership is still lower in many places than it was pre-pandemic. StreetLight’s transit ridership data comes from 2023 Federal Transit Administration data.

Access to transit often correlates with lower VMT and higher active transportation activity. If transit access is more widespread, it’s easier to travel without a vehicle. All 10 top-ranking metros for transit ridership rank in the top 30 for low VMT per capita. Interestingly, the correlation between biking and transit is even more pronounced. All 10 metros in the top 10 for transit ridership are in the top quartile for biking activity.

**Dallas, Houston, Miami, and Atlanta** are the biggest metros by population that do not rank in the top 10 for transit access, however they are all represented in the top 50 for transit.

## BEST

	Rank
New York-Newark-Jersey City, NY-NJ-PA	1
San Francisco-Oakland-Berkeley, CA	2
Boston-Cambridge-Newton, MA-NH	3
Washington-Arlington-Alexandria, DC-VA-MD-WV	4
Seattle-Tacoma-Bellevue, WA	5
Chicago-Naperville-Elgin, IL-IN-WI	6
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	7
Salt Lake City, UT	8
Portland-Vancouver-Hillsboro, OR-WA	9
Los Angeles-Long Beach-Anaheim, CA	10

## WORST

	Rank
Wichita, KS	91
Baton Rouge, LA	92
Boise City, ID	93
Lakeland-Winter Haven, FL	94
McAllen-Edinburg-Mission, TX	95
Greenville-Anderson, SC	96
Jackson, MS	97
Augusta-Richmond County, GA-SC	98
Ogden-Clearfield, UT	99*
Provo-Orem, UT	99*

*\*Ogden and Provo are served by Salt Lake City’s transit agency. Transit ridership in these CBSAs is limited but not fully captured in the ranking.*



# EV PENETRATION



StreetLight’s EV rankings come from vehicle registration data. EVs are counted to include any vehicle with an electric or hydrogen engine. Plugin hybrids are counted as ½ an EV.

**San Jose**, at the top, reaches six EVs per 100 people. Seventy-five metros see fewer than one EV per 100 people. The top five metros for EV penetration are all in **California**. **Seattle, Portland, and Austin** are the only non-California metros ranking in the top 10 for EV penetration.

Fuel economy rankings correlate with EV ranking in many instances, but not all. **Colorado Springs and Boise** are two metros that rank much better for EV penetration than fuel economy. **New York and Cleveland**, on the other hand, rank better for fuel economy than EV penetration.

**Oxnard, CA**, is the only metro with fewer than 1 million people that ranks in the top 10 for EV penetration.

**Birmingham** is the only metro with a population above 1 million that ranks in the bottom 10 for EV penetration.

EV ownership and usage is often associated with a metro’s wealth, as well as local EV incentives. Fuel economy is similarly often correlated with wealth, as newer cars tend to be more fuel efficient.

## BEST

	Rank
San Jose-Sunnyvale-Santa Clara, CA	1
San Francisco-Oakland-Berkeley, CA	2
Los Angeles-Long Beach-Anaheim, CA	3
San Diego-Chula Vista-Carlsbad, CA	4
Oxnard-Thousand Oaks-Ventura, CA	5
Seattle-Tacoma-Bellevue, WA	6
Sacramento-Roseville-Folsom, CA	7
Portland-Vancouver-Hillsboro, OR-WA	8
Austin-Round Rock-Georgetown, TX	9
Riverside-San Bernardino-Ontario, CA	10

## WORST

	Rank
Winston-Salem, NC	91
Birmingham-Hoover, AL	92
Augusta-Richmond County, GA-SC	93
Little Rock-North Little Rock-Conway, AR	94
Wichita, KS	95
Scranton–Wilkes-Barre, PA	96
McAllen-Edinburg-Mission, TX	97
Youngstown-Warren-Boardman, OH-PA	98
Baton Rouge, LA	99
Jackson, MS	100



# BICYCLE ACTIVITY



StreetLight’s bicycle activity data comes from the [StreetLight Active Transportation Monitor product](#), which measures average annual daily bicycle trips, alongside walking and vehicle trips, to provide an overall mode share distribution.

Biking activity across metros changed dramatically between 2019 and 2022, with most cities seeing significant growth in biking activity. This resulted in some changes in how metros rank per capita. More details on those changes can be found in StreetLight’s [Bike Boom report](#).

**New York, San Francisco, and Sacramento** rank first for bicycling activity per capita. Bicycling has the potential to replace short vehicles trips, which is why bicycling is weighted higher than walking in StreetLight’s overall climate ranking. **Chicago** is the only midwestern city in the top 10 for biking activity. Places known for outdoor cultures are overrepresented among the top 10.

## BEST

	Rank
New York-Newark-Jersey City, NY-NJ-PA	1
San Francisco-Oakland-Berkeley, CA	2
Sacramento-Roseville-Folsom, CA	3
San Jose-Sunnyvale-Santa Clara, CA	4
San Diego-Chula Vista-Carlsbad, CA	5
Portland-Vancouver-Hillsboro, OR-WA	6
Denver-Aurora-Lakewood, CO	7
Tucson, AZ	8
Chicago-Naperville-Elgin, IL-IN-WI	9
Los Angeles-Long Beach-Anaheim, CA	10

## WORST

	Rank
Greensboro-High Point, NC	91
Little Rock-North Little Rock-Conway, AR	92
Greenville-Anderson, SC	93
Jackson, MS	94
Columbia, SC	95
Baton Rouge, LA	96
Winston-Salem, NC	97
McAllen-Edinburg-Mission, TX	98
El Paso, TX	99
Birmingham-Hoover, AL	100



# PEDESTRIAN ACTIVITY



Pedestrian activity data also comes from StreetLight’s Active Transportation Monitor, measuring average annual daily walking trips. Across the U.S., walking activity contracted during the pandemic, and it has not yet bounced back. More details can be found in the [Walking in America report](#).

Warm weather locations **Las Vegas and Orlando** are in the top five for walking trips per capita, despite lower VMT performance. **Harrisburg, PA**, is the only metro in the top 10 for walking activity that is in the bottom 50 for overall climate impact.

Among the top 10 for pedestrian activity, **Harrisburg and Las Vegas** show the biggest discrepancy between walking and biking rank. **Birmingham** ranks last for both pedestrian and biking activity.

## BEST

	Rank
Orlando-Kissimmee-Sanford, FL	1
New York-Newark-Jersey City, NY-NJ-PA	2
Las Vegas-Henderson-Paradise, NV	3
San Diego-Chula Vista-Carlsbad, CA	4
Boston-Cambridge-Newton, MA-NH	5
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	6
San Francisco-Oakland-Berkeley, CA	7
Denver-Aurora-Lakewood, CO	8
Los Angeles-Long Beach-Anaheim, CA	9
Harrisburg-Carlisle, PA	10

## WORST

	Rank
Jackson, MS	91
Louisville/Jefferson County, KY-IN	92
Knoxville, TN	93
Tulsa, OK	94
Chattanooga, TN-GA	95
Baton Rouge, LA	96
Winston-Salem, NC	97
Little Rock-North Little Rock-Conway, AR	98
Memphis, TN-MS-AR	99
Birmingham-Hoover, AL	100



# TRUCK MILES TRAVELED



Trucks typically emit significantly more GHGs than personal vehicles, which is why StreetLight includes truck miles traveled as an additional input beyond overall VMT. The Transportation Climate Index weights truck data based on relative truck miles traveled and assigns those miles to the metro where the truck trip ends, reflecting an attraction- or demand-based methodology.

**San Jose, San Francisco, and Boston** rank at the top for limiting truck travel. There is a relatively strong correlation between VMT and truck performance. The top 10 metros for limiting truck miles are all within the top 30 for limiting VMT and the top quartile for overall transportation climate performance.

**Chattanooga and Harrisburg** rank worst for truck activity. **Indianapolis, Nashville, and Memphis** are the most populated metros with high truck mileage.

## BEST

	Rank
San Jose-Sunnyvale-Santa Clara, CA	1
San Francisco-Oakland-Berkeley, CA	2
Boston-Cambridge-Newton, MA-NH	3
New York-Newark-Jersey City, NY-NJ-PA	4
San Diego-Chula Vista-Carlsbad, CA	5
Los Angeles-Long Beach-Anaheim, CA	6
Providence-Warwick, RI-MA	7
Oxnard-Thousand Oaks-Ventura, CA	8
Bridgeport-Stamford-Norwalk, CT	9
Seattle-Tacoma-Bellevue, WA	10

## WORST

	Rank
Indianapolis-Carmel-Anderson, IN	91
Bakersfield, CA	92
Toledo, OH	93
Jackson, MS	94
Knoxville, TN	95
Little Rock-North Little Rock-Conway, AR	96
Nashville-Davidson—Murfreesboro—Franklin, TN	97
Memphis, TN-MS-AR	98
Chattanooga, TN-GA	99
Harrisburg-Carlisle, PA	100



# VMT % CHANGE



Given the considerable changes in VMT over the past four years, StreetLight includes percent change in VMT between June 2022 and May 2023 as an additional factor in the Index. This shines a light into where VMT could go next in any given metro. Some metros have continued to see VMT contract, but more are seeing VMT inch up.

**Baltimore, New Haven, Hartford, and New York** rank at the top for metros decreasing vehicle miles driven. All four of these metros saw VMT contract by more than 10% between June 2022 and May 2023. While miles driven is often correlated with economic activity, the pandemic showed that GDP does not have to perfectly mirror VMT trends. Miles driven can contract to support climate goals, while connectivity improves via other modes. For example, **New York, Baltimore, and Spokane** are in the top quartile for transit ridership.

**New York and Spokane** are the metros that rank in the top 10 for percentage change in VMT as well as VMT per capita. Both places have kept VMT low relative to peers and aren't yet seeing it bounce back.

**Las Vegas and El Paso** rank worst for change in VMT over the year. VMT rose in Las Vegas about 19% and in El Paso by an astounding 25%.

## BEST

	Rank
Baltimore-Columbia-Towson, MD	1
New Haven-Milford, CT	2
Hartford-East Hartford-Middletown, CT	3
New York-Newark-Jersey City, NY-NJ-PA	4
Orlando-Kissimmee-Sanford, FL	5
Lancaster, PA	6
Deltona-Daytona Beach-Ormond Beach, FL	7
Indianapolis-Carmel-Anderson, IN	8
Spokane-Spokane Valley, WA	9
Akron, OH	10

## WORST

	Rank
McAllen-Edinburg-Mission, TX	91
Phoenix-Mesa-Chandler, AZ	92
Jacksonville, FL	93
Memphis, TN-MS-AR	94
Houston-The Woodlands-Sugar Land, TX	95
Chattanooga, TN-GA	96
Augusta-Richmond County, GA-SC	97
Tucson, AZ	98
Las Vegas-Henderson-Paradise, NV	99
El Paso, TX	100

# Get access to metrics used in this report to go deeper for your city.

Did you know you can use our StreetLight InSight® software to go deeper for virtually any geography?

For example, we used metro-wide VMT metrics for this report, but our software lets you access more granular metrics, including segment-level roadway volumes and speeds, origin-destinations, intersection activity, demographics, and more, all in one place.

	VEHICLE MILES TRAVELED (VMT)	<a href="https://streetlightdata.com/sb-743-vmt-solutions">streetlightdata.com/sb-743-vmt-solutions</a>
	EV INFRASTRUCTURE	<a href="https://streetlightdata.com/electric-vehicle-ev-charging-station-deployment-data">streetlightdata.com/electric-vehicle-ev-charging-station-deployment-data</a>
	BIKE & PEDESTRIAN ACTIVITY	<a href="https://streetlightdata.com/bike-pedestrian-traffic-analytics">streetlightdata.com/bike-pedestrian-traffic-analytics</a>
	TRUCK MILES TRAVELED	<a href="https://streetlightdata.com/commercial-freight-truck-metrics">streetlightdata.com/commercial-freight-truck-metrics</a>



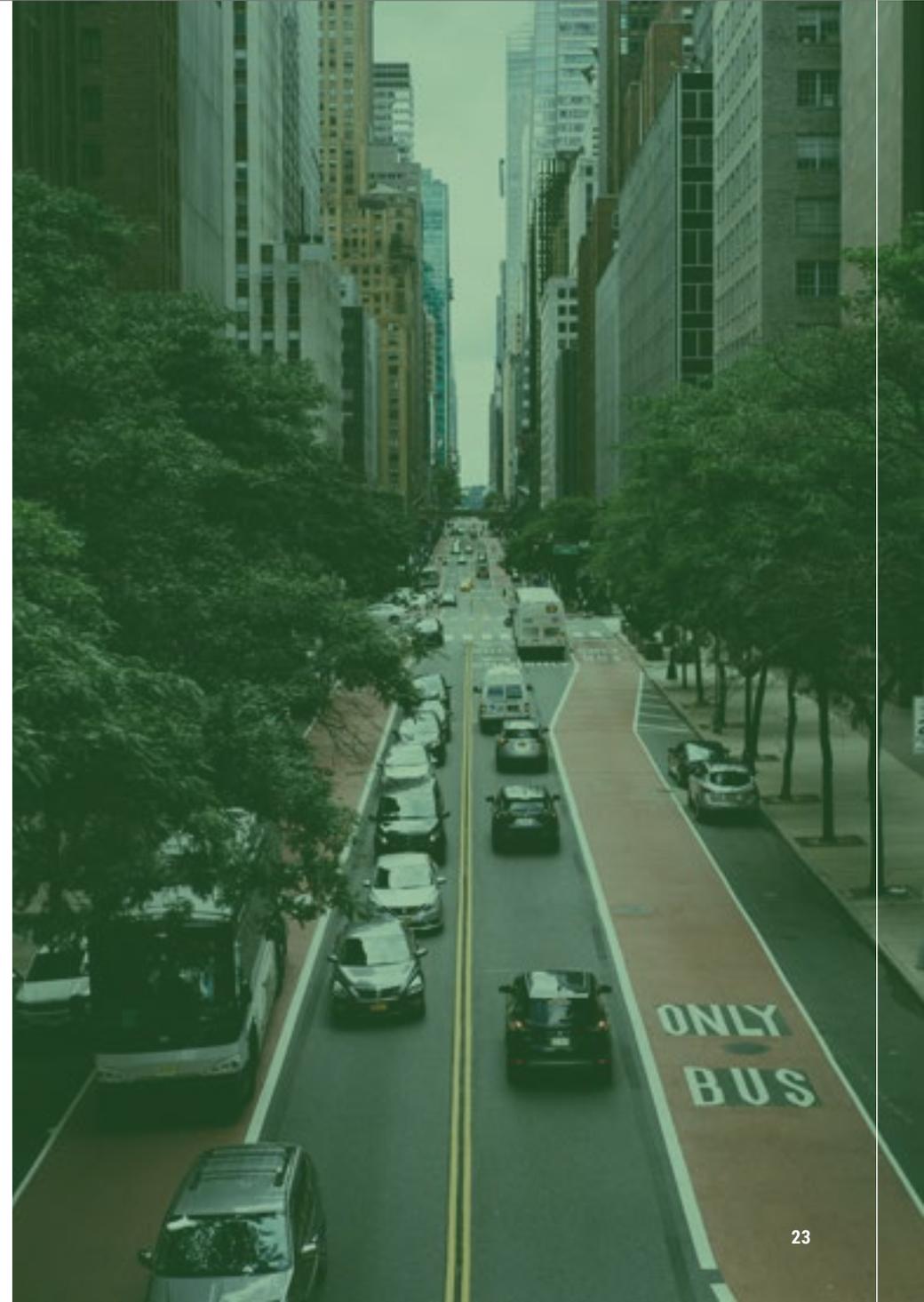
## What is StreetLight InSight®?

It's self-serve software that lets users ask mobility questions and get the answers within minutes. Access traffic metrics for any road, without sensors. From vehicular O-D and VMT to bicycle, pedestrian and commercial truck metrics, **point and click** your way to the data you need to measure climate policy success.

Learn more at [streetlightdata.com/transportation-metrics](https://streetlightdata.com/transportation-metrics)



# TRANSPORTATION CLIMATE INDEX: RESULTS BY FACTOR



# V. TRANSPORTATION CLIMATE INDEX: RESULTS BY FACTOR



## TOP 25



	Overall Ranking	Vehicle Miles Traveled (VMT)	Fuel Economy	Transit Ridership	EV Penetration	Biking Activity	Pedestrian Activity	Truck Miles Traveled	VMT Change
San Jose-Sunnyvale-Santa Clara, CA	1	1	1	24	1	4	19	1	68
New York-Newark-Jersey City, NY-NJ-PA	2	6	7	1	36	1	2	4	4
San Francisco-Oakland-Berkeley, CA	3	20	2	2	2	2	7	2	51
Los Angeles-Long Beach-Anaheim, CA	4	9	3	10	3	10	9	6	54
Seattle-Tacoma-Bellevue, WA	5	2	6	5	6	17	43	10	62
San Diego-Chula Vista-Carlsbad, CA	6	26	13	12	4	5	4	5	46
Portland-Vancouver-Hillsboro, OR-WA	7	8	18	9	8	6	44	20	35
Boston-Cambridge-Newton, MA-NH	8	24	8	3	23	19	5	3	16
Oxnard-Thousand Oaks-Ventura, CA	9	4	12	68	5	14	36	8	78
Washington-Arlington-Alexandria, DC-VA-MD-WV	10	29	5	4	15	22	29	13	14
Sacramento-Roseville-Folsom, CA	11	30	14	38	7	3	28	16	36
Denver-Aurora-Lakewood, CO	12	18	54	13	12	7	8	31	22
Chicago-Naperville-Elgin, IL-IN-WI	13	15	21	6	44	9	37	49	59
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	14	23	22	7	41	21	6	25	42
Salt Lake City, UT	15	27	42	8	16	16	11	59	29
Miami-Fort Lauderdale-Pompano Beach, FL	16	53	4	15	17	20	26	12	11
Buffalo-Cheektowaga, NY	17	5	35	25	70	28	13	22	61
Bridgeport-Stamford-Norwalk, CT	18	25	11	31	19	59	54	9	17
Phoenix-Mesa-Chandler, AZ	19	41	26	42	13	12	27	50	92
Tucson, AZ	20	10	68	17	47	8	41	21	98
Baltimore-Columbia-Towson, MD	21	40	15	14	30	67	51	26	1
North Port-Sarasota-Bradenton, FL	22	56	17	61	20	11	21	33	63
Detroit-Warren-Dearborn, MI	23	3	56	69	59	56	84	28	41
Providence-Warwick, RI-MA	24	11	39	36	65	40	45	7	72
Syracuse, NY	25	13	40	34	73	79	17	44	28

-  OVERALL RANKING
-  VEHICLE MILES TRAVELED (VMT)
-  FUEL ECONOMY
-  TRANSIT RIDERSHIP
-  EV PENETRATION
-  BIKING ACTIVITY
-  PEDESTRIAN ACTIVITY
-  TRUCK MILES TRAVELED
-  VMT CHANGE

# V. TRANSPORTATION CLIMATE INDEX: RESULTS BY FACTOR



## #26-#50



	Overall Ranking	Vehicle Miles Traveled (VMT)	Fuel Economy	Transit Ridership	EV Penetration	Biking Activity	Pedestrian Activity	Truck Miles Traveled	VMT Change
Rochester, NY	26	19	32	41	49	72	31	35	24
Tampa-St. Petersburg-Clearwater, FL	27	43	24	44	28	25	34	32	27
Fresno, CA	28	14	72	37	24	32	48	30	55
New Haven-Milford, CT	29	31	30	35	57	50	55	15	2
Las Vegas-Henderson-Paradise, NV	30	63	10	11	14	62	3	40	99
Provo-Orem, UT	31	48	47	99*	18	15	12	51	71
Allentown-Bethlehem-Easton, PA-NJ	32	17	44	64	71	48	25	78	56
Austin-Round Rock-Georgetown, TX	33	71	19	20	9	29	30	41	30
Cleveland-Elyria, OH	34	21	25	32	76	55	77	43	25
Spokane-Spokane Valley, WA	35	7	99	19	62	31	60	17	9
Pittsburgh, PA	36	28	33	18	74	57	32	39	83
Madison, WI	37	62	29	21	32	23	47	57	13
Scranton-Wilkes-Barre, PA	38	12	65	80	96	54	20	82	33
Virginia Beach-Norfolk-Newport News, VA-NC	39	16	59	65	75	53	53	14	45
Ogden-Clearfield, UT	40	34	66	99*	29	30	33	84	19
Orlando-Kissimmee-Sanford, FL	41	96	9	40	22	38	1	48	5
Raleigh-Cary, NC	42	60	20	55	21	45	58	46	32
Stockton, CA	43	61	45	60	11	35	23	74	86
Cape Coral-Fort Myers, FL	44	69	27	83	34	13	22	29	81
Hartford-East Hartford-Middletown, CT	45	59	28	27	48	60	62	47	3
Springfield, MA	46	46	50	30	50	63	14	19	66
Colorado Springs, CO	47	45	84	67	26	26	46	11	21
Albany-Schenectady-Troy, NY	48	68	23	16	42	66	15	24	48
Milwaukee-Waukesha, WI	49	33	52	23	79	39	74	23	64
Palm Bay-Melbourne-Titusville, FL	50	55	36	76	33	42	59	55	57

- OVERALL RANKING
- VEHICLE MILES TRAVELED (VMT)
- FUEL ECONOMY
- TRANSIT RIDERSHIP
- EV PENETRATION
- BIKING ACTIVITY
- PEDESTRIAN ACTIVITY
- TRUCK MILES TRAVELED
- VMT CHANGE

\*Ogden and Provo are served by Salt Lake City's transit agency. Transit ridership in these CBSAs is limited but not fully captured in the ranking.

# V. TRANSPORTATION CLIMATE INDEX: RESULTS BY FACTOR



## #51-#75



	Overall Ranking	Vehicle Miles Traveled (VMT)	Fuel Economy	Transit Ridership	EV Penetration	Biking Activity	Pedestrian Activity	Truck Miles Traveled	VMT Change
Boise City, ID	51	38	96	93	37	18	24	53	74
Albuquerque, NM	52	47	74	43	58	36	49	85	18
Akron, OH	53	32	43	51	80	68	85	58	10
Lancaster, PA	54	39	63	52	78	71	50	36	6
Tulsa, OK	55	36	16	90	27	88	94	56	50
Worcester, MA-CT	56	44	38	59	52	81	66	27	38
New Orleans-Metairie, LA	57	35	82	33	89	24	61	42	88
Riverside-San Bernardino-Ontario, CA	58	83	31	71	10	46	40	64	82
Columbus, OH	59	64	41	56	55	37	64	73	75
Dayton-Kettering, OH	60	37	69	46	81	61	83	61	31
Deltona-Daytona Beach-Ormond Beach, FL	61	79	49	72	53	41	35	34	7
Toledo, OH	62	65	78	81	87	44	52	93	20
Kansas City, MO-KS	63	54	73	50	56	65	87	77	43
Lakeland-Winter Haven, FL	64	75	57	94	67	33	38	90	77
St. Louis, MO-IL	65	58	58	49	68	74	89	68	52
Indianapolis-Carmel-Anderson, IN	66	78	61	74	54	47	63	91	8
Jacksonville, FL	67	88	37	66	40	27	39	70	93
Grand Rapids-Kentwood, MI	68	51	92	54	77	58	76	38	44
Louisville/Jefferson County, KY-IN	69	50	75	62	82	75	92	86	34
Cincinnati, OH-KY-IN	70	72	51	47	66	69	75	65	47
Atlanta-Sandy Springs-Alpharetta, GA	71	82	34	28	25	78	71	75	89
Knoxville, TN	72	42	88	82	69	84	93	95	40
Charleston-North Charleston, SC	73	87	70	79	61	43	16	79	60
Harrisburg-Carlisle, PA	74	91	48	58	63	80	10	100	23
Minneapolis-St. Paul-Bloomington, MN-WI	75	89	55	22	38	34	88	18	26

- OVERALL RANKING
- VEHICLE MILES TRAVELED (VMT)
- FUEL ECONOMY
- TRANSIT RIDERSHIP
- EV PENETRATION
- BIKING ACTIVITY
- PEDESTRIAN ACTIVITY
- TRUCK MILES TRAVELED
- VMT CHANGE

# V. TRANSPORTATION CLIMATE INDEX: RESULTS BY FACTOR



#76-#100



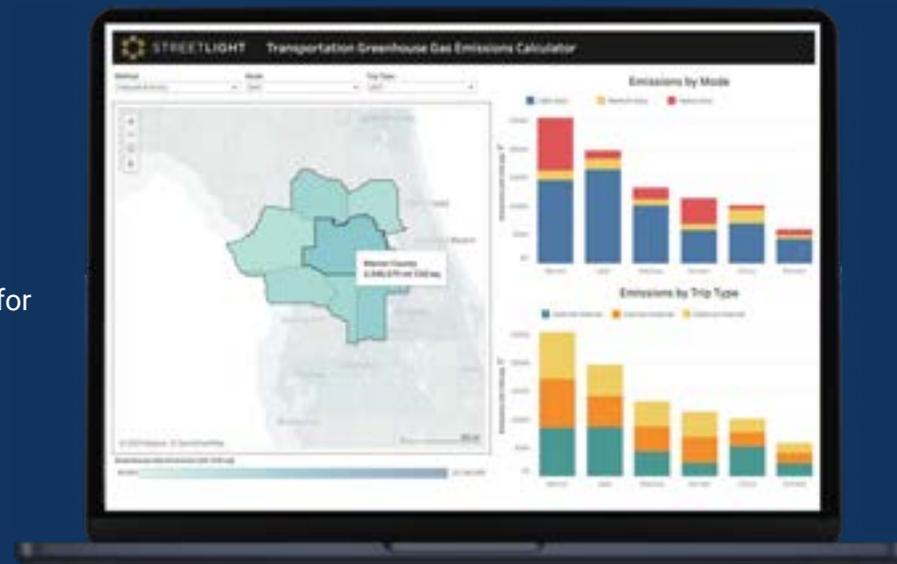
	Overall Ranking	Vehicle Miles Traveled (VMT)	Fuel Economy	Transit Ridership	EV Penetration	Biking Activity	Pedestrian Activity	Truck Miles Traveled	VMT Change
McAllen-Edinburg-Mission, TX	76	22	100	95	97	98	70	37	91
Oklahoma City, OK	77	77	62	88	35	90	82	87	12
Houston-The Woodlands-Sugar Land, TX	78	81	64	29	51	77	68	52	95
Dallas-Fort Worth-Arlington, TX	79	93	46	39	31	82	67	62	76
Winston-Salem, NC	80	57	85	85	91	97	97	45	69
Wichita, KS	81	52	98	91	95	85	90	54	70
Greensboro-High Point, NC	82	70	76	73	85	91	81	76	90
Baton Rouge, LA	83	49	94	92	99	96	96	67	73
Richmond, VA	84	90	71	45	60	70	65	60	37
Nashville-Davidson—Murfreesboro—Franklin, TN	85	86	60	63	45	83	78	97	87
Des Moines-West Des Moines, IA	86	92	79	57	64	51	57	83	67
Youngstown-Warren-Boardman, OH-PA	87	84	80	75	98	87	80	89	15
Little Rock-North Little Rock-Conway, AR	88	66	87	84	94	92	98	96	85
Charlotte-Concord-Gastonia, NC-SC	89	94	53	53	43	73	69	63	84
Birmingham-Hoover, AL	90	67	91	86	92	100	100	88	53
Memphis, TN-MS-AR	91	74	77	89	86	86	99	98	94
El Paso, TX	92	76	83	48	88	99	42	81	100
Greenville-Anderson, SC	93	80	95	96	83	93	86	66	58
Chattanooga, TN-GA	94	73	93	78	84	76	95	99	96
San Antonio-New Braunfels, TX	95	97	67	26	46	64	56	71	65
Bakersfield, CA	96	99	86	70	39	49	18	92	39
Jackson, MS	97	85	97	97	100	94	91	94	49
Columbia, SC	98	95	89	87	90	95	73	80	80
Omaha-Council Bluffs, NE-IA	99	100	81	77	72	52	72	69	79
Augusta-Richmond County, GA-SC	100	98	90	98	93	89	79	72	97

- OVERALL RANKING
- VEHICLE MILES TRAVELED (VMT)
- FUEL ECONOMY
- TRANSIT RIDERSHIP
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- TRUCK MILES TRAVELED
- VMT CHANGE

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- Pinpoint GHG sources with trip origination, truck, EV, and local VMT data.
- Fast track EV adoption with data for optimal charger locations.
- Reduce VMT by improving transit and active transportation access.



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It's self-serve software that lets users ask mobility questions and get the answers within minutes. Access traffic metrics for any road, without sensors. From vehicular O-D and VMT to bicycle, pedestrian and commercial truck metrics, **point and click** your way to the data you need to measure climate policy success.

Learn more at [streetlightdata.com/transportation-metrics](https://streetlightdata.com/transportation-metrics)



[streetlightdata.com/climate-metrics](https://streetlightdata.com/climate-metrics)

# ABOUT STREETLIGHT

StreetLight Data, Inc. (“StreetLight”) pioneered the use of Big Data analytics to shed light on how people, goods, and services move, empowering smarter, data-driven transportation decisions. The company applies proprietary machine-learning algorithms and its vast data processing resources to measure travel patterns of vehicles, bicycles and pedestrians, accessible as analytics on the StreetLight InSight® SaaS platform. Acquired by Jacobs as a wholly owned subsidiary in February 2022, StreetLight provides innovative digital solutions to help communities reduce congestion, improve safe and equitable transportation, and maximize the positive impact of infrastructure investment.



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