



## Integrating GHG Assessment and Reduction Targets in Transportation Planning

### EDC-7 State of the Practice/ Implementation Plan Form

Below are the EDC-7 progress report questions and schedule.

Report	Reporting Period	Due from Division Offices
<a href="#">Baseline Report</a> #1	Current status as of April 2023	COMPLETED!
Progress Report #2	May 2023 through April 2024 (1 year)	May 17, 2024
Progress Report #3	May 2024 through October 2024 (6 months)	November 15, 2024
Final Progress Report #4	November 2024 through April 2025 (6 months)	May 16, 2025

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 checked="" 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 checked="" 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.)	<i>The state is contracting the development of a tool to assess emission benefits (NAAQS and GHG) in our grant programs (CMAQ &amp; CRP). Additionally, we are exploring the inclusion of environmental factors into project selection (SOX, NOX, PM, and GHG).</i>
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.	<i>Obtaining tools that can calculate not only the benefits of a project at a moment of time, but also into the future factoring in concepts like induced demand and or lifetime benefits when ranking and prioritizing projects.</i>
5) Describe any additional assistance needed by your state or partners.	<i>(open discussion)</i>



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*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.*

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



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	<ul style="list-style-type: none"> <li>Do any local agencies address greenhouse gas emissions in their transportation planning work?</li> <li>Has the State applied for, or received, grant funding (e.g. STIC, AID Demo) to pilot tools and techniques related to this innovation?</li> <li>Has the State begun to develop plans and details for a pilot opportunity?</li> </ul>
<b>Assessment Stage:</b>  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 <b>many portions</b> of the planning process; like goals/objectives, performance measures, project analysis: <ul style="list-style-type: none"> <li>Is the State considering this innovation for regular use?</li> <li>Has the State DOT, or the MPOs / LPAs, developed performance measures and baseline data for evaluating the effectiveness of the innovation?</li> <li>Does the State plan to incorporate the lessons learned from the use of this innovation into future projects?</li> <li>Does the State plan to incorporate this innovation into their design manuals, standard details, contract language, guidance, or policies?</li> <li>Have GHG emissions inventories and targets been established?</li> <li>Are Lifecycle GHG emissions assessed and documented?</li> </ul>
<b>Institutionalized:</b>  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"> <li>Is there extensive involvement of senior officials in GHG consideration and coordination with external partners?</li> <li>Has greenhouse gas assessment been successfully integrated into the State's policies, procedures, and guidance?</li> <li>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.)?</li> <li>Do transportation planning agencies within the state coordinate and collaborate on greenhouse gas assessment methods and documentation?</li> </ul>

### Deployment Team Contact Information

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