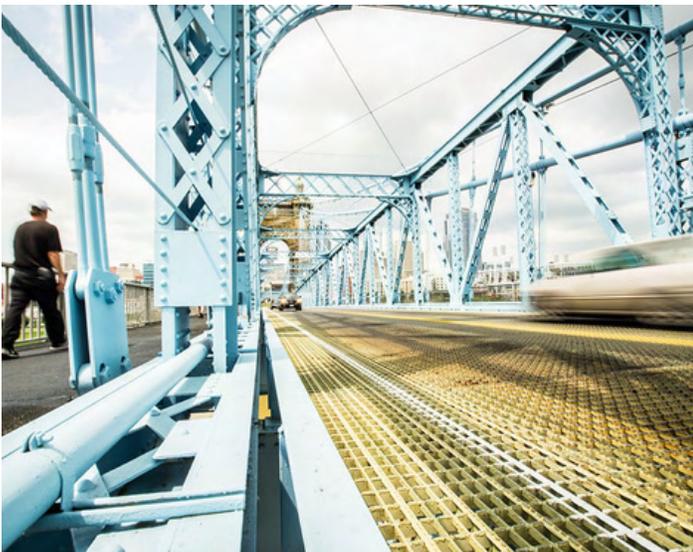


# RE-AMP State DOTs: Fast Facts



# INTRODUCTION

Transportation is the leading source of greenhouse gas emissions in the country and within the RE-AMP footprint (about 27% of total emissions). Transportation is one of our strategic priorities on the path to equitably eliminate greenhouse gases in the Midwest by 2050, and has been a core focus of the network since 2008. We work in 10 states: Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, North Dakota, Ohio, South Dakota and Wisconsin. Our Transportation Hub collaborates to enable people to get where they need to go without having to drive and to make motorized transportation cleaner.

State DOTs are key to eliminating greenhouse gas emissions because of the key role they play in shaping our transportation system. State DOTs work with regional organizations such as Metropolitan Planning Organizations (MPOs) to allocate certain federal funds, and conduct statewide planning. They also play a coordinating role across various transportation modes statewide. They own, design and maintain the primary highway systems, including the Interstate system, US highways, and state highways. Though these DOT-owned highways are only about a tenth of the road system by length, they carry a majority of our region's traffic and are the places where nearly half of our pedestrian fatalities occur. They connect communities, and are often the main streets going through our cities and towns.

Because of the key role DOTs play in shaping our transportation system, we wanted to better understand state DOTs, and the opportunities exist when working at the state DOT level to help achieve our goal. We found opportunities in every Midwestern state. This report provides a brief summary of key findings, and then allows you to dig deep into the DOTs of each of the ten RE-AMP states.

## Why Fast Facts?

This short resource is meant to **accompany our report on opportunities at the state DOT level**. We hope that it will add to other summaries currently available, and advocates will be able to use the information contained here to better understand their state DOTs.

# Fast Facts: A Glossary and Guide

**Secretary:** Called different names in different states, this is the person at the top of the DOT organizational chart. They are appointed by the governor, and sit in the governor's cabinet. In two of our states (IA and SD) the DOT's governance is split between professional staff and an appointed 5-person commission.

**Total Staff:** State DOTs are large state agencies. In RE-AMP, the smallest DOT is South Dakota, with 940 employees. The largest is Minnesota, with over 6,000 employees.

**Centerline Miles:** Centerline miles measure paved roadway by length, as if each road was a single line. This information is collected by states individually and by the Federal Highway Administration (FHWA). State DOTs own a subset of major highways (~10%), which carry the majority of traffic. RE-AMP states have disproportionately high roadway mileage, both by population and area square miles. Within RE-AMP, Illinois and Minnesota have the most centerline miles overall (ranking #3 and #4 in the country, respectively). Of RE-AMP states, Ohio DOT (ODOT) owns and operates the most.

**Total Expenditures (FY24):** In RE-AMP, the smallest DOT budgets are North Dakota and South Dakota, at about \$1 billion each. The largest is Illinois, at \$7.5 billion.

**Local Suballocation (FY24):** Some of a DOT's expenditures is funding passed to local governments such as counties, municipalities, and transit agencies. The exact proportion depends on a mix of federal and state legislative decisions, and it can be difficult to trace all the flows. The numbers below are an approximation based on state spending reporting, with MI and MN reporting the largest proportion of payments to locals (>35%) and OH and ND reporting the smallest proportion (<4%).

**Federal Formula Funding (FY24, Highway):** Federal formula highway dollars account for around ¼ of our states' DOT total budgets. The design of federal formula programs is very important for setting state DOT priorities, but not fully determinative.

**Federal Formula Funding (FY24, Transit):** Federal funding levels for transit are a fraction of highway funding. Illinois, which receives by far the most federal transit dollars, still receives less than half of what they receive for highways. Almost all other RE-AMP states receive for transit 10% or less of what they receive for highways. While urban transit agencies tend to be "direct recipients" of federal transit funds, state DOTs are the designated recipient for rural transit, and sometimes for other agencies as well.

**DOT Roadway Expansion Projects:** It is very difficult to track the extent of road capacity expansion or contraction. Most RE-AMP states are undertaking some roadway expansion, and also undertaking some number of road diets, which reduce the number

# Fast Facts: A Glossary and Guide

**Roadway Expansion (cont.):** of lanes and width of the road, from Ohio to South Dakota. State DOTs are required to list all projects that will use federal funds in the next four years in their “State Transportation Improvement Programs” (STIPs), but the types of descriptions that states use are not standardized. “Widening” or “expansion” do not always appear as categories at all. Cases like added turn lanes and multi-purpose projects also make the lines between expansion, safety, and modernization difficult to parse. The information here is only meant as a starting point. Illinois and Indiana stands out for the inclusion of an “expansion” category in their STIP summaries. In Indiana, it represented nearly 20% of spending, which is relatively high because most of any state DOT’s funds go to capacity-neutral maintenance.

**DOT Roadway Active Transportation Projects:** As with expansion, multi-purpose projects and vague descriptions mean this information is just a starting point. That being said, some states – like Ohio, Kansas, and Iowa – seem to be incorporating bike/ped elements into a higher number of projects, although still fewer than 10% of projects include active elements.

**Highway Spending Goals:** These often vague statements show that state DOTs make an effort to balance different priorities, but rarely define how exactly they balance those priorities in terms of spending.

**Safety Goal:** Most state DOTs in RE-AMP have adopted some form of Vision Zero for zero deaths and serious injuries. Details and annual reduction targets still vary widely.

**Climate Goal:** Very few state DOTs in RE-AMP have a specific climate goal. In Minnesota, a greenhouse gas reduction target and offset policies for the DOT were passed through the legislature, similar legislation has been introduced this session in Illinois. In Michigan, an executive interagency plan set specific emissions targets; state climate actions plans may discuss targets without setting them.

**Relevant Plans:** Every state has a federally required Long Range Transportation Plan, and most states have developed safety, freight, carbon reduction strategy plans, etc. to qualify for specific federal funding sources. The plans listed below depend on the plans each state highlights on their own website, and do not preclude the existence of other relevant state plans. Particularly notable: all RE-AMP states now voluntarily have developed or are actively working on active transportation plans.\*\*

**Recent policy developments:** Covers a wide range of recent policies, from Kansas’s major transportation investment IKE Program, to Minnesota’s GHG law, to safety laws.

*\*\*Note: Missouri, which is not in the RE-AMP footprint yet, notably does **not** have an active transportation plan or one in development.*

# State By State Overviews

## Illinois (IDOT)

### FAST FACTS

**Secretary:** Gia Biagi | Appointed Dec. 2024 | Urban Planner and former Chicago DOT commissioner

**Total Staff:** [4,281](#) | [Organizational Chart](#)

**Centerline Miles:** 147,120 Total (#3 in USA) | 15,900 State-Owned<sup>1</sup>

**Total Expenditures (FY24):** \$7.5b<sup>2</sup>

**Local Suballocation (FY24):** \$2.5b (35%)<sup>3</sup>

**Federal Formula Funding (FY24, Highway):** \$2b (#6 in USA)<sup>4</sup>

**Federal Formula Funding (FY24, Transit):** \$850m (#4 in USA)<sup>5</sup>

**DOT Roadway Expansion Projects:** 10% of funding in Illinois's Multi-Year Highway Program (2025–2030) was slated for system expansion.<sup>6</sup> Includes featured projects on I-74, US-34, and I-55.<sup>7</sup>

**DOT Roadway Active Transportation Projects:** "Pedestrian," "Sidewalks," "Bikeway," and "Safe Routes to School" make up 91 out of 5451 (1.7%) STIP Highway Projects, 2% of Spending.<sup>8</sup>

**Highway Spending Goals:** "The goal is to work toward 80 percent reconstruction and rehabilitation, with 20 percent preservation work... Small, planned investments in maintenance of our roads and bridges will save the state and taxpayers money in the long run. The FY 2024–2029 MYP weighs the need to preserve the existing system in a state of acceptable condition with the need to enhance or expand the highway network to address congestion and economic development demands."<sup>9</sup>

**Safety Goal:** 0 deaths and serious injury<sup>10</sup> | **Climate Goal:** "Reduce emissions"<sup>11</sup>

**Relevant Plans:** [Public Transit](#) (Forthcoming, 2026); [Long Range](#) (Forthcoming, 2025); [Active Transportation](#) (2024); [Freight Plan](#) (2023); [Vulnerable Road User Safety Assessment](#) (2023)

**Recent policy developments:** On Oct. 31, 2025, the Illinois General Assembly passed a landmark transit funding bill ([SB 2111](#)). It shifted revenue from the existing statewide gas tax, as well as capital revenue from interest on the state's Road Fund, towards transit (about 85% in the Chicago area, and 15% for downstate transit). | The Transportation Choices Act ([HB2629](#)), requiring transportation greenhouse gas reduction targets, may move in 2026.



# Indiana (INDOT)

## FAST FACTS

**Commissioner:** Lyndsay Quist | Appointed Mar. 2025 | 12 years with INDOT in Program Management

**Total Staff:** [3,600](#) | [Organizational Chart not available](#)

**Centerline Miles:** 97,040 (#19 in USA) | 11,000 INDOT owned<sup>12</sup>

**Total Expenditures (FY24):** \$4.7b<sup>13</sup>

**Local Suballocation (FY24):** \$750m (16%)<sup>14</sup>

**Federal Formula Funding (FY24, Highway):** \$1.3b (#13 in USA)<sup>15</sup>

**Federal Formula Funding (FY24, Transit):** \$140m (#23 in USA)<sup>16</sup>

**DOT Roadway Expansion Projects:** \$686m in “Expansion” Project Category in 2026 (19% of STIP FY26 Spending).<sup>17</sup> Includes Revive I-70, I-65 Safety & Efficiency, and Improve 64 major projects.<sup>18</sup>

**DOT Roadway Active Transportation Projects:** \$33m in “Bicycle/Pedestrian Facilities” Project Category in 2026 (0.9% of STIP FY26 Spending).<sup>19</sup>

**Highway Spending Goals:** “Preservation of the existing State transportation network using asset management principles... Plan and build for the future.”<sup>20</sup>

**Safety Goal:** Reduce fatalities and incapacitating injuries on Indiana roadways by 25% in 10 years.<sup>21</sup> | **Climate Goal:** N/A<sup>22</sup>

**Relevant Plans:** [Long Range Transportation Plan](#) (anticipated 2026); [Planning Public Involvement Plan](#) (2023); [Carbon Reduction Strategy](#) (2023); [Active Transportation Plan](#) (2019)

**Recent policy developments:** [HB1461](#) (Passed 5/01/2025) changed major local matching grant program, encourages more fees, allows increased tolling | In 2020, INDOT changed from a centralized to decentralized public involvement process.<sup>23</sup>



# Iowa (Iowa DOT)

## FAST FACTS



**Department Director and Commission:** Scott Marler (Director), Ray Gaesser (Commission Chair) | Appointed Feb. 2020, Mar. 2022 | Marler has 26 years with the DOT in operations, Gaesser is a soybean farmer and former president of the American Soybean Association

**Total Staff:** [2,511](#) | [Organizational Chart](#)

**Centerline Miles:** 115,064 (#14 in USA) | 8,896 owned by state<sup>24</sup>

**Total Expenditures (FY24):** \$3b<sup>25</sup>

**Local Suballocation (FY24):** \$235m (8%)<sup>26</sup>

**Federal Formula Funding (FY24, Highway):** \$677m (#32 in USA)<sup>27</sup>

**Federal Formula Funding (FY24, Transit):** \$63m (#35 in USA)<sup>28</sup>

**DOT Roadway Expansion Projects:** Iowa's statewide highway program documents do not always recognizably code road expansion.<sup>29</sup> 44 out of 1686 projects listed in the 2026–29 STIP cite "widening." The 5-year highway program spending summary indicates 88% of funding is going to "stewardship" projects, meaning up to 12% could be going to expansion. To illustrate the difficulty: a project like I-380 from 120th St. to US-30, which mostly consists of an interchange reconstruction, is listed as "improvement" in the five-year highway program narrative,<sup>30</sup> described as "reconstructing and widening" on a listing of major construction,<sup>31</sup> and is listed as "grade and pave," "pavement rehab," and "miscellaneous" in the STIP.<sup>32</sup>

**DOT Roadway Active Transportation Projects:** "Ped/Bike" and "Sidewalk" make up 127 out of 1686 (7.5%) projects listed in the 2026–2029 STIP.<sup>33</sup>

**Highway Spending Goals:** "The Commission's primary investment objective remains stewardship (i.e. safety, maintenance, and modernization) of Iowa's existing highway system."<sup>34</sup>

**Safety Goal:** "Ultimate goal of zero fatalities"<sup>35</sup> | **Climate Goal:** N/A

**Relevant Plans:** [Bicycle and Pedestrian](#) (2025), [Carbon Reduction Strategy](#) (2024), [Resilience Improvement](#) (2024), [VRUSA](#) (2024), [Long Range Transportation Plan](#) (2022), [Freight](#) (2022), [Public Transit](#) (2020)

**Recent policy developments:** [SF22](#) (Passed 3/31/2025) enacted hands-free driving, a prohibition on driving with electronics in your hand.

# Kansas (KDOT)

## FAST FACTS



**Secretary:** Calvin Reed | Appointed Dec. 2022 | 23 years with KDOT, beginning as bridge designer

**Total Staff:** [2,289](#) | [Organizational Chart](#)

**Centerline Miles:** 138,993 (#5 in USA) | 10,318 owned by state<sup>36</sup>

**Total Expenditures (FY24):** \$2.3b<sup>37</sup>

**Local Suballocation (FY24):** \$211m (9%)<sup>38</sup>

**Federal Formula Funding (FY24, Highway):** \$521m (#36)<sup>39</sup>

**Federal Formula Funding (FY24, Transit):** \$51m (#37)<sup>40</sup>

**DOT Roadway Expansion Projects:** “Expansion and Enhancements” category on the DOT’s Cash-Flow shows \$340m of spending (14% of all spending).<sup>41</sup> Current projects include widening along K-10, K-68 expansion, US-56 expansion, US-50 expansion, and US-54 expansion.<sup>42</sup>

**DOT Roadway Active Transportation Projects:** “PedBi” and projects with sidewalks in description make up 29 of 342 (8.4%) projects listed in the 2026-2029 STIP.<sup>43</sup>

**Highway Spending Goals:** “KDOT will continue to make safety its highest priority... Modernizing and expanding the transportation system is clearly important to Kansans, but the existing system is a critical asset and it is even more important that KDOT make investments in preservation and safety.”<sup>44</sup>

**Safety Goal:** “Reduce the severity of crashes and reduce the number of travel-related deaths towards zero.”<sup>45</sup> | **Climate Goal:** N/A<sup>46</sup>

**Relevant Plans:** [Drive to Zero](#) (2025); [Emissions Reduction Strategy](#) (2023); [Active Transportation Plan](#) (2023); [Long Range Transportation Plan](#) (2021)

**Recent policy developments:** Passed in 2020, the [Eisenhower Legacy Transportation Program \(IKE\)](#) program is a 10 year, nearly \$10 billion state infrastructure program. It included a promise to invest \$8 million in each Kansas county, and introduced local consult meetings into public involvement. | A push for intelligent speed assistance may move in the 2026 legislative session (see the policy white paper “[Stop Super Speeders](#)”).

# Michigan (MDOT)

## FAST FACTS



**Director of Transportation:** Bradley Wieferich | Appointed May 2023 | 27 years as an MDOT Engineer

**Total Staff:** [3,348](#) | [Organizational Chart](#)

**Centerline Miles:** 122,039 (#10) | 9,654 owned by state <sup>47</sup>

**Total Expenditures (FY24):** \$6.7b <sup>48</sup>

**DOT Local Suballocation (FY24):** \$2.5b (37%) <sup>49</sup>

**Federal Formula Funding (FY24, Highway):** \$1.5b (#9 in USA) <sup>50</sup>

**Federal Formula Funding (FY24, Transit):** \$194m (#16 in USA) <sup>51</sup>

**DOT Roadway Expansion Projects:** Projects whose primary work type include “Widening” make up 36 out of 2,231 (S)TIP road projects in the state. These include additional lanes on I-75, I-94, and 12 Mile Road, although these projects may also include safety improvement strategies such as widened shoulders, center left-turn lanes, and/or roundabouts. <sup>52</sup>

**DOT Roadway Active Transportation Projects:** Projects whose descriptions include “bike,” “ped,” or “sidewalk” make up 94 out of 2,231 (4.2%) (S)TIP road projects in the state. <sup>53</sup>

**Highway Spending Goals:** “MDOT Highway Program investments are... focused on either preservation or routine maintenance. The preservation portion of the investment covers road and bridge reconstruction and rehabilitation, CPM [capital preventive maintenance], freeway and non-freeway resurfacing, and other improvements.” <sup>54</sup>

**Safety Goal:** “Eliminate fatalities from 1,131 in 2021 to 0 by 2050. Eliminate serious injuries from 5,979 in 2021 to 0 in 2050.” <sup>55</sup> | **Climate Goal:** “Reduce GHG emissions 28% below 2005 levels by 2025 and 52% by 2030. Achieve economy-wide carbon neutrality by 2050... Increase access to clean transportation options – including public transit – by 15 percent each year.” <sup>56</sup>

**Relevant Plans:** [Resilience Improvement Plan](#) (2024); [Carbon Reduction Strategy](#) (2023); [Michigan Mobility LRTP](#) (2021)

**Recent policy developments:** Michigan’s FY26 Budget directed increased investment to local roads and transit, including over \$1b for local roads and \$140m for transit and rail. <sup>57</sup> | Gov. Whitmer’s “Rebuilding Michigan” bonding project has increased funds available for capital roadbuilding projects. <sup>58</sup>

# Minnesota (MnDOT)

## FAST FACTS



**Commissioner:** Nancy Daubenberger | Appointed May 2022  
| 22 years with MnDOT, bridge engineer

**Total Staff:** [6,079](#) | [Organizational Chart](#)

**Centerline Miles:** 142,488 (#4 in USA) | 11,694 owned by state<sup>59</sup>

**Total Expenditures (FY24):** \$3.9b<sup>60</sup>

**DOT Local Suballocation (FY24):** \$1.7b (44%)<sup>61</sup>

**Federal Formula Funding (FY24, Highway):** \$900m (#24 in USA)<sup>62</sup>

**Federal Formula Funding (FY24, Transit):** \$173m (#19 in USA)<sup>63</sup>

**DOT Roadway Expansion Projects:** New “Auxiliary lanes” and “Turn lanes” make up 18 out of 2,490 MnDOT projects listed in the 2026–2029 STIP (0.7% of funding).<sup>64</sup> But those categories do not cover all roadway expansion, such as an expansion on Highway 95, listed simply as “major construction” in the STIP.<sup>65</sup>

**DOT Roadway Active Transportation Projects:** Projects that use descriptors “sidewalk improvements,” “ped/bike,” “trail,” or “pedestrian improvement” make up 79 out of 2,490 MnDOT projects listed in the 2026–2029 STIP (7.3% of funding). These projects do also include non-active elements. Bike/ped standalone projects make up 30 of 2,490 STIP projects (0.6% of funding).<sup>66</sup>

**Highway Spending Goals:** “[Investment] is focused on four main themes... 1. Maintain the existing system; 2. Improve mobility, accessibility and safety for all [including equal measures for Ped/Bike and Highway Mobility]; 3. Begin to adapt to a changing future; 4. Focus on communities and livability.”<sup>67</sup>

**Safety Goal:** No more than 225 fatalities and 980 serious injuries by 2025<sup>68</sup> |

**Climate Goal:** Net zero GHGs by 2050,<sup>69</sup> Reduce per capita VMT 14% by 2040<sup>70</sup>

**Relevant Plans:** [Strategic Highway Safety Plan](#) (2025), [Safe System Approach Implementation Plan](#) (2025), [Rail](#) (2025), [Freight](#) (2024), [Highway Investment](#) (2024), [Statewide Multimodal Transportation Plan](#) (2022), [Pedestrian](#) (2021), [Bicycle](#) (2016), [Transit Investment](#) (2017)

**Recent policy developments:** In 2023, the transportation omnibus included funding for transit, walking, and biking. It also set a statutory net-zero greenhouse gas emission target for transportation, required that road projects plan for reductions in vehicle miles traveled (VMT) and offset emissions from capacity expansions.<sup>71</sup> A fight in the 2025 legislative session ended with those targets and offsets still in place, but efforts to weaken the law may recur.<sup>72</sup>

# North Dakota (NDDOT)

## FAST FACTS



**Director:** Ron Henke | Appointed Oct. 2022 | 35 Years of Service as NDDOT Engineer

**Total Staff:** 1,005 | [Organizational Chart](#)

**Centerline Miles:** 88,167 (#23 in USA) | 8,624 maintained by NDDOT <sup>73</sup>

**Total Expenditures (FY24):** \$1b <sup>74</sup>

**DOT Local Suballocation (FY24):** \$33m (3.3%) <sup>75</sup>

**Federal Formula Funding (FY24, Highway):** \$342m (#44 in USA) <sup>76</sup>

**Federal Formula Funding (FY24, Transit):** \$24m (#48 in USA) <sup>77</sup>

**DOT Roadway Expansion Projects:** "Widening" is a part of 14 out of 906 STIP projects (2025–28).<sup>78</sup> However, this does not include all proposed expansion, such as a 2- to 4-lane conversion of a segment on US 85.<sup>79</sup>

**DOT Roadway Active Transportation Projects:** "Bike," "walk," and "curb ramps" make up 60 of 906 STIP projects (2025–28).<sup>80</sup>

**Highway Spending Goals:** "Efforts are made to ensure that work is distributed throughout the state and that the types of work are related to the investment strategy... to ensure that the STIP supports the federal performance measure targets."<sup>81</sup>

**Safety Goal:** "75 fatalities or less by 2030, a mission to prevent all traffic fatalities and serious injuries, and a goal of developing a culture of personal responsibility"<sup>82</sup> | **Climate Goal:** N/A

**Relevant Plans:** [Transit Coordination and Intercity Bus Plan](#) (in development); [Transportation Connections – LRTP](#) (anticipated 2026); [Vision Zero Plan](#) (2024); [Freight and Rail Plan](#) (2023); [ND Moves – Active Transportation and Public Transportation](#) (2019)

**Recent policy developments:** Three laws were passed in the 2021 session to improve bicycling in the state – requiring a minimum of 3 feet of space to pass a bicycle ([HB1290](#)), allowing bicyclists to treat stop signs as yield ([HB1252](#)), and legally reclassifying e-bikes as bicycles rather than motorized vehicles ([HB1148](#)). A 2023 law ([HB1506](#)) clarified that bicyclists cannot be charged with driving under the influence, although they will have to pay a fine.

# Ohio (ODOT)

## FAST FACTS



**Secretary:** Pamela Boratyn | Appointed Oct. 2024 | Public service background in legal counsel and HR

**Total Staff:** [5,423](#) | [Table of Organization](#)

**Centerline Miles:** 121,879 (#9 in USA) | 19,523 owned by state<sup>83</sup>

**Total Expenditures (FY24):** \$4B\*\*<sup>84</sup>

**DOT Local Suballocation (FY24):** \$140m (3.5%)<sup>85</sup>

**Federal Formula Funding (FY24, Highway):** \$1.8b (#7 in USA)<sup>86</sup>

**Federal Formula Funding (FY24, Transit):** \$270m (#12 in USA)<sup>87</sup>

**DOT Roadway Expansion Projects:** “New Roadway,” “Add Through Lane(s),” and “Expansion” make up 48 out of 3577 STIP projects (2026–9).<sup>88</sup>

**DOT Roadway Active Transportation Projects:** “Bike Facility,” “Enhanced Crossing,” “Ped/Bike,” “Pedestrian Facilities,” and “Shared Use Path,” make up 353 out of 3577 STIP Projects (2026–9).<sup>89</sup>

**Highway Spending Goals:** “ODOT is a \$4b enterprise and invests approximately 93% of these dollars in system preservation through maintenance, engineering, construction, and snow and ice operations.”<sup>90</sup>

**Safety Goal:** Zero fatalities or serious injuries, 2% annual reduction (1,086 fatalities by 2030)<sup>91</sup> | **Climate Goal:** Reduce air quality emissions related to transportation<sup>92</sup>

**Relevant Plans:** [Access Ohio - LRTP](#) (2020, update expected 2025); [Vision Zero Strategic Highway Safety](#) (2025); [Freight Plan](#) (2022); [Walk.Bike.Ohio](#) (2021)

**Recent policy developments:** The 2024–25 budget increased the total budget, included a requirement that ODOT conduct a Statewide Transportation and Development Analysis (Statewide Study), as well as outlawing parking in bike lanes.<sup>93</sup>

*\*\*Note: the Ohio Department of Transportation’s Financial & Statistical Report shows annual unexpended revenues of over \$2b each year from 2020–2024, an anomalous budget line item compared to other state departments’ accounting.*

# South Dakota (SDDOT)

## FAST FACTS



**Secretary:** Joel Jundt | Appointed Mar. 2021 | 40 years with SDDOT as road design engineer

**Total Staff:** [940](#) | [Organizational Chart](#) and [Commission](#)

**Centerline Miles:** 82,501 (#24 in USA) | 7,794 owned by state <sup>94</sup>

**Total Expenditures (FY25\*\*):** \$1b <sup>95</sup>

**DOT Local Suballocation (FY25\*\*):** \$137m (14%) <sup>96</sup>

**Federal Formula Funding (FY25\*\*, Highway):** \$396m (#42 in USA) <sup>97</sup>

**Federal Formula Funding (FY25\*\*, Transit):** \$26m (#46 in USA) <sup>98</sup>

**DOT Roadway Expansion Projects:** South Dakota does not list roadway expansion projects, either in the STIP or in their descriptions of construction, other than shoulder widening, one instance of added lanes on Veterans Parkway in Sioux Falls, and a new interchange and added turn lanes on US-16. <sup>99</sup> "Shoulder widening" or "lanes" are a part of 15 out of 985 projects. <sup>100</sup>

**DOT Roadway Active Transportation Projects:** "Pedestrian," "sidewalk," or "shared use path," are a part of 60 out of 985 projects. <sup>101</sup>

**Highway Spending Goals:** "SDDOT has set targets for pavement and structure condition, travel time reliability, freight reliability, and safety... Gap analysis is used to identify deviations between current and desired asset conditions. This knowledge is used to prioritize tasks and take appropriate actions based upon available funding." <sup>102</sup>

**Safety Goal:** Vision of eliminating all deaths and life-changing injuries, goal of 100 or fewer fatalities by 2029 <sup>103</sup> | **Climate Goal:** N/A <sup>104</sup>

**Relevant Plans:** [Statewide Active Transportation Plan](#) (in progress); [Strategic Highway Safety](#) (2024) [Freight Plan](#) (2023); [Carbon Reduction Strategy](#) (2023); [Long Range Plan](#) (2021)

**Recent policy developments:** The "Move Over" Law was updated in the 2025 session, clarifying that all vehicles move over or slow down for vehicles occupying the shoulder. <sup>105</sup>

*\*\*Note: South Dakota's Checkbook system was updated in 2025, which means records begin in 2025. We have therefore listed 2025 figures for all the budget categories.*

# Wisconsin (WisDOT)

## FAST FACTS

**Secretary (2025):** Kristina Boardman | Appointed Sep. 2024 | 20 years with WisDOT in administration

**Total Staff:** [3,602](#) | [Organizational Chart](#)

**Centerline Miles:** 115,877 (#12 in USA) | 11,800 State<sup>106</sup>

**Total Expenditures (FY24):** \$4.8b (average year \$3.6B)<sup>107</sup>

**DOT Local Suballocation:** \$1.6b (33%)<sup>108</sup>

**Federal Formula Funding (FY24, Highway):** \$1b (#17 in USA)<sup>109</sup>

**Federal Formula Funding (FY24, Transit):** \$121m (#25 in USA)<sup>110</sup>

**DOT Roadway Expansion Projects:** “Expansion” or “widen” are part of the description of 33 of 1411 projects in the 2025–2028 STIP.<sup>111</sup>

**DOT Roadway Active Transportation Projects:** “Bike” and “ped” are a part of the description of 50 out of 1411 projects in the 2025–2028 STIP.<sup>112</sup>

**Highway Spending Goals:** MAPSS performance monitoring focuses on “five core goals of Mobility, Accountability, Preservation, Safety, and Service (MAPSS).”<sup>113</sup>

**Safety Goal:** Zero Preventable Deaths;<sup>114</sup> 2% Reduction Each Year<sup>115</sup> | **Climate Goal:** “Prioritize emissions reduction and alternative fuels to improve air quality.”<sup>116</sup>

**Relevant Plans:** [Freight](#) (2023), [Rail](#) (2023), [Active Transportation](#) (2023), [Carbon Reduction Strategy](#) (2023), [EV Infrastructure](#) (2023), [Highway Safety](#) (2022), [Long Range Transportation Plan](#) (2022), [Asset Management](#) (2022)

**Recent policy developments:** The 2025 state budget includes an increase in state funding for transportation.<sup>117</sup> On a local level, local governments have been implementing higher wheel tax for transportation revenue, even after a 2023 bill increased shared revenue.<sup>118</sup>



# ADDITIONAL RESOURCES

## **DOTs in Conversation: Opportunities and Trends in 10 Midwestern State**

**Departments of Transportation** is this resource's main report. It presents takeaways from conversations with DOTs across the Midwest, almost all of them between DOT staff and transportation advocates, touching on safety, mobility, planning, policies and more.

**US DOT Climate Strategies that Work**: A comprehensive playbook put out in Dec. 2024 by the U.S. Department of Transportation's Climate Change Center, this guide makes the case for 27 strategies for reducing transportation sector greenhouse gas emissions. It highlights the climate and co-benefits of each strategy, details some cost considerations, and most relevant to state DOT adoption – highlights case studies and funding opportunities.

**State Smart Transportation Initiative (SSTI) Innovative DOT Framework**: This guide is made for State DOT staff and officials, highlighting best practices and emerging tools that DOTs can adopt to meet the real transportation needs of their constituents.

**Transportation for America's "State DOTs, Explained"**: An excellent starting point for advocates or community members who want to understand who State DOTs are and what they do.

**Clean RIDES Network – State Solutions Paper**: The Clean RIDES Network has brought together over 100 organizations from across the country, with an initial focus on seven states (Illinois, Minnesota, Michigan, Maryland, Pennsylvania, New York and California). They are focusing on state-level change to improve the transportation system, through new legislation and action at the DOT level. Their "State Solutions Paper" makes the case for why state-level change is needed, and models the impact that their priority policies could have.

**RE-AMP Action Team VRUSA Report**: A collaborative report from six RE-AMP members across seven different Midwestern states that explains the Vulnerable Road User Safety Assessment (VRUSA), a newly required document. The report presents a review of each state's VRUSA alongside recommendations and trends across states.

**RE-AMP Action Team "Flex Your Funding" Report and Advocacy Toolkit**: A collaboration between six RE-AMP members and the Shared Use Mobility Center, these resources help explain the federal funding that DOTs receive. They break down key programs and decision-makers, particularly highlighting the flexibility that DOTs have in allocating their formula funding and using their "flex" authority to move funds from different programs. As Congress prepares to reauthorize federal transportation funding, understanding the provisions of the 2021 infrastructure bill is critical.

# ADDITIONAL RESOURCES

**[Flex Funding Comparison \(Climate & Community Institute\)](#)**: To dive deeper into flex funding, this tool shows states' transfers between federal formula programs for FY21–23.

**[Connecting the DOTs \(Brookings\)](#)**: An in-depth report on state transportation planning, investment, and accountability. It especially helps explain how state transportation projects get prioritized and the relationship between state and local partners.

**[Pew Roadway Maintenance Report](#)**: A Pew review of each state's Transportation Asset Management Plan (TAMP) across the country, looking at whether states are meeting their performance targets for road and bridge condition, and what funding or condition gaps they report.

**[Transportation Governance and Finance \(AASHTO\)](#)**: This 50-state review from 2022, put together by the American Association for State Highway and Transportation Officials, dives deep into the relationship between state legislatures and state departments of transportation. This resource is perfect for anyone looking to dig into how flexibility, governance structure, and DOT revenue varies between states.

**[SSTI Know Your State Dashboard](#)**: An easy-to-use tool, this dashboard allows the public to explore state-by-state data on transportation emissions, spending and revenue, and state of good repair.

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Report prepared by Ruthie Davis. All remaining mistakes are my own. Cover photos [credit of Ohio DOT](#).

# NOTES

- 1 The Federal Highway Administration (FHWA)'s Highway Statistics (2023), Table HM-10, is the most standardized source to compare state centerline miles: <https://www.fhwa.dot.gov/policyinformation/statistics/2023/hm10.cfm>. However, where state reporting itself was available, we have deferred to those figures. "Illinois Highway Statistics Sheet 2024," *Illinois Department of Transportation*, <https://public.powerdms.com/IDOT/documents/3087768>.
- 2 "Expenditures by Object of Expenditure: Fiscal Year 2024, Transportation," *Illinois State Comptroller*, <https://illinoiscomptroller.gov/financial-reports-data/expenditures-state-spending/agency?AgcySel=494&AgcyGrpSel=O&AgcyCatSel=O&AgcyTypeSel=O&GroupBy=Obj&FY=24&Type=B&submitted=>
- 3 Sum of expenditure categories: Transportation Grants, Reimbursement to Local Gov, and Shared Revenue Payments in "Expenditures by Object of Expenditure: Fiscal Year 2024, Transportation."
- 4 The FHWA's FY2024 Computational Tables, Table 13: Summary of Apportionments, is best to compare state's formula apportionments. <https://highways.dot.gov/ijja/funding/fy-2024-computational-tables/table-13-summary-apportionments>. However, "Memorandum on Illinois Sources of Transportation Funding," Illinois Department of Transportation Blue Ribbon Commission, (Springfield: January 2024), is an excellent source for insight on IDOT's funding. [https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/planning/blue-ribbon-commission/IDOT\\_Transportation\\_Funding\\_Background\\_FINAL.pdf](https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/planning/blue-ribbon-commission/IDOT_Transportation_Funding_Background_FINAL.pdf)
- 5 The FTA's FY 2024 Full Year Apportionments State Totals is the best source to compare state's formula apportionments. <https://www.transit.dot.gov/funding/apportionments/fy-2024-full-year-apportionments-state-totals>
- 6 See "FY 2025-2030 Proposed Highway & Multimodal Improvement Program Executive Summary," Illinois Department of Transportation, (Springfield: June 2024), [https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/opp/hip/Executive%20Summary%20FY%2025-30\\_MYP.pdf](https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/opp/hip/Executive%20Summary%20FY%2025-30_MYP.pdf)
- 7 See "Featured Projects," Illinois Department of Transportation, <https://idot.illinois.gov/programs-and-projects/featured-projects.html>.
- 8 IDOT has put out their 2026-2031 MYP, and the Excel file of the 2025-2030 MYP is no longer available. A full project listing on which this figure was based is available as a PDF, "FY 2025-2030 Proposed Highway & Multimodal Improvement Program," Illinois Department of Transportation, [https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/opp/hip/MYP\\_FY2025-30.pdf](https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/opp/hip/MYP_FY2025-30.pdf).
- 9 "Introduction," FY 2024-2027 Statewide Transportation Improvement Program, Illinois Department of Transportation, <https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/opp/stip/fy2024-2027/FY%202024-2027%20STIP.pdf>
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- 11 See "Illinois Department of Transportation Carbon Reduction Strategy," [https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/memos---letters/environment/IDOT%20Carbon%20Reduction%20Strategy\\_with%20Appendices\\_FINAL.pdf](https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/memos---letters/environment/IDOT%20Carbon%20Reduction%20Strategy_with%20Appendices_FINAL.pdf)
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- 13 "Indiana Total Expenditures," <https://www.in.gov/itp/finances/total-expenditures/>
- 14 Sum of the Local Construction Grants, Local Unit Fed. Reimbursement, Distributions to Other Local Governments, and County Match for Federal HWY accounts in "Indiana Total Expenditures."

- <sup>15</sup> FY2024 Computational Tables, Table 13: Summary of Apportionments, FHWA, <https://highways.dot.gov/ijja/funding/fy-2024-computational-tables/table-13-summary-apportionments>
- <sup>16</sup> FY 2024 Full Year Apportionments State Totals, FTA, <https://www.transit.dot.gov/funding/apportionments/fy-2024-full-year-apportionments-state-totals>
- <sup>17</sup> "Statewide Transportation Improvement Program 2026–2030," Indiana Department of Transportation (Indianapolis: August 2025), [https://www.in.gov/indot/div/pubs/STIP\\_2026-2030-final.pdf](https://www.in.gov/indot/div/pubs/STIP_2026-2030-final.pdf)
- <sup>18</sup> See "INDOT Major Projects," Indiana Department of Transportation, <https://www.in.gov/indot/projects/>
- <sup>19</sup> "Statewide Transportation Improvement Program 2026–2030." See note 17.
- <sup>20</sup> "Statewide Transportation Improvement Program 2026–2030." See note 17.
- <sup>21</sup> "INDOT Agency Goals," Indiana Department of Transportation (December 2023), <https://www.in.gov/indot/files/2024-Goals-8.5x11-Final.pdf>
- <sup>22</sup> Neither DOT's Carbon Reduction Strategy or IDEM's Priority Climate Action Plan actually phrases a reduction in greenhouse gases or VMT as a goal, only as a possible strategy. See "Indiana Priority Climate Action Plan," Indiana Department of Environmental Management (March 2024), [https://www.in.gov/idem/airquality/files/cprg\\_20240301\\_final\\_pcap.pdf](https://www.in.gov/idem/airquality/files/cprg_20240301_final_pcap.pdf)
- <sup>23</sup> "INDOT Project Development Public Involvement Procedures Manual," Indiana Department of Transportation (2021), [https://www.in.gov/indot/files/Project-Development\\_PIPM-July-2021\\_FINAL.pdf](https://www.in.gov/indot/files/Project-Development_PIPM-July-2021_FINAL.pdf)
- <sup>24</sup> "Transportation Facts," Iowa Department of Transportation, <https://iowadot.gov/transportation-facts>.
- <sup>25</sup> "State of Iowa Expenditures," Iowa Department of Administrative Services (February 2026). Select #Amount, and Filter for "Budget FY", <https://data.iowa.gov/d/mn9y-cwp6/visualization>
- <sup>26</sup> The Iowa Checkbook only provides figures for \$1.9B of spending in FY2024, so it is possible this figure should be slightly higher. This represents a sum of all payments to cities, counties, regional commissions, transit agencies and authorities. <https://checkbook.iowa.gov/#!/year/2024/explore/O-/department/TRANSPORTATION,+DEPT+OF/O-barChart-46-O/vendor>
- <sup>27</sup> FY2024 Computational Tables, Table 13: Summary of Apportionments, FHWA. See note 4.
- <sup>28</sup> FY 2024 Full Year Apportionments State Totals, FTA. See note 5.
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- <sup>30</sup> "2026–30 Iowa Transportation Improvement Program," Iowa Department of Transportation, <https://iowadot.gov/media/844/download?inline>
- <sup>31</sup> "Major Construction Projects," Iowa Department of Transportation, <https://iowadot.gov/modes-travel/roads-highways/major-construction-projects>
- <sup>32</sup> "Statewide Transportation Improvement Program 2026–2029." See note 29.
- <sup>33</sup> "Statewide Transportation Improvement Program 2026–2029." See note 29.
- <sup>34</sup> "2026–30 Iowa Transportation Improvement Program." See note 30.
- <sup>35</sup> "Iowa's Five-Year Strategy Highway Safety Plan (SHSP) 2024–2028," Iowa Department of Transportation, <https://iowadot.gov/media/1697/download?inline>.
- <sup>36</sup> "Mileage and Travel Data," Kansas Department of Transportation, <https://www.ksdot.gov/about/our-organization/divisions/planning-and-development/traffic-data-reports/mileage-and-travel-in-kansas>

- <sup>37</sup> “FY 2024 – FY 2026 Budget Summary,” Kansas Department of Transportation, [kslegislature.gov/li\\_2024/b2023\\_24/committees/ctte\\_spc\\_2024\\_on\\_leg\\_bdgt\\_1/documents/testimony/20241219\\_01.pdf](https://kslegislature.gov/li_2024/b2023_24/committees/ctte_spc_2024_on_leg_bdgt_1/documents/testimony/20241219_01.pdf)
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- <sup>39</sup> FY2024 Computational Tables, Table 13: Summary of Apportionments, FHWA. See note 4.
- <sup>40</sup> FY 2024 Full Year Apportionments State Totals, FTA. See note 5.
- <sup>41</sup> “State Transportation Improvement Program Federal Fiscal Year 2026–29,” Kansas Department of Transportation, <https://www.ksdot.gov/home/showpublisheddocument/13658/638955953005400000>
- <sup>42</sup> “Projects,” Kansas Department of Transportation, <https://www.ksdot.gov/projects>.
- <sup>43</sup> “State Transportation Improvement Program Federal Fiscal Year 2026–29,” Kansas Department of Transportation. See note 41.
- <sup>44</sup> “2020–2045 Kansas Long Range Transportation Plan,” Kansas Department of Transportation (July 2021), <https://www.ksdot.gov/home/showpublisheddocument/3545/638943096929330000>
- <sup>45</sup> “Drive to Zero,” Kansas Department of Transportation, <https://www.ksdot.gov/about/our-organization/divisions/transportation-safety/drive-to-zero>.
- <sup>46</sup> KS has a Transportation Emissions Reduction Strategy, but it doesn’t list climate or emissions reductions as a primary goal: <https://www.ksdot.gov/home/showpublisheddocument/3371/638943097198830000>.
- <sup>47</sup> FHWA’s Highway Statistics (2023), Table HM-10, <https://www.fhwa.dot.gov/policyinformation/statistics/2023/hm10.cfm>; state figures from “Fast Facts 2025,” Michigan Department of Transportation, <https://www.michigan.gov/mdot/-/media/Project/Websites/MDOT/About-Us/Governmental-Affairs/Official-Guide-MDOT.pdf?rev=e1e4b148b78f4890a89290c40286ffec&hash=D397EF01548404FBBDF700B4B0207D93>
- <sup>48</sup> “2024 Annual Financial Report,” Michigan Department of Transportation, [www.michigan.gov/mdot/-/media/Project/Websites/MDOT/Footer/Finance/Annual-Financial-Report/Annual-Financial-Report-2024.pdf?rev=a1822ee28eaa413e9eeb27f712c16027&hash=E1421DA367E5F76D538212163B4833A7](http://www.michigan.gov/mdot/-/media/Project/Websites/MDOT/Footer/Finance/Annual-Financial-Report/Annual-Financial-Report-2024.pdf?rev=a1822ee28eaa413e9eeb27f712c16027&hash=E1421DA367E5F76D538212163B4833A7)
- <sup>49</sup> “Payments to Locals” category in FY2024–25 Year to Date, “FY2025–2026 Transportation Budget,” Michigan Senate Fiscal Agency, [legislature.mi.gov/documents/2025-2026/billanalysis/Senate/pdf/2025-SFA-0174-S.pdf](https://legislature.mi.gov/documents/2025-2026/billanalysis/Senate/pdf/2025-SFA-0174-S.pdf)
- <sup>50</sup> FY2024 Computational Tables, Table 13: Summary of Apportionments, FHWA. See note 4.
- <sup>51</sup> FY 2024 Full Year Apportionments State Totals, FTA. See note 5.
- <sup>52</sup> “Michigan Transportation Program Portal,” Michigan Department of Transportation, [experience.arcgis.com/experience/f3a4872ac4444f5eac3adf4c656d0a53/page/TransportationProjPortal?](https://experience.arcgis.com/experience/f3a4872ac4444f5eac3adf4c656d0a53/page/TransportationProjPortal?)
- <sup>53</sup> “Michigan Transportation Program Portal,” Michigan Department of Transportation. See note 52.
- <sup>54</sup> “2026–2030 Five-Year Transportation Program,” Michigan Department of Transportation (2025), [michigan.gov/mdot/-/media/Project/Websites/MDOT/Programs/Planning/Five-Year-Transportation-Program/2026-2030-5YTP.pdf?rev=72c51212582c4b3f8489c3972674efab&hash=3A27294E3A2236CE4731AA3DBC896E08](https://www.michigan.gov/mdot/-/media/Project/Websites/MDOT/Programs/Planning/Five-Year-Transportation-Program/2026-2030-5YTP.pdf?rev=72c51212582c4b3f8489c3972674efab&hash=3A27294E3A2236CE4731AA3DBC896E08)
- <sup>55</sup> “Traffic and Safety,” Michigan Department of Transportation, <https://www.michigan.gov/mdot/travel/safety>.
- <sup>56</sup> “Michigan Healthy Climate Plan,” Michigan Department of Environment, Great Lakes, and Energy (April 2022), [www.michigan.gov/egle/-/media/Project/Websites/egle/Documents/Offices/OCE/MI-Healthy-Climature-Plan.pdf?rev=d13f4adc2b1d45909bd708cafcbfffa](https://www.michigan.gov/egle/-/media/Project/Websites/egle/Documents/Offices/OCE/MI-Healthy-Climature-Plan.pdf?rev=d13f4adc2b1d45909bd708cafcbfffa).
- <sup>57</sup> See “Governor Whitmer’s Budget Fixes the Damn (State AND Local) Roads,” Michigan Executive Office of the Governor, October 13, 2025, [michigan.gov/whitmer/news/press-releases/2025/10/13\\_governor-whitmers-budget-fixes-the-state-and-local-roads](https://www.michigan.gov/whitmer/news/press-releases/2025/10/13_governor-whitmers-budget-fixes-the-state-and-local-roads) and “Advocacy Works! \$160 million more for transit in MI budget!” Transportation Riders United, October 3, 2025, <https://www.detroittransit.org/fy26-mi-budget-win/>

- <sup>58</sup> See “Rebuilding Michigan,” Michigan Department of Transportation, <https://www.michigan.gov/mdot/projects-studies/rebuilding-michigan-projects>
- <sup>59</sup> “Roadway Data & Support: Fun Facts,” Minnesota Department of Transportation, <https://www.dot.state.mn.us/roadway/data/fun-facts.html>
- <sup>60</sup> “Transportation: Agency Expenditure Overview” in Governor’s Biennial Budget Recommendations 2026–27 Biennial Budget, State of Minnesota (January 2025), [mn.gov/mmb-stat/documents/budget/2026-27-biennial-budget-books/governors-recommendations-january/transportation.pdf](https://mn.gov/mmb-stat/documents/budget/2026-27-biennial-budget-books/governors-recommendations-january/transportation.pdf)
- <sup>61</sup> “Grants, Aids, and Subsidies” in Expenditures by Category, “Transportation: Agency Expenditure Overview” in Governor’s Biennial Budget Recommendations 2026–27 Biennial Budget, State of Minnesota. See note 60.
- <sup>62</sup> FY2024 Computational Tables, Table 13: Summary of Apportionments, FHWA. See note 4.
- <sup>63</sup> FY 2024 Full Year Apportionments State Totals, FTA. See note 5.
- <sup>64</sup> Drawn from an Excel list of STIP projects, available at “State Transportation Improvement Program (STIP),” Minnesota Department of Transportation, <https://www.dot.state.mn.us/planning/program/stip.html>.
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- <sup>69</sup> See “Transportation greenhouse gas emissions legislation,” Minnesota Department of Transportation, <https://www.dot.state.mn.us/sustainability/ghg-legislation.html>
- <sup>70</sup> “20-Year State Highway Investment Plan,” Minnesota Department of Transportation. See note 67.
- <sup>71</sup> See “Transportation greenhouse gas emissions legislation,” note 69.
- <sup>72</sup> “What the 2025 Transportation Bill Means for Transit and Climate Progress in Minnesota,” Move Minnesota, June 11, 2025, <https://www.movemn.org/what-the-2025-transportation-bill-means-for-transit-and-climate-progress-in-minnesota/>
- <sup>73</sup> “North Dakota Transportation Handbook,” North Dakota Department of Transportation (2021), <https://www.library.nd.gov/statedocs/Transportation/TransportationHandbook/2021.pdf>
- <sup>74</sup> “Checkbook Dashboard,” North Dakota Office of Management and Budget, <https://www.omb.nd.gov/financial-transparency/dashboards/checkbook-dashboard>
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- <sup>78</sup> An Excel version of the 2026–2029 STIP is available on “Transportation Plans & Programs,” North Dakota Department of Transportation, [www.dot.nd.gov/construction-and-planning/transportation-plans-programs](https://www.dot.nd.gov/construction-and-planning/transportation-plans-programs); [https://www.dot.nd.gov/sites/www/files/documents/construction-and-planning/STIP\\_2026-2029.xlsx](https://www.dot.nd.gov/sites/www/files/documents/construction-and-planning/STIP_2026-2029.xlsx).
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- <sup>81</sup> “2025–2028 Statewide Transportation Improvement Plan,” North Dakota Department of Transportation, (November 2024), [https://www.dot.nd.gov/sites/www/files/documents/construction-and-planning/STIP\\_2025-2028\\_Web\\_Version.pdf](https://www.dot.nd.gov/sites/www/files/documents/construction-and-planning/STIP_2025-2028_Web_Version.pdf). It is still not entirely clear from the STIP what the investment strategy is.
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- <sup>104</sup> “Carbon Reduction Strategy,” South Dakota Department of Transportation, (November 2023), [https://dot.sd.gov/media/af8a6d37/Carbon\\_Reduction\\_Strategy\\_Document\\_11-06-2023%20%28002%29.pdf](https://dot.sd.gov/media/af8a6d37/Carbon_Reduction_Strategy_Document_11-06-2023%20%28002%29.pdf)
- <sup>105</sup> See “Updated Move Over Law in South Dakota,” South Dakota Department of Transportation, <https://dot.sd.gov/inside-sddot/media/sddot-blog/move-over-law-july-1-2025/>
- <sup>106</sup> Peter Mosher, “State Trunk Highway Program,” Wisconsin Legislative Fiscal Bureau, (January 2025), [https://docs.legis.wisconsin.gov/misc/lfb/informational\\_papers/january\\_2025/0044\\_state\\_trunk\\_highway\\_program\\_informational\\_paper\\_44.pdf](https://docs.legis.wisconsin.gov/misc/lfb/informational_papers/january_2025/0044_state_trunk_highway_program_informational_paper_44.pdf)
- <sup>107</sup> “2024–2025 Transportation Budget Trends,” Wisconsin Department of Transportation (2025), <https://wisconsin.gov/Documents/about-wisdot/performance/budget/budget-trends-24-25.pdf>
- <sup>108</sup> “2024–2025 Transportation Budget Trends,” Wisconsin Department of Transportation (2025).
- <sup>109</sup> “2024–2025 Transportation Budget Trends,” Wisconsin Department of Transportation (2025). For national comparison, see FY2024 Computational Tables, Table 13: Summary of Apportionments, FHWA, see note 4.
- <sup>110</sup> FY 2024 Full Year Apportionments State Totals, FTA. See note 5.
- <sup>111</sup> Filtered in “Four-Year Statewide Transportation Program,” Wisconsin Department of Transportation, <https://experience.arcgis.com/experience/6d06e54fcec4ac08aa843f827c4d944/page/-Four-Year-Statewide-Transportation-Improvement-Program-%28STIP%29>
- <sup>112</sup> Filtered in “Four-Year Statewide Transportation Program,” Wisconsin Department of Transportation.
- <sup>113</sup> See “MAPSS Performance Improvement Program,” Wisconsin Department of Transportation <https://mapss.wisconsin.gov/>; and for context see “Connect 2050: Wisconsin’s Statewide Long Range Transportation Plan,” Wisconsin Department of Transportation, (May 2022), <https://drive.google.com/file/d/1F7Nhg-9EAnhtjrSllsYhhiN4ylUqQcdF/view>. Cannot find more specific language around investment priorities.
- <sup>114</sup> “WisDOT: Safety First,” Wisconsin Department of Transportation, [wisconsin.gov/Pages/safety/default.aspx](https://wisconsin.gov/Pages/safety/default.aspx)
- <sup>115</sup> “Strategic Highway Safety Plan 2023–2027,” Wisconsin Department of Transportation, (December 2023), <https://drive.google.com/file/d/1uxzbCcmztJJKvtBqyyNbHdls8P78NzT/view>
- <sup>116</sup> “Connect 2050: Wisconsin’s Statewide Long Range Transportation Plan,” Wisconsin Department of Transportation, (May 2022).
- <sup>117</sup> Lorin Cox, “Wisconsin DOT secretary explains impact of transportation funding and fee increases from new state budget,” Wisconsin Public Radio, July 16, 2025, <https://www.wpr.org/news/wisconsin-dot-secretary-transportation-funding-fee-increases-budget>
- <sup>118</sup> Evan Casey, “More Wisconsin counties, municipalities turning to local wheel tax,” Wisconsin Public Radio, October 13, 2025, [www.wpr.org/news/more-wisconsin-counties-municipalities-turning-to-local-wheel-tax](https://www.wpr.org/news/more-wisconsin-counties-municipalities-turning-to-local-wheel-tax)
- <sup>119</sup> The USDOT Climate Change Center is no longer active, but the resource is available at the ArcGIS link: <https://climate-strategies-that-work-usdot.hub.arcgis.com/>. If the GIS link breaks, a PDF of the strategies are still available from the National Transportation Library: <https://rosap.ntl.bts.gov/view/dot/79318>, and housed 3rd party by Harvard Law’s Environmental & Energy Law Program: <https://eelp.law.harvard.edu/wp-content/uploads/2025/01/USDOT-Climate-Strategies-That-Work-JAN-2025-Compressed.pdf>.