Every Day Counts
Innovation for a Nation on the Move

U.S. Department of Transportation
Federal Highway Administration





Every Day Counts:
Innovation for a Nation on the Move

EDC-7 Progress Report #1
April 2024

Foreword


VHB


USDOT/Getty Images


Utah DOT

Florida DOT

Every Day Counts (EDC) is the Federal Highway Administration's (FHWA's) program to advance a culture of innovation in the transportation community in partnership with public and private stakeholders. Through this State-based effort, FHWA coordinates rapid deployment of proven strategies and technologies to shorten the project delivery process, enhance roadway safety, reduce traffic congestion, and integrate automation.

This report summarizes the April 2024 status of deployment for the seven innovations in the seventh round of EDC. The report is intended to be a resource for transportation stakeholders as they develop their deployment plans and to encourage innovation in managing highway project delivery to better serve the Nation.

Quality Assurance Statement

The Federal Highway Administration provides high-quality information to serve government, industry, and the public in a manner that promotes public understanding. Standards and policies are used to ensure and maximize the quality, objectivity, utility, and integrity of its information. FHWA periodically reviews quality issues and adjusts its programs and processes to ensure continuous quality improvement.

Cover Images left to right:

GettyImages, FHWA, G. Carrick, North Carolina DOT, FHWA

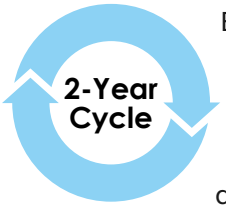
CONTENTS

Recommended Citation:
U.S. Department of Transportation, Federal Highway Administration
Washington, DC: 2021
Every Day Counts: Innovation for a Nation on the Move
EDC-7 Progress Report #1
https://doi.org/10.21949/1521889

Every Day Counts: Innovation for a Nation on the Move

The Federal Highway Administration (FHWA) created Every Day Counts (EDC) to accelerate the delivery of highway projects and foster an innovative culture in the transportation community. Through EDC's State-based model, FHWA collaborates with the American Association of State Highway and Transportation Officials (AASHTO) and other stakeholders to rapidly deploy proven but underused innovations to shorten the project delivery process, enhance roadway safety, reduce traffic congestion, and improve environmental sustainability. EDC provides transportation agencies with innovations that save time, money, and resources they can use to deliver more projects and better serve the traveling public.

Since its 2009 launch, EDC has had a significant positive impact on the transportation community's adoption of new technologies and processes. Since the inception of EDC, each State has used 26 or more of the 57 innovations promoted through Every Day Counts, and some States have deployed more than 45. Many of these technologies and processes are now mainstream practices across the country.



Every 2 years, FHWA works with State transportation departments, local governments, tribes, industry, and other stakeholders to identify a new set of innovative technologies and practices that merit accelerated deployment through EDC. When choosing innovations, stakeholders consider market readiness, impacts, benefits, and ease of adoption. EDC round seven (EDC-7), which promotes the adoption of seven innovations from April 2023 through May 2025, builds on the successful deployment efforts of earlier EDC rounds.

After selecting innovations for each EDC deployment cycle, transportation leaders gather at regional summits to discuss the innovations in detail and identify opportunities to implement those that meet the unique needs of their State and local programs. Following the summits, State Transportation Innovation Councils (STICs) finalize their innovation selections and establish implementation performance goals for the 2-year cycle. STICs provide forums for transportation stakeholders to consider innovations FHWA recommends, along with technologies and practices from sources such as the AASHTO Innovation Initiative and the second Strategic Highway Research Program, and adopt those that add value to their highway programs.

FHWA forms deployment teams for the EDC innovations to assist States in their implementation efforts. Using feedback from stakeholders, the teams offer technical assistance, training, and outreach to help the transportation community adopt innovations and make them standard practice. FWHA also offers assistance through its STIC Incentive and Accelerated Innovation Deployment (AID) Demonstration programs to encourage and provide incentives for innovation deployment. The STIC Incentive program provides up to $125,000 a year per STIC to help institutionalize innovations. The AID Demonstration program provides an incentive of up to $1 million to support the cost of deploying an innovation on any phase of a highway project. The program allocates up to $10 million per year in incentive funds.

Throughout each EDC deployment cycle, FHWA reports regularly on innovation deployment status in each State and aggregates the data to provide a nationwide overview. FHWA also works with stakeholders to share success stories, specifications, best practices, lessons learned, and data through case studies, web conferences, presentations, and demonstration projects. The result is rapid technology transfer and accelerated deployment of innovation across the Nation.

EDC-7 Innovation Implementation

This section provides details on the seven innovations FHWA is encouraging States to adopt during EDC-7. It includes maps and charts that show the progress expected in advancing the technologies and practices in 2023 through 2025.

The maps illustrate the state of practice in April 2024. The charts compare April 2023 baseline data and April 2025 goals set by States.

Every 6 months, FHWA will compile a report on the status of the state of practice to track the progress of EDC-7 innovation implementation. With each progress report, the number of States in the advanced implementation stages will increase while the number of States in the initial stages will decrease as States carry out their deployment plans.

This report uses "State" as a general term that includes the State transportation department, metropolitan planning organizations, local governments, tribes, private industry, and other stakeholders in a State or territory. Information is provided for the 50 States; Washington, DC; Puerto Rico; the U.S. Virgin Islands; and Federal Lands Highway, a total of 54 entities, each represented by a STIC.

The following table defines the innovation deployment stages displayed on the maps and charts.

Attainment of Demonstration, Assessment, or Institutionalized Implementation across All Innovations and States

Progress Report #1

Innovation Implementation Stages

Not Implemented	The State has not started planning to implement the innovation.
Development Stage	The State is developing an implementation process and building support by participating in webinars and peer exchanges and collecting guidance and best practices.
Demonstration Stage	The State is testing/piloting the innovation.
Assessment Stage	The State is assessing the performance of the innovation and adjusting any processes for full deployment.
Institutionalized	The State has adopted the innovation as a standard practice and uses it regularly on projects.

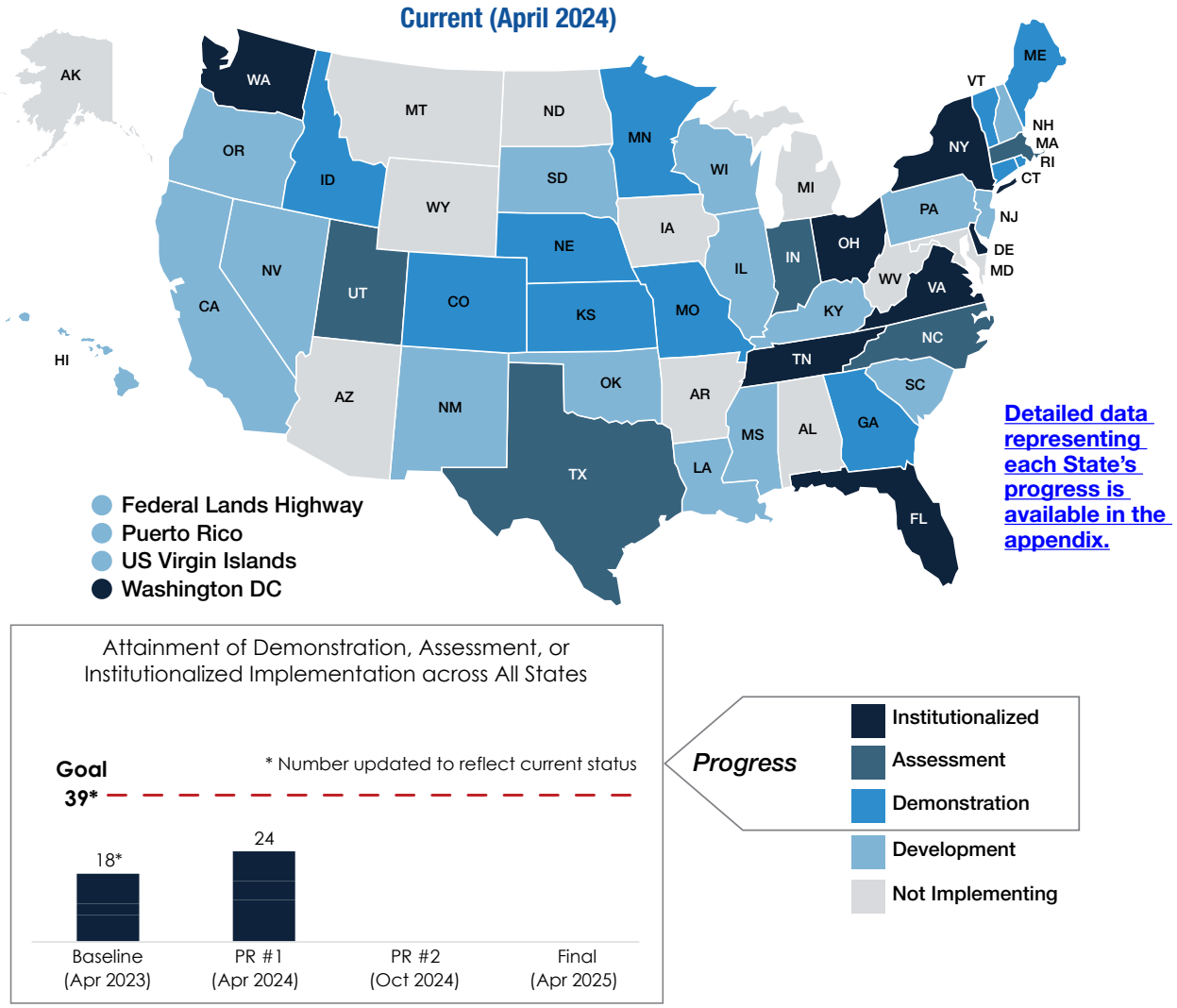
Nighttime Visibility for Safety

The nighttime fatality rate on the Nation's roadways is three times higher than the daytime rate, and 76 percent of pedestrian fatalities occur at night. Enhancing nighttime visibility where non-motorists mix with traffic during darkness will save lives.

Nighttime visibility for safety focuses on deploying countermeasures that improve nighttime visibility in close proximity to pedestrian activity locations to safely connect people to the community and essential services. Enhancing visibility in these activity areas with targeted applications of cost-effective and proven lighting and traffic control device countermeasures can save lives.

Available tools include proven safety countermeasures and products, as well as updated and new approaches for lighting design and application of traffic control devices to improve nighttime visibility for all road users at every level of government. A key focus of this effort will be lighting, including design, maintenance, and technology advancements to improve pedestrian crossings near activity locations.

Nineteen States are developing implementation plans and learning more about nighttime visibility for safety. Sixteen States are demonstrating and assessing nighttime visibility for safety, while another eight States have institutionalized it.



Next-Generation TIM: Technology for Saving Lives

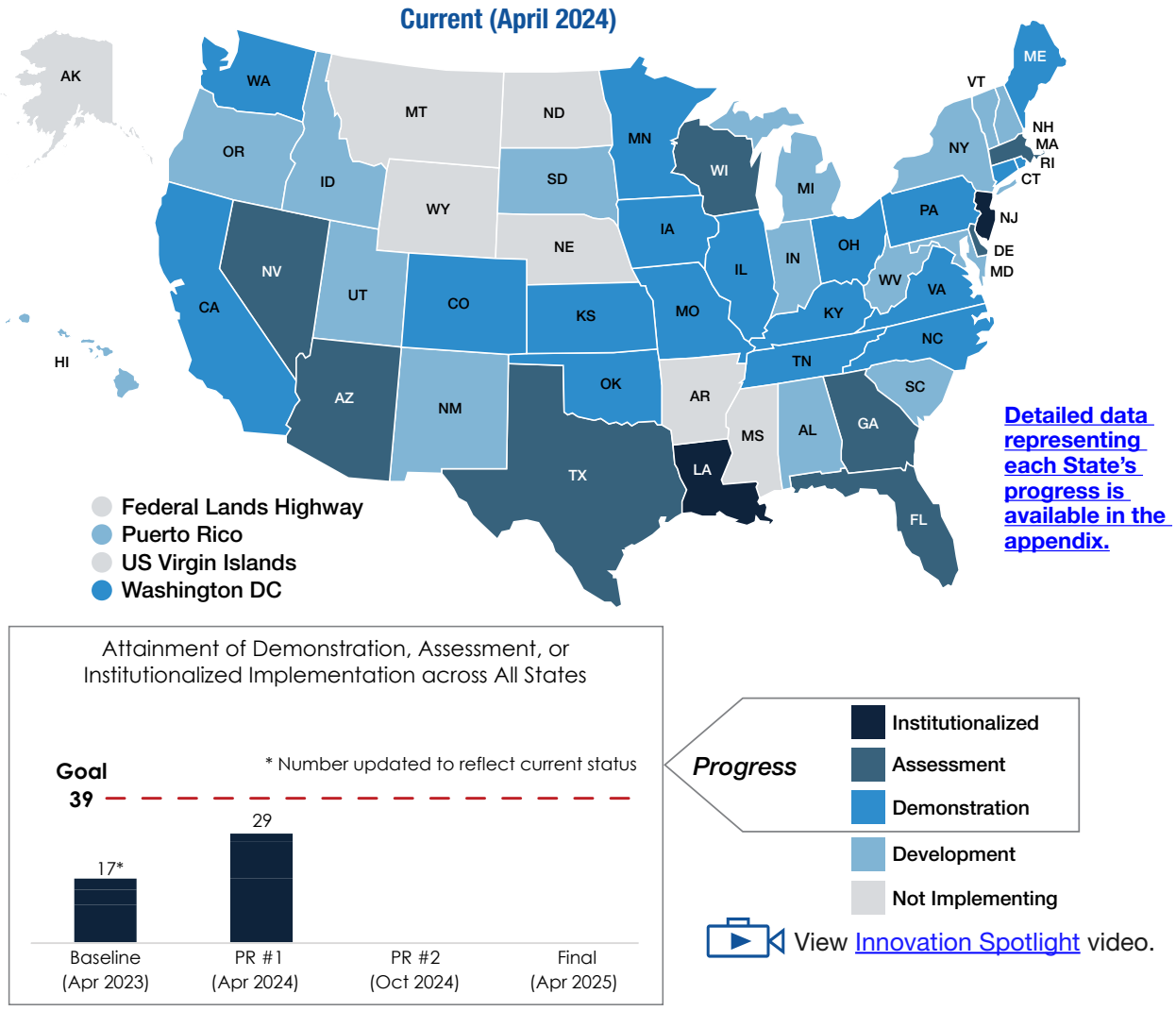
More than 6 million reportable crashes occur each year in the United States, resulting in 2 million injuries and more than 30,000 fatalities. Additionally, there are over 32 million disabled vehicles and countless incidents of roadway debris. Each of these events puts responders and motorists at risk of secondary crashes. A planned and coordinated approach to handling these incidents is the essence of traffic incident management (TIM).

Next-generation TIM: technology for saving lives (NextGen TIM) recommends technology that has the potential to improve the safety of responders and motorists while improving post-crash care for the injured. NextGen TIM enables incident responders to become more effective and efficient in their response duties. Clearing roadway incidents more safely and quickly reduces exposure for incident responders and motorists while restoring normal traffic flow for commerce and productivity and quality of life for roadway users.

In practice, TIM on all types of roadways has been shown to save lives, time, and money. TIM technology brings it to a new level.

Forty-four states are participating in NextGen TIM: Technology for Saving Lives. Twenty nine states are demonstrating, assessing, or institutionalizing their deployment of one or more of TIM safety related technologies.

View FHWA STIC-Funded Projects.



View Innovation Spotlight video.

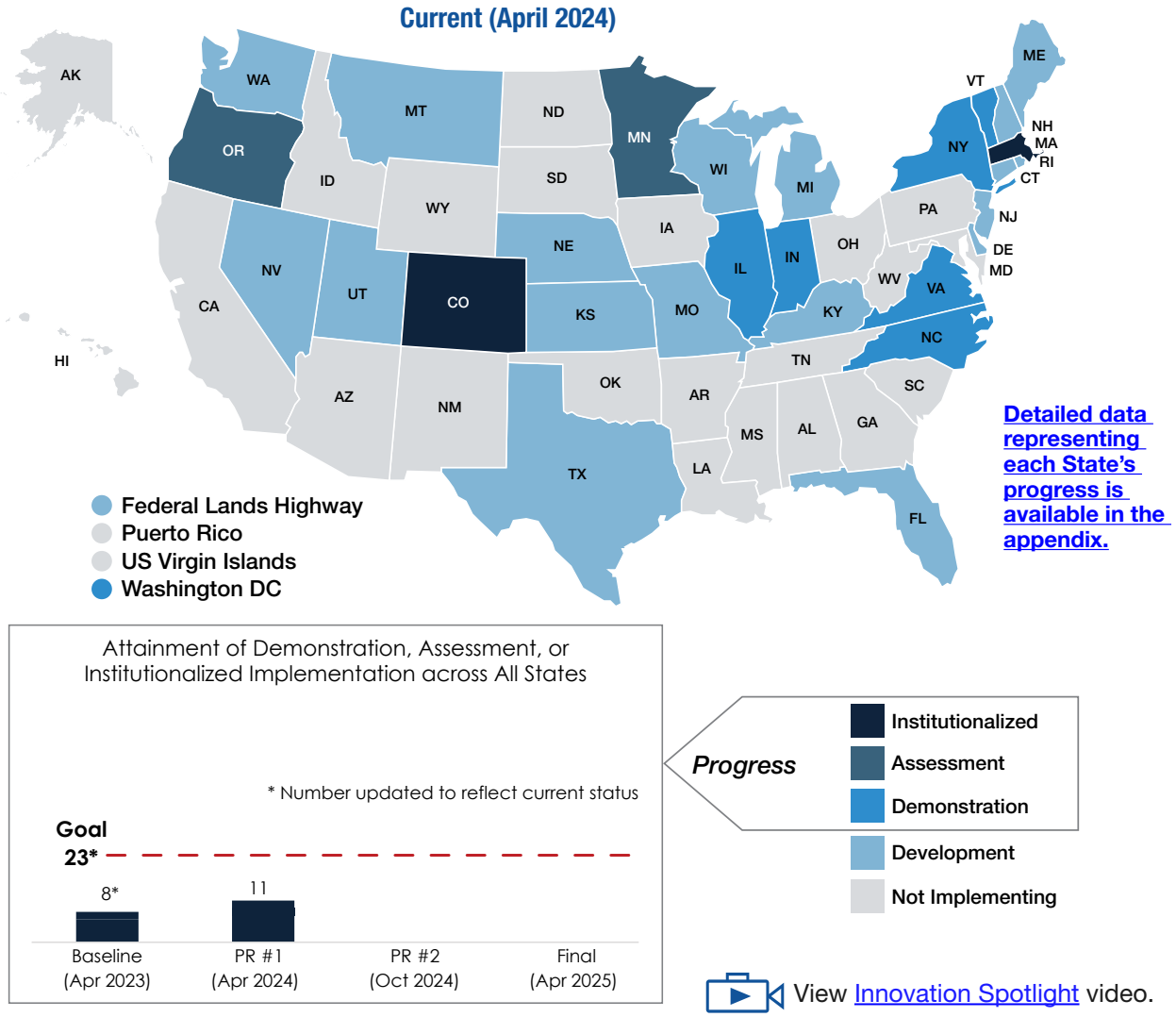
Integrating GHG Assessment and Reduction Targets in Transportation Planning

Transportation is the largest emitter of greenhouse gases (GHGs) in the United States—as well as one of the fastest-growing sources. National inventories suggest the transportation sector generates approximately 29 percent of the Nation's GHG emissions, and roadway vehicles account for about 83 percent of that amount.

Integrating GHG assessment and reduction targets in transportation planning can lead to better transportation program and project decisions. State departments of transportation (DOTs) and metropolitan planning organizations can address GHGs in the planning process based on vetted, state-of-the-practice examples. These approaches include specific analytic tools, methods, and frameworks to support target setting and GHG estimation that can be integrated with existing planning products, including statewide and metropolitan transportation plans and transportation improvement programs.

Integrating the consideration of GHG emissions into transportation planning and decision making is a critical step that agencies can take toward meeting national reduction goals and reducing their climate impact.

Nineteen States are developing implementation plans and learning more about tihis innovation. Nine States are demonstrating and assessing GHG assessment and reduction targets. Two States have institutionalized GHG assessment and reduction targets in transportation planning.



View Innovation Spotlight video.

Enhancing Performance with Internally Cured Concrete (EPIC²)

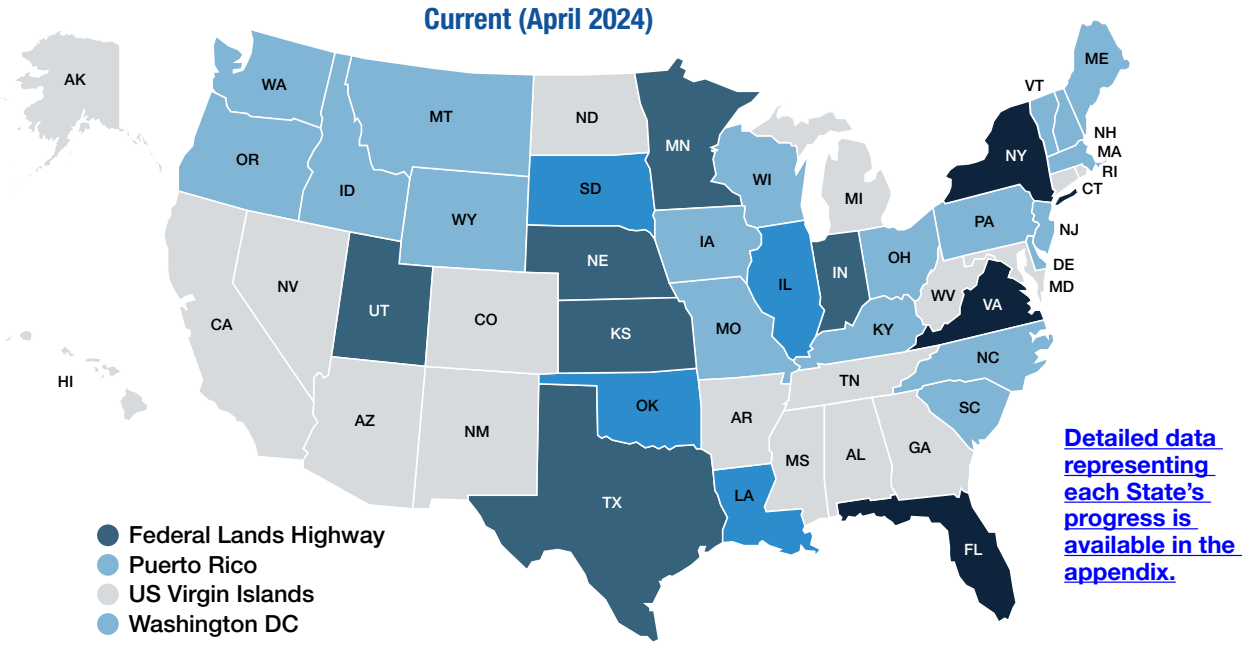
Shrinkage cracking in concrete is a key limiting factor in achieving acceptable long-term performance in concrete bridges, roads, and repairs. When this cracking occurs at an early age, it leaves the concrete and embedded reinforcement exposed to degradation, reducing the service life of the structure.

Enhancing performance with internally cured concrete (EPIC²) can be employed in any concrete mixture with an adjustment to mixture proportions. The most widely used approach includes pre-wetted lightweight aggregates, which have a high absorption capacity and are naturally compatible with common concrete production practices. A portion of the normal-weight fine aggregate is replaced with a pre-wetted lightweight fine aggregate, which distributes water throughout the concrete body during curing.

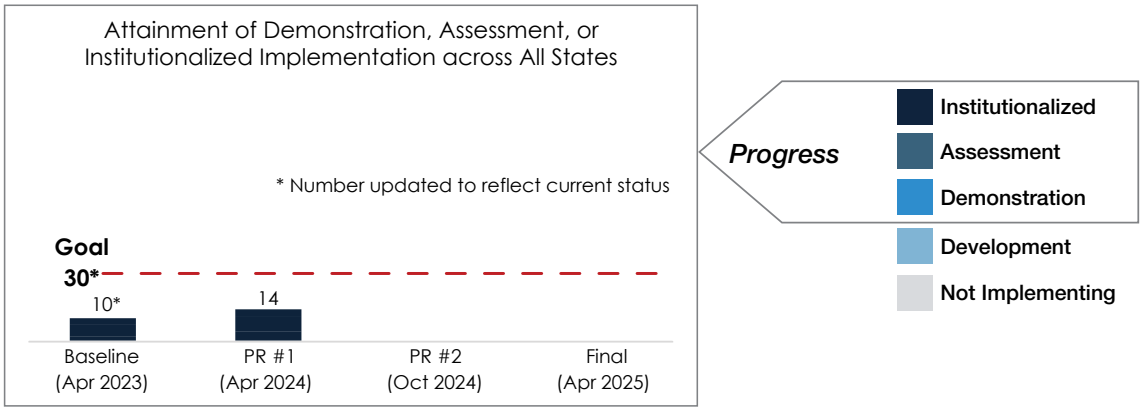
Unlike conventional curing where water is supplied on the concrete's surface, internal curing provides a source of moisture from inside the concrete mixture, improving its resistance to cracking and overall durability.

Twent-one States are developing implementation plans and learning more about EPIC². Eleven States are demonstrating and assessing EPIC². Three States have institutionalized this innovation.

View FHWA STIC-Funded Projects.



Detailed data representing each State's progress is available in the appendix.



View Innovation Spotlight video.

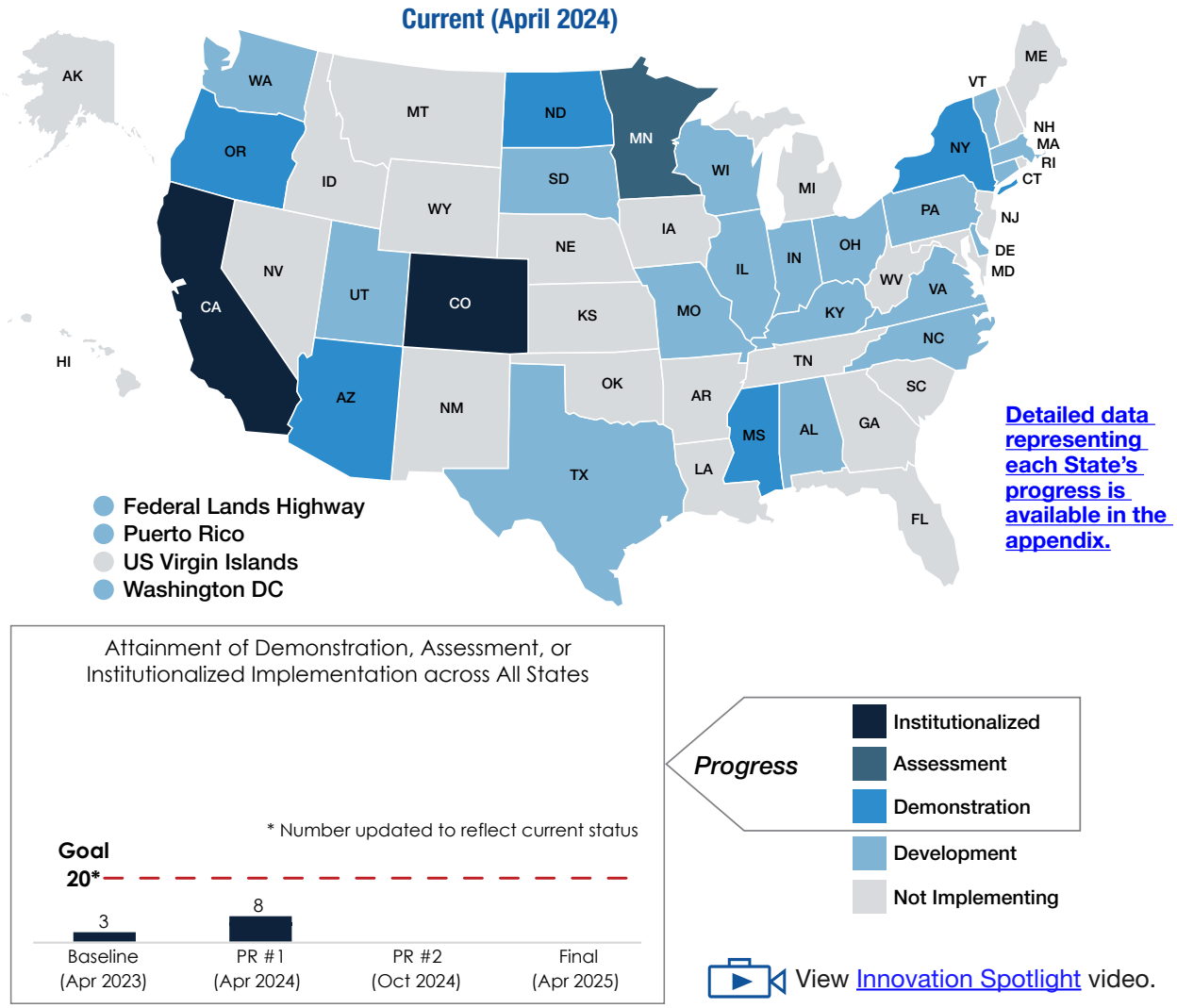
EPDs for Sustainable Project Delivery

The manufacture, transportation, and production of construction materials such as aggregate, asphalt, cement, asphalt mixtures, concrete mixtures, and steel reinforcement generates environmental impacts. As DOTs become increasingly conscious of infrastructure's environmental burdens and seek more sustainable strategies, they are looking for measures that accurately reflect the environmental impacts of each alternative.

Environmental Product Declarations (EPDs) communicate the GHG emissions of construction materials in a transparent and standardized manner. They provide an opportunity to reduce negative environmental impacts by transforming the project delivery process.

EPDs are transparent, third-party verified reports used to communicate the impacts from resource use, energy, and emissions. Agencies can leverage EPDs to support decision making throughout the project delivery process. EPDs at material installation can establish and develop benchmarks for current designs and projects. This tool will help agencies reduce GHG emissions in their construction projects.

Twenty-two States are developing implementation plans and learning more about EPDs. Six States are demonstrating and assessing EPDs. Two States have institutionalized EPDs for sustainable project delivery.



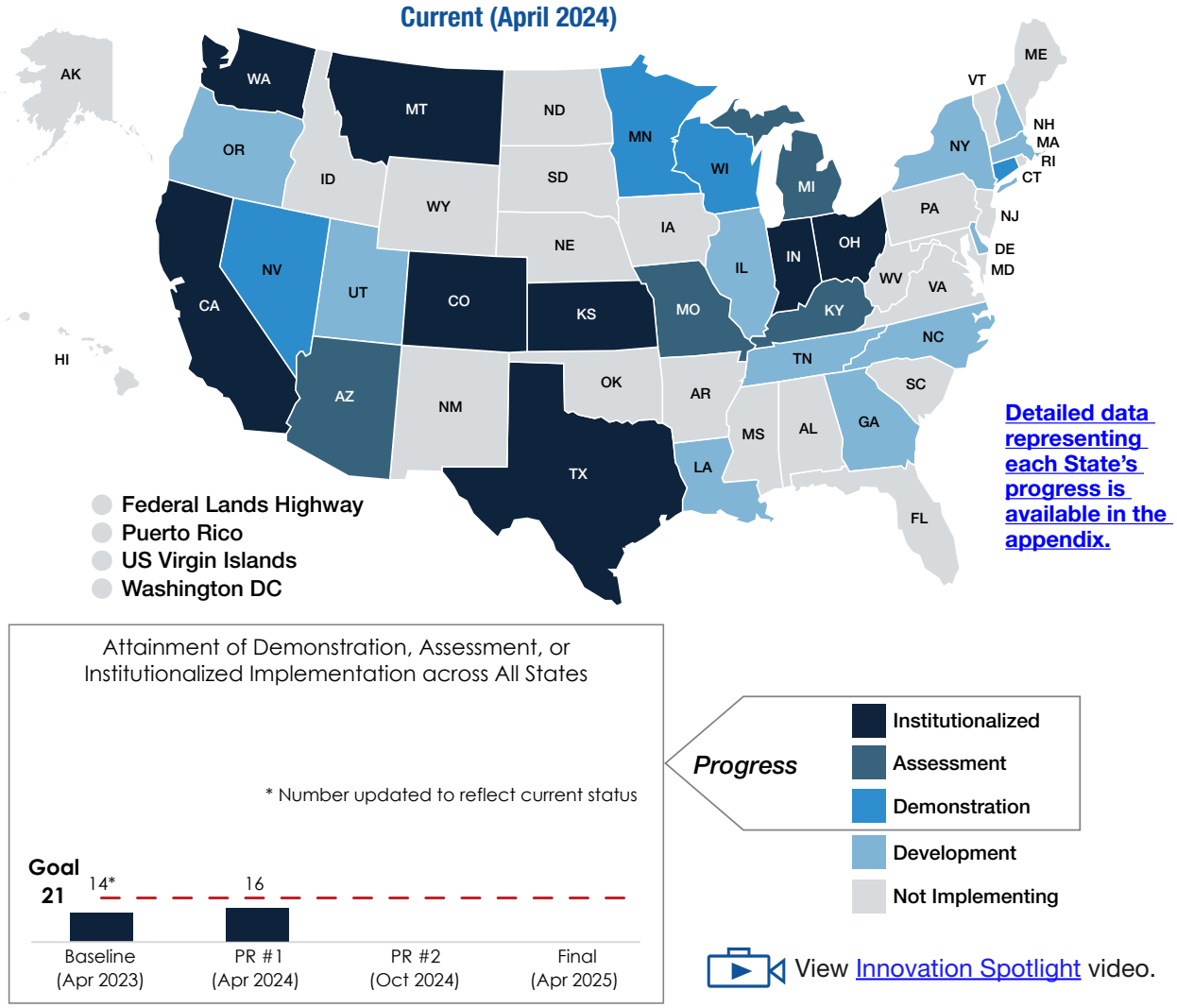
Rethinking DBE for Design-Build

Providing opportunities for small, disadvantaged firms is the essence of the Disadvantaged Business Enterprise (DBE) Program. However, as States, or other project sponsors, increase their use of design-build for project delivery, this contracting method is presenting challenges to ensuring that equitable opportunities are realized.

Design-build contracting is used frequently on larger, complex highway and bridge projects that have potentially significant subcontracting opportunities for DBEs. However, since the projects are not fully designed at time of proposal and the details of available subcontracting opportunities are not yet known, it may be challenging for prime contractors to name DBEs in their commitment plan.

Rethinking DBE for design-build recommends solutions for agencies using design-build, including open-ended performance plans. An open-ended performance plan is a modified DBE commitment plan that, instead of naming DBEs to perform specific work at a specific price, allows the proposer to list anticipated work types for planned DBE participation throughout the life of the project.

Eleven States are developing implementation plans and learning more about rethinking DBE for design-build. Eight States are demonstrating and assessing DBE recommended solutions. Eight States have institutionalized rethinking DBE for design-build.



View Innovation Spotlight video.

Strategic Workforce Development

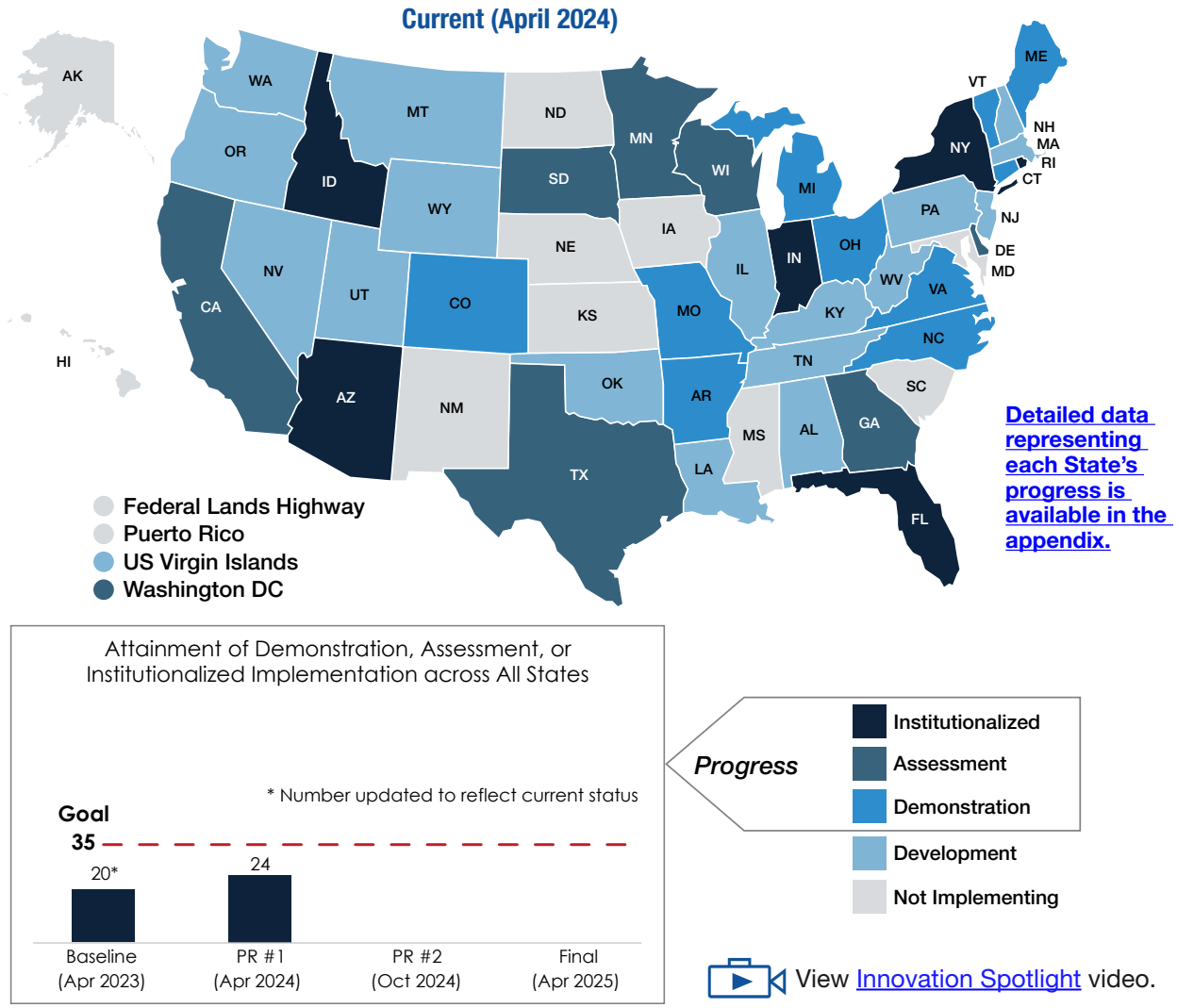
The demand for highway workers is growing, and emerging technologies will require these workers to have new skills. According to a 2021 survey by the Associated General Contractors of America, 89 percent of construction firms reported difficulty finding qualified workers.

To attract and retain workers in the contractor workforce, strategic workforce development is promoting resources to help agencies and organizations nationwide compete with other industries and demonstrate the value of a career in transportation.

The resources are based on a 2-year pilot that explored how industry representatives could work collaboratively with the public workforce system to improve their ability to recruit, train, and retain highway construction workers. They include a playbook called Identify, Train, Place, which condenses the pilot's lessons learned into simple strategies others can use, and a comprehensive outreach campaign called Roads To Your Future, which includes free messaging and marketing materials.

Eighteen States are developing implementation plans and learning more about strategic workforce development. Eighteen States are demonstrating and assessing resources and strategies. Six States have institutionalized strategic workforce development.

View FHWA STIC-Funded Projects.



View Innovation Spotlight video.

STIC Incentive Projects awarded in FY23 and FY24 to support EDC-7 Innovation Deployment

Next-Generation TIM: Technology for Saving Lives

STATE/APPLICANT	INNOVATION	PROJECT DESCRIPTION	FUNDS ALLOCATED
Maine	TIM	Procurement of safety devices to be used to promote and encourage TIM training in rural areas	$20,000
Delaware	TIM	Pilot a Debris Removal Tool	$34,000
Georgia	TIM	Leverage Probe Data for Incident Management in Rural Areas	$50,000
Kansas	TIM	Implement road debris removal systems	$49,600
North Carolina	TIM	Pilot debris removal systems	$65,680
Pennsylvania	TIM	Implement Work Zone Changeable Message Sign (CMS) Queue Protection into Advanced Transportation Management System (ATMS) corridor management tool	$50,000
Washington	TIM	Implement an Active Transportation Sensing (ATS) system on the Mobile Unit for Sensing Traffic (MUST) platform for traffic management	$40,000
Wisconsin	TIM	Advance Automated Incident Detection Technologies on State Highways	$100,000
Ohio	UAS, TIM	Pilot use of a tethered UAS for Traffic Incident Management and Traffic Monitoring	$66,920
Delaware	UAS, TIM	Implement UAS for inspections, survey work, and Traffic Incident Management (TIM)	$23,400
Maine	UAS, TIM	Tethered Drone with Lights	$28,000
New York	UAS, TIM	UAS Flight Simulator	$8,000

Enhancing Performance with Internally Cured Concrete (EPIC^2)

STATE/APPLICANT	INNOVATION	PROJECT DESCRIPTION	FUNDS ALLOCATED
Oklahoma	EPIC^2	Pilot Internal Curing for Bridge Decks	$68,000
Puerto Rico	EPIC^2	Advance lightweight aggregates for Internally Cured Concrete	$1,000
South Carolina	EPIC^2	Develop standards and training for Internally Cured Concrete (EPIC^2)	$100,000

Strategic Workforce Development

STATE/APPLICANT	INNOVATION	PROJECT DESCRIPTION	FUNDS ALLOCATED
Maine	SWD	Establish a Transportation and Infrastructure Workforce Development Collaborative Pilot Program	$100,000
Colorado	SWD	Colorado Road and Bridge Institute	$68,080
Idaho	SWD	Pilot Workforce development program for female correctional residents	$100,000
North Dakota	SWD	Develop a Heavy Equipment Operations training program	$100,000
New Hampshire	SWD	Workforce Outreach Strategy for Public Works	$8,000
New York	SWD	DOT/University Strategic Workforce Development Pilot	$100,000

STIC Incentive Projects awarded in FY23 and FY24 to support past EDC Innovations and other Innovation Deployment

EDC Innovations from previous rounds

STATE/APPLICANT	INNOVATION	PROJECT DESCRIPTION	FUNDS ALLOCATED
Wyoming	A-GaME	Implement Measurement While Drilling for subsurface soil conditions	$30,400
Washington	A-GaME, Resiliency	Update Rockfall Attenuator Fence Design to Increase Capacity and Resilience	$30,000
Missouri	Crowdsourcing	Develop and run a crowd-sourcing project	$56,000
California	Digital As-Builts	Advance modeling for Earth Retaining Structures	$52,000
California	Digital As-Builts	Advance modeling for Earth Retaining Structures (continued)	$22,400
Vermont	e-Construction, Digital As-Builts	Institutionalize the use of Automated Machine Guidance (AMG) tools for pavement smoothness and to develop 3D model of record	$50,120
Vermont	e-Construction, Digital As-Builts	Implement Global navigation satellite system (GNSS) Tools for Digital Delivery in Construction.	$49,880
Iowa	Digital As-Builts	Advance the use of AASHTOWare Bridge Rating software for Local Public Agencies (LPA)	$100,000
Missouri	Project Bundling	Project Bundling Tool	$44,000
Rhode Island	STEP	Create and manage a lending library for pedestrian and bicyclist safety demonstration	$100,000
Oklahoma	Digital As-Builts	Develop a Strategic Plan & Roadmap for Digital Delivery	$32,000
Washington	Digital As-Builts	Pilot the use of sensors on I-90 Homer Hadley floating bridge to create a Digital Twin	$30,000
Utah	Digital As-Builts	Pilot Structural Health Monitoring and Assessment of Bridges	$100,000
Ohio	UAS	Develop a local UAS HUB in Stark County	$32,531
New Mexico	UAS	Develop Robotic-enabled Automated Underwater Bridge Inspection tools	
Connecticut	UHPC	Pilot and Develop specifications for Ultra High Performance Concrete (UHPC) for Culvert Lining Repairs	$100,000
Delaware	VPI	Develop and implement an MPO Virtual Reality Experience for public outreach and educational efforts	$29,856
Maine	VPI, Equity	Create an Equity Outreach Dashboard for Virtual Public Involvement Activities	$40,000
Illinois	e-Ticketing	Implement e-Ticketing Statewide	$100,000
New Mexico	e-Ticketing	Develop an agency portal for e-Ticketing	$20,000
Wyoming	e-Ticketing	Develop and Implement e-Ticketing procedures	$69,612
New Hampshire	e-Ticketing	Implement standardized e-Ticketing solution across construction projects	$41,200
New Hampshire	DDSA	Evaluating Video based Technologies for Vehicle Detection	$48,000
Nevada	e-Ticketing	Pilot e-ticketing projects with the intention of full statewide implementation in 2026	$47,200
Iowa	Digital As-Builts	Digital As-Builts for Asset Management and Load Rating Reference	$97,000
Michigan	TOPS	Develop Rubber Modified Asphalt Mixtures & Rubber Modified Asphalt Chip Seals Construction Specifications	$125,000

Other Innovations

STATE/APPLICANT	INNOVATION	PROJECT DESCRIPTION	FUNDS ALLOCATED
Florida	Air Quality	Expand a Crowdsourced Traffic-Related Community Air Quality Monitoring Network in Hillsborough County	$100,000
Maryland	Asset Management	Develop condition-based asset management procedures	$100,000
Kansas	Data collection	Deploy non-intrusive data collection equipment	$50,400
Montana	Digital Project Delivery	Develop and document workflows to advance the departmental Digital Delivery Innovation Initiative	$100,000
Alaska	Freight	Development of an intelligent truck transportation management application for freight and fuel movement through route optimization, scenario analysis, and incident management	$100,000
Texas	Incident Management	Improving Emergency Response to Roadway Incidents Using Traffic Speed Deviation Alerts from Crowdsourced Data	$100,000
Indiana	Innovation Exchange	Host Midwest Regional Innovation Peer Exchanges	$50,000
South Dakota	Operations	Implement innovative traveler communications strategy	$95,000
New York	Pavements	Deploy Falling Weight Deflectometer (FWD) for Pavement Evaluations and Decision Making	$100,000
Virginia	Pavements	Implementation of 3D Ground Penetrating Radar for Improved Infrastructure Assessment	$100,000
New Hampshire	Pavements and Materials	Implement a balance mix design	$40,000
North Carolina	Rail Crossing	Develop data governance workflow for Rail Division to improve rail crossing inventory	$34,320
Minnesota	Safety	Design and Implementation of Portable Smart Work Zone Traffic Signs	$100,000
Pennsylvania	Safety	Develop and implement a Pennsylvania-specific teen driver work zone safety course	$50,000
Connecticut	Safety	Develop and pilot Wrong Way Rumble Strips	$40,000
Colorado	Weather	Implement Road Weather and Camera imagery in remote areas of the Front Range Colorado Foothills	$20,000
Michigan	WWD, Safety, Operation	Wrong Way signs/signals	$92,000
California	WWD, Safety, Operation	Develop a Wrong-Way Driver Prevention Strategic Plan	$80,000
Oregon	Construction, and Materials, Civil Rights and Labor	Innovative Implementation of AASHTOWare Software using Computer Based Training modules and Quick Reference guides	$100,000
Iowa	Pavements	Pilot/Demonstration of Concrete Testing methods	$28,000
Maine	RWIS	Enhancing Road Weather Information System (RWIS) Capabilities via Advanced Spatial and Temporal Analytics	$44,980
Maine	TSMO	Statewide Transportation Systems Management and Operations (TSMO) committee peer exchange/scan tour	$8,000

STATE/APPLICANT	INNOVATION	PROJECT DESCRIPTION	FUNDS ALLOCATED
New York	Innovation Exchange	Peer to Peer Information Exchange: Tunnel and Part-Time Shoulder Lane design, construction and maintenance	$8,000
New York	V2X and Artificial Intelligence	Symposium/Peer Exchange on Smart Intersection: (C-V2X& AI) Urban Deployment, Utilization and Challenges	$8,000
Nevada	Operations, TSMO	TSMO and Maturity Model Peer Exchange with WASHTO state members	$47,200
Washington	Planning, VisionEval	Documentation of the VisionEval Modeling Effort for the Washington State Highway System Plan	$30,000
Vermont	Environment, PROTECT	Nature-based Solutions Toolbox	$91,640

Acronyms and Abbreviations

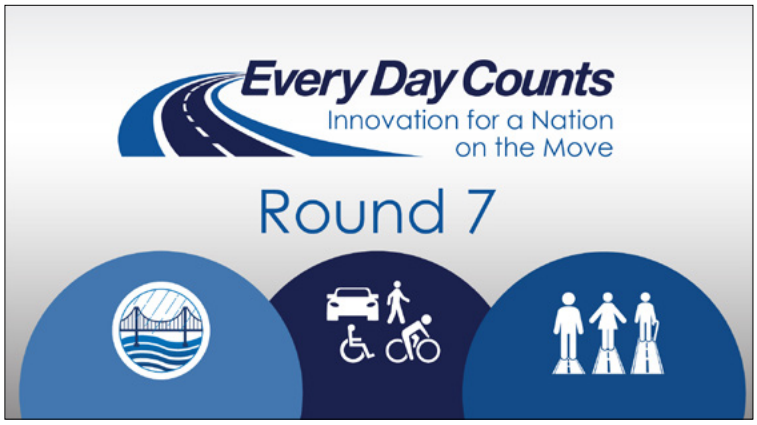
AASHTO ..... American Association of State Highway and Transportation Officials
AID Demonstration ..... Accelerated Innovation Deployment Demonstration
DBE ..... disadvantaged business enterprise
DOT ..... department of transportation
EDC ..... Every Day Counts
EDC-7 ..... Every Day Counts round seven
EPD ..... environmental product declaration
EPIC^2 ..... enhancing performance with internally cured concrete
FHWA ..... Federal Highway Administration
GHG ..... greenhouse gases
NextGen TIM ..... next-generation traffic incident management
STIC ..... State Transportation Innovation Council
TIM ..... traffic incident management

More Information

See the EDC-7 innovations on the Center for Accelerating Innovation website for information and resources.

Contact EDC-7 deployment teams for information, technical assistance, and training.

Get innovation deployment assistance and incentives through the STIC Incentive and AID Demonstration programs.



View the Every Day Counts Round 7 Overview video.

Appendix

States	Nighttime Visibility for Safety	Next Generation TIM	GHG Assessment and Reduction Targets	Internally Cured Concrete (EPIC^2)	EPDs for Sustainable Project Delivery	Rethinking DBE for Design-Build	Strategic Workforce Development
Alabama	Not Implemented	Development	Not Implemented	Not Implemented	Development	Not Implemented	Development
Alaska	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented
Arizona	Not Implemented	Assessment	Not Implemented	Not Implemented	Demonstration	Assessment	Institutionalized
Arkansas	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Demonstration
California	Development	Demonstration	Not Implemented	Not Implemented	Institutionalized	Institutionalized	Assessment
Colorado	Demonstration	Demonstration	Institutionalized	Not Implemented	Institutionalized	Institutionalized	Demonstration
Connecticut	Demonstration	Demonstration	Development	Not Implemented	Development	Demonstration	Demonstration
Delaware	Institutionalized	Assessment	Development	Development	Development	Development	Assessment
Federal Lands Highway	Development	Not Implemented	Development	Assessment	Development	Not Implemented	Not Implemented
Florida	Institutionalized	Assessment	Development	Institutionalized	Not Implemented	Not Implemented	Institutionalized
Georgia	Demonstration	Assessment	Not Implemented	Not Implemented	Not Implemented	Development	Assessment
Hawaii	Development	Development	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented
Idaho	Demonstration	Development	Not Implemented	Development	Not Implemented	Not Implemented	Institutionalized
Illinois	Development	Demonstration	Demonstration	Demonstration	Development	Development	Development
Indiana	Assessment	Development	Demonstration	Assessment	Development	Institutionalized	Institutionalized
Iowa	Not Implemented	Demonstration	Not Implemented	Development	Not Implemented	Not Implemented	Not Implemented
Kansas	Demonstration	Demonstration	Development	Assessment	Not Implemented	Institutionalized	Not Implemented
Kentucky	Development	Demonstration	Development	Development	Development	Assessment	Development
Louisiana	Development	Institutionalized	Not Implemented	Demonstration	Not Implemented	Development	Development
Maine	Demonstration	Demonstration	Development	Development	Not Implemented	Not Implemented	Demonstration
Maryland	Not Implemented	Development	Not Implemented	Not Implemented	Development	Not Implemented	Not Implemented
Massachusetts	Assessment	Assessment	Institutionalized	Development	Development	Development	Development
Michigan	Not Implemented	Development	Development	Not Implemented	Not Implemented	Assessment	Demonstration
Minnesota	Demonstration	Demonstration	Assessment	Assessment	Assessment	Demonstration	Assessment
Mississippi	Development	Not Implemented	Not Implemented	Not Implemented	Demonstration	Not Implemented	Not Implemented
Missouri	Demonstration	Demonstration	Development	Development	Development	Assessment	Demonstration
Montana	Not Implemented	Not Implemented	Development	Development	Not Implemented	Institutionalized	Development

States	Nighttime Visibility for Safety	Next Generation TIM	GHG Assessment and Reduction Targets	Internally Cured Concrete (EPIC^2)	EPDs for Sustainable Project Delivery	Rethinking DBE for Design-Build	Strategic Workforce Development
Nebraska	Demonstration	Not Implemented	Development	Assessment	Not Implemented	Not Implemented	Not Implemented
Nevada	Development	Assessment	Development	Not Implemented	Not Implemented	Demonstration	Development
New Hampshire	Development	Development	Development	Development	Not Implemented	Development	Development
New Jersey	Development	Institutionalized	Development	Development	Not Implemented	Not Implemented	Development
New Mexico	Development	Development	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented
New York	Institutionalized	Development	Demonstration	Institutionalized	Demonstration	Development	Institutionalized
North Carolina	Assessment	Demonstration	Demonstration	Development	Development	Development	Demonstration
North Dakota	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Demonstration	Not Implemented	Not Implemented
Ohio	Institutionalized	Demonstration	Not Implemented	Development	Development	Institutionalized	Demonstration
Oklahoma	Development	Demonstration	Not Implemented	Demonstration	Not Implemented	Not Implemented	Development
Oregon	Development	Development	Assessment	Development	Demonstration	Development	Development
Pennsylvania	Development	Demonstration	Not Implemented	Development	Development	Not Implemented	Development
Puerto Rico	Development	Development	Not Implemented	Development	Development	Not Implemented	Not Implemented
Rhode Island	Demonstration	Demonstration	Development	Not Implemented	Not Implemented	Not Implemented	Institutionalized
South Carolina	Development	Development	Not Implemented	Development	Not Implemented	Not Implemented	Not Implemented
South Dakota	Development	Development	Not Implemented	Demonstration	Development	Not Implemented	Assessment
Tennessee	Institutionalized	Demonstration	Not Implemented	Not Implemented	Not Implemented	Development	Development
Texas	Assessment	Assessment	Development	Assessment	Development	Institutionalized	Assessment
US Virgin Islands	Development	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Development
Utah	Assessment	Development	Development	Assessment	Development	Development	Development
Vermont	Demonstration	Development	Demonstration	Development	Development	Not Implemented	Demonstration
Virginia	Institutionalized	Demonstration	Demonstration	Institutionalized	Development	Not Implemented	Demonstration
Washington	Institutionalized	Demonstration	Development	Development	Development	Institutionalized	Development
Washington DC	Institutionalized	Demonstration	Demonstration	Development	Development	Not Implemented	Assessment
West Virginia	Not Implemented	Development	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Development
Wisconsin	Development	Assessment	Development	Development	Development	Demonstration	Assessment
Wyoming	Not Implemented	Not Implemented	Not Implemented	Development	Not Implemented	Not Implemented	Development

U.S. Department of Transportation
Federal Highway Administration