



Integrating GHG Assessment and Reduction Targets in Transportation Planning

EDC-7 State of the Practice/ Implementation Plan Form

The below table is meant to provide a means to define the implementation stages that will be used throughout the 2-years of EDC-7 deployment. These definitions are used when capturing your baseline, progress, and final reports for each of the innovations and were developed to provide consistency between states in measuring the deployment progress of an innovation.

Innovation Implementation Stage Definitions <i>*State is all-inclusive (e.g., state transportation agency, local municipalities, contractors, consultants)</i>	Guidance Questions Prompt questions to help assess your current state of practice. NOTE: Not all questions have to be affirmatively answered to meet any given stage; judgment is required; call the Deployment Team w/ questions.
Not Implemented: The State* has not started planning to implement Greenhouse Gas (GHG) Assessments and reduction targets in transportation planning.	GHG emissions are not considered in the planning process: <ul style="list-style-type: none"> • Has the State evaluated and determined not to address GHG in transportation planning? • Does the State have limited resources (human, financial, or technological) to implement the initiative? • Has the State indicated no interest in learning more at this time?
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.	Minimal inclusion of GHG in the planning process: <ul style="list-style-type: none"> • Is there some coordination on GHG across agency functional areas? • Is the State collecting guidance and best practices, building support with partners and stakeholders, and developing an implementation process? • Does the State have an implementation champion or team that addresses GHG emissions? • Has the State, MPOs, LPAs, or Tribes participated in webinars, peer exchanges, or workshops related to GHG? • Has the State requested technical assistance for addressing GHG in transportation planning? • Is the State currently researching possible use of any tools / techniques to implement this innovation? • Is the state currently developing a process or policy for deploying this innovation? • Do MPOs and Local agencies have a similar interest and support for this initiative? • Has the State identified a potential pilot opportunity?
Demonstration Stage: The State is testing/piloting the integration of GHG Assessments and reduction targets in transportation planning.	GHG emissions are included in some portions of the planning process: <ul style="list-style-type: none"> • Does the State DOT have formal roles and responsibilities to address GHG emissions established within the agency? • Is the State DOT using at least one tool or technique related to this innovation, with the intent to expand its use or incorporate it into their regular business practices? • Does the State address greenhouse gas in their planning process and documents? • Do any MPOs in the state address greenhouse gas emissions in their planning process and documents?



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	<ul style="list-style-type: none"> Do any local agencies address greenhouse gas emissions in their transportation planning work? Has the State applied for, or received, grant funding (e.g. STIC, AID Demo) to pilot tools and techniques related to this innovation? Has the State begun to develop plans and details for a pilot opportunity?
Assessment Stage: The State* is assessing the performance of integrating GHG Assessments and reduction targets in transportation planning and adjusting any processes for full deployment.	GHG included in many portions of the planning process; like goals/objectives, performance measures, project analysis: <ul style="list-style-type: none"> Is the State considering this innovation for regular use? Has the State DOT, or the MPOs / LPAs, developed performance measures and baseline data for evaluating the effectiveness of the innovation? Does the State plan to incorporate the lessons learned from the use of this innovation into future projects? Does the State plan to incorporate this innovation into their design manuals, standard details, contract language, guidance, or policies? Have GHG emissions inventories and targets been established? Are Lifecycle GHG emissions assessed and documented?
Institutionalized: The state has adopted the integration of GHG Assessments and reduction targets in transportation planning as a standard practice and uses it regularly on projects.	The State considers GHG in all phases of the planning process to support a comprehensive GHG approach: <ul style="list-style-type: none"> Is there extensive involvement of senior officials in GHG consideration and coordination with external partners? Has greenhouse gas assessment been successfully integrated into the State's policies, procedures, and guidance? Are greenhouse gas emissions assessed and documented in relevant planning processes and documents (i.e., DOT and MPO transportation plans, transportation improvement programs, work programs, etc.)? Do transportation planning agencies within the state coordinate and collaborate on greenhouse gas assessment methods and documentation?

Deployment Team Contact Information

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This is the information that will be collected in the EDC-7 Baseline Report for each innovation. The deployment teams will use this information to better understand which states to focus their technical assistance efforts over the next 2 years of EDC-7 deployment.

If your state does not want to advance this innovation over the next 2 years, we ask you to please indicate your current level of implementation and indicate your goal as the same level of implementation with "NO Assistance Anticipated from FHWA in Deployment" selected in question 5.

Baseline Questions (Due April 21, 2023):	
1) April 2023 Baseline: What stage of implementation is the State currently at? Review the Implementation Stage Definitions on page 1 and select the appropriate stage for your state.	(Choice – Pick One) <input type="checkbox"/> Not Implemented <input type="checkbox"/> Development Stage <input checked="" type="checkbox"/> Demonstration Stage <input type="checkbox"/> Assessment Stage <input type="checkbox"/> Institutionalized
2) Current Status: Provide the current state of practice to support the above selection. Please include State DOT, local agency, and transportation partners status. If the State chose "not implemented", please provide the key reason for their decision.	<i>NCDOT has attended webinars and peer exchanges on the use of GHGs in planning. Additionally, we are working to incorporate GHGs in environmental analysis and considering how to incorporate them into the prioritization process. In support of E.O.s, we are using GHGs in project selection of CRP and CMAQ funds.</i>
3) Goal: What is the State goal in two years? Review the Implementation Stage Definitions on page 1 and select from appropriate stage.	(Choice – Pick One) <input type="checkbox"/> Not Implemented <input type="checkbox"/> Development Stage <input type="checkbox"/> Demonstration Stage <input checked="" type="checkbox"/> Assessment Stage <input type="checkbox"/> Institutionalized
4) Implementation Plan Activities: Provide the proposed activities the State and their partners intends to perform to attain their goal.	<i>Continue to work with the prioritization office on ways to incorporate GHG reduction in project selection. Prioritize funding to projects that reduce GHG emissions in the transportation sector. Stand up the VMT Reduction Task Force and other workgroups developed from the NC Clean Transportation Planning to help direct the state on how to reduce emissions from the transportation sector.</i>
5) Assistance Needed: What assistance can the Innovation Deployment Team provide to help the State and their partners reach its goal within two years?	<input type="checkbox"/> Training (e.g., NHI course or self-directed modules) <input checked="" type="checkbox"/> Technical Support on specific projects/issues <input checked="" type="checkbox"/> Guidance Documents (Suggest specific needs below) <input checked="" type="checkbox"/> Webinars on specific topics (Suggest specific topics below) <input checked="" type="checkbox"/> Workshops or Peer Exchanges <input checked="" type="checkbox"/> Case Studies (e.g., Successful deployments from other states) <input type="checkbox"/> NO Assistance Anticipated from FHWA in Deployment <input type="checkbox"/> Our State is willing to assist others



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	<input type="checkbox"/> Other _____
6) FHWA Division Contact for Innovation:	



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The discussion and use of the information in the table below is meant to provide your state with an initial framework to help meet your Innovation Goals. This information is helpful to provide to the Deployment Teams for them to better understand any activities that they could assist with in your implementation efforts (but not required to be supplied with the baseline report).

Innovation Implementation Team Members		
State DOT:	Heather Hildebrandt	
FHWA:		
State Innovation Goal (Benefit Goal): In other words, after 2 years "What would success look like for your state?" (i.e. X innovation will save X time, money, or lives.) These benefits are what elected officials and the traveling public can relate to and help to support the level of resources invested in the deployment of innovations under EDC. What are the measurable targets to assess your progress?		
Success would be the development of tools needed to easily screen and rank projects (and alternatives) based on air quality benefits including GHG reductions		
Obstacles: What is perceived as hindering the State in meeting the implementation goal?		
One major challenge is STI Legislation that makes incorporating GHGs in project planning and prioritization challenging. In long-range transportation planning, analysis is primarily needs based.		
Implementation Plan Activities		
Activity No.	Description of Activity	Target Completion Date
Action Items to follow up with after discussion:		



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This is provided to show what information will be captured in future progress reports during the 2-years of EDC-7 deployment. The progress report schedule has changed from previous EDC rounds, the first 6-month progress report was dropped to allow more time to make progress on the innovation deployment. Progress Report #1 will be 1 year after the Baseline Report, Progress Report #2 will be 6 months later, with a Final Report requested 2-years after the initial baseline.

Progress Report Questions:	
1) If there has been NO CHANGE on this innovation during this reporting period and the previous Report is still accurate, select "No Change from last Progress Report" and you do not need to complete Questions 2-5.	(Choice) <input type="checkbox"/> No Change from last Progress Report <input type="checkbox"/> Changes indicated in Progress Report Below
2) What is the State's current stage of innovation implementation? Review your past progress report responses and the Implementation Stage Definitions on page 1.	(Choice) <input type="checkbox"/> Not Implemented <input type="checkbox"/> Development Stage <input type="checkbox"/> Demonstration Stage <input type="checkbox"/> Assessment Stage <input type="checkbox"/> Institutionalized
3) Describe the State's accomplishments for this reporting period (State DOT, local agency, and transportation partners accomplishments). -- If advanced to the next implementation stage, consider the prompt questions in the chart and explain the advancements made to support your selection. -- Please include benefits as part of your explanation (i.e. time/cost savings, delay/crash reductions, etc.)	(open discussion)
4) Describe any implementation challenges or lessons learned. Also, indicate if and how your state and transportation partners can assist others in their implementation of this innovation.	(open discussion)
5) Describe any additional assistance needed by your state or partners.	(open discussion)