On-Ramp to Innovation
every day counts

U.S. Department of Transportation
Federal Highway Administration





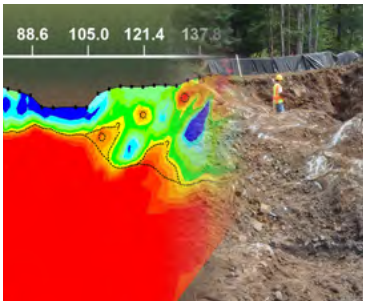
Every Day Counts:

On-Ramp to Innovation

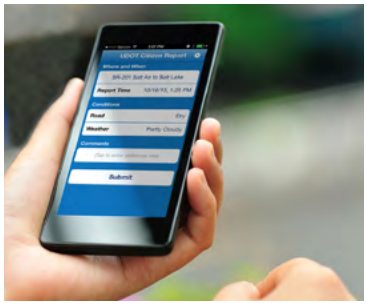
EDC-5 Progress Report #1

January – June 2019

Foreword







Every Day Counts (EDC) is the Federal Highway Administration'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 June 2019 status of deployment for the 10 innovations in the fifth round of EDC. The report is intended to be a resource for transportation stakeholders as they implement their innovation 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.

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"A culture of innovation is an organizational environment that provides the space to think freely, to think differently, and to challenge how things are done today so they can be improved for tomorrow."

Tony Furst, FHWA Chief Innovation Officer

Every Day Counts: On-Ramp to Innovation

The Federal Highway Administration 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 integrate automation. EDC provides transportation agencies with an on-ramp to 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. Every State used 14 or more of the 43 innovations promoted in the first four EDC rounds, and 28 States adopted 30 or more innovations. Many of these technologies and processes are now mainstream practices across the country. The 2015 **Fixing America's Surface Transportation Act** directed FHWA to continue working with stakeholders to advance innovation adoption through EDC.

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.

State Transportation Innovation Councils (STICs) in each state establish implementation performance goals for the 2-year cycle taking into account the innovations that will meet the unique needs of their State and local 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 $100,000 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 a 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-5 Innovation Implementation

Every 6 months, FHWA compiles a report on the status of the state of practice for the current round of EDC innovations. This section provides details on the 10 innovations FHWA is encouraging States to adopt during EDC-5. It includes maps and charts that show the progress made in advancing the technologies and practices by the end of June 2019.

The maps illustrate the innovation implementation stage in each State. The charts show the number of States that have demonstrated, assessed, or institutionalized the innovation, as well as the January 2019 baseline data and December 2020 goals States set.

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 (FLH), a total of 54 entities.

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

Innovation Implementation Stages

Not Implementing	The State is not using the innovation anywhere in the State and is not interested in pursuing the innovation.
Development Stage	The State is collecting guidance and best practices, building support with partners and stakeholders, and developing an implementation process.
Demonstration Stage	The State is testing and piloting the innovation.
Assessment Stage	The State is assessing the performance of and process for carrying out the innovation and making adjustments to prepare for full deployment.
Institutionalized	The State has adopted the innovation as a standard process or practice and uses it regularly on projects.

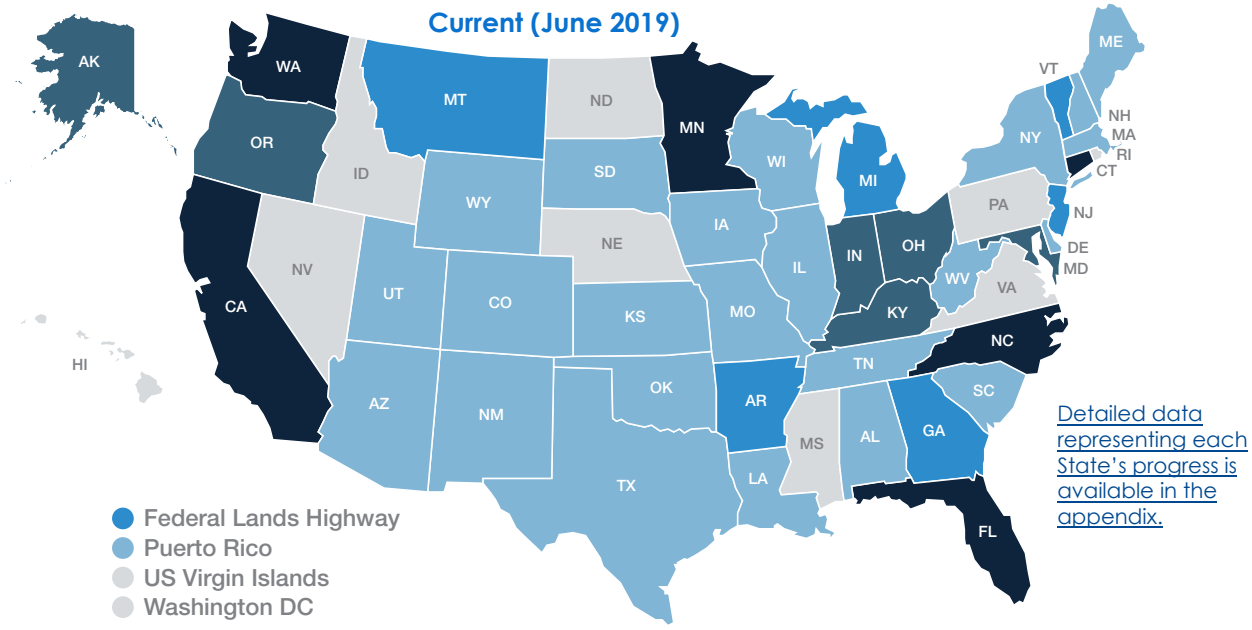
Advanced Geotechnical Methods in Exploration

Advanced geotechnical methods in exploration (A-GaME) offer solutions for generating more accurate geotechnical characterizations that improve transportation project design and construction, leading to shorter project delivery times and reducing risks associated with limited data on subsurface site conditions.

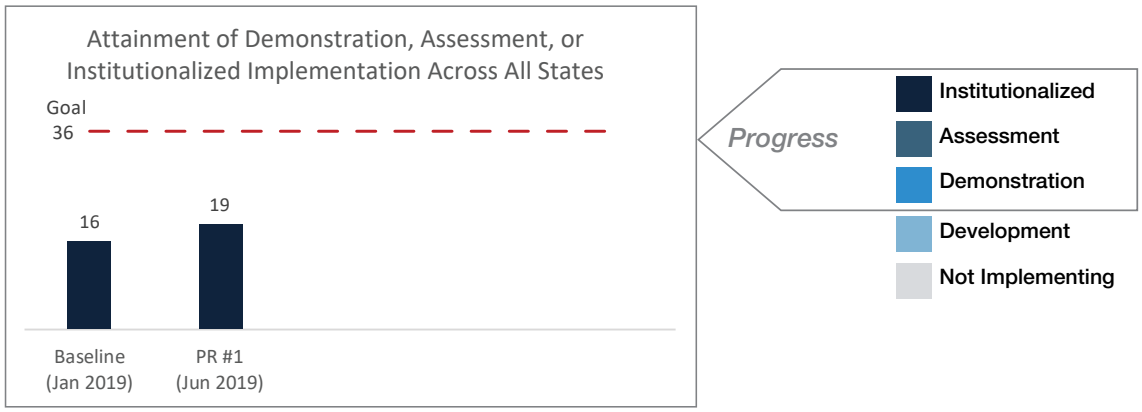
Effective site characterization is critical for recognizing potential problems that may affect design and construction and for ensuring safe, high-quality, and cost-effective projects. Conventional subsurface exploration methods, however, provide limited data, which can result in constructability issues and increased cost.

Several proven but underused technologies are available that, when combined with processes that assess risk and variability, allow optimization of subsurface exploration programs for improved site characterization. These A-GaME technologies include cone penetration testing, seismic and electrical geophysics, measurement while drilling, and optical and acoustic televiewers.

Twenty-three States are developing implementation plans and learning more about the A-GaME initiative. Thirteen States are demonstrating and assessing advanced geotechnical methods. Six States havePR1 (June 2019) institutionalized A-GaME strategies.



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



Innovation Spotlight

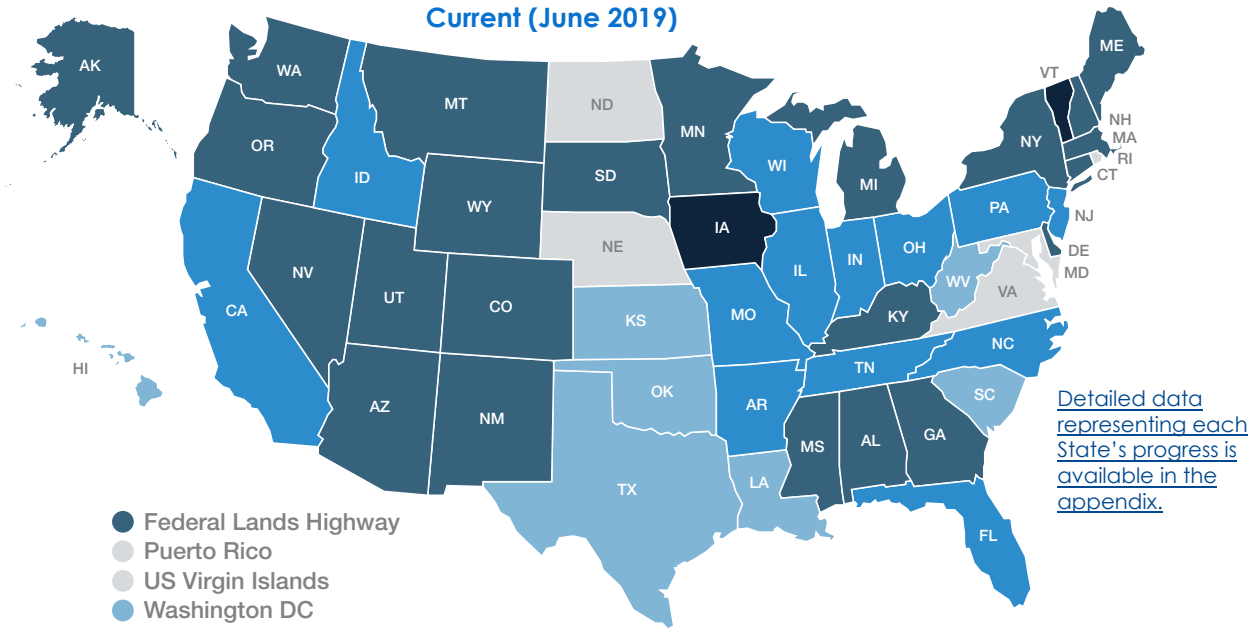
Collaborative Hydraulics: Advancing to the Next Generation of Engineering (CHANGE)

Tools in the **collaborative hydraulics: advancing to the next generation of engineering** (CHANGE) initiative improve understanding of complex interactions between river or coastal environments and transportation assets, enabling better design and project delivery and enhanced communication.

Advances in hydraulic modeling tools have made two-dimensional (2D) modeling more efficient, intuitive, and accessible to engineers and designers. Because 2D models avoid many of the limiting assumptions required by traditional one-dimensional models, the results can significantly improve the ability of highway agencies to design safer, more cost-effective, and resilient structures on waterways.

The three-dimensional (3D) visualization capabilities of these hydraulic modeling tools aid in communicating design results and implications to a variety of stakeholders through intuitive and visually rich graphical output. That, in turn, can enhance collaboration and help streamline project development, including environmental and regulatory activities.

Eight States are developing implementation plans and learning more about the CHANGE initiative. Thirty-seven States are demonstrating and assessing hydraulic modeling tools. Two States have institutionalized 2D hydraulic modeling.



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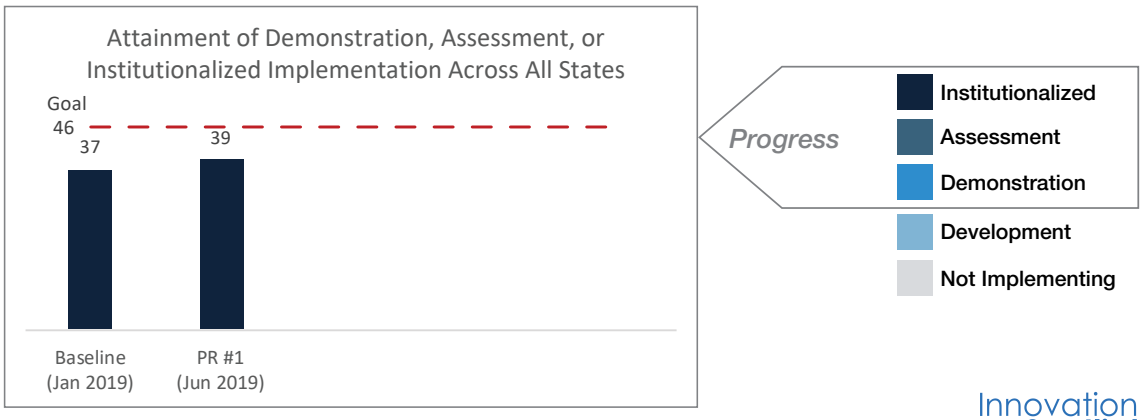


Innovation Spotlight

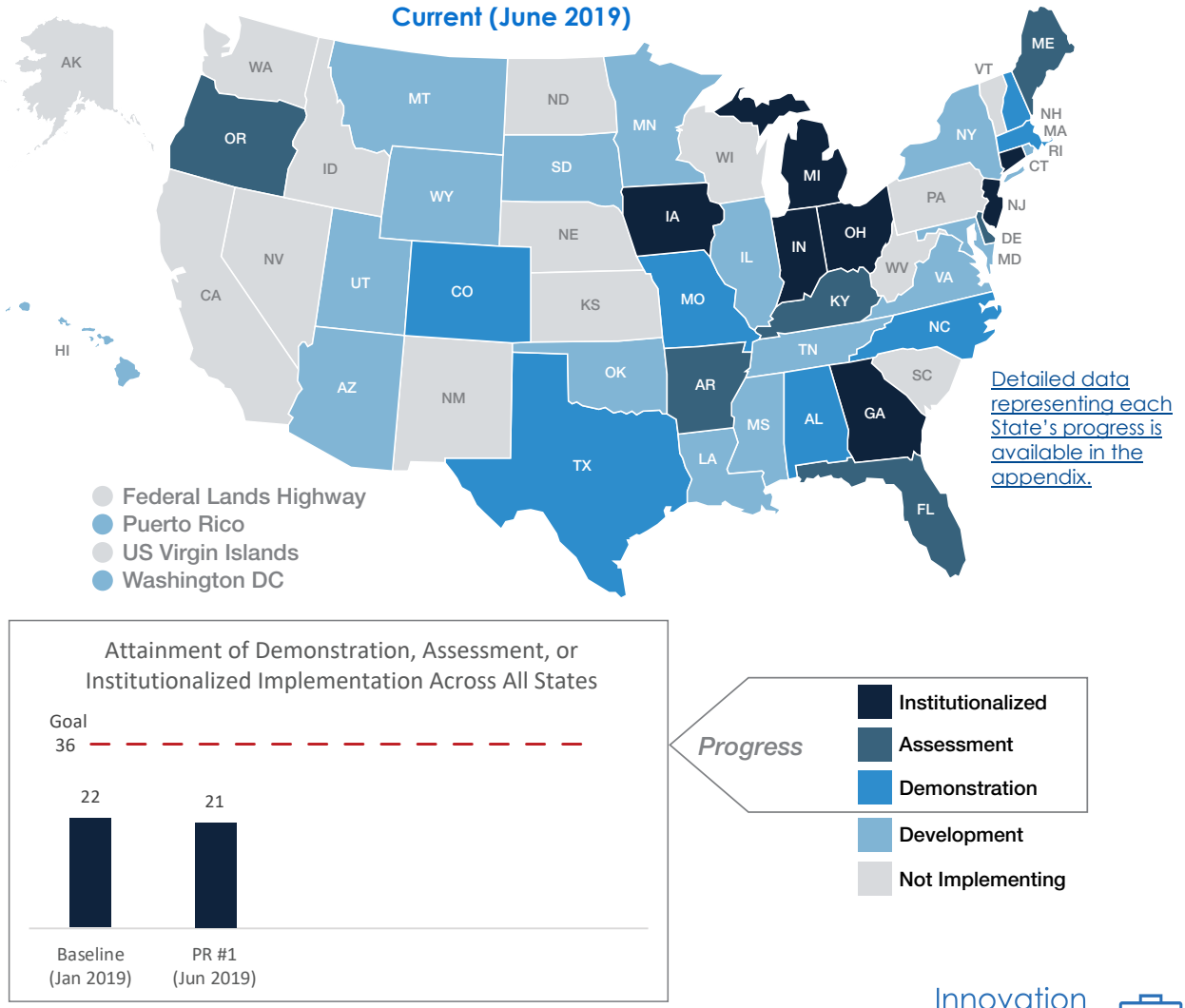
Crowdsourcing for Operations

Crowdsourcing for operations turns transportation system users into real-time sensors on system performance, providing low-cost, high-quality data on traffic operations, conditions, and patterns.

State and local transportation systems management and operations (TSMO) programs strive to optimize the use of existing roadway facilities through traveler information, incident management, road weather management, arterial management, and other strategies targeting the causes of congestion. TSMO programs require real-time, high-quality, and wide-ranging roadway information. However, gaps in geographic coverage, lags in information timeliness, life-cycle costs for field equipment, and jurisdictional stovepipes associated with fixed sensor and camera monitoring can limit agencies' ability to proactively operate the system.

Public agencies at the Federal, State, and local levels are increasing both their situational awareness and the quality and quantity of operations data using crowdsourcing, which enables agency staff to cost-effectively apply proactive strategies and make better decisions that lead to safer and more reliable travel.

Seventeen States are developing implementation plans and learning more about crowdsourcing to advance operations. Thirteen States are demonstrating and assessing crowdsourcing strategies. Eight States have institutionalized crowdsourcing for operations.



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

Innovation Spotlight

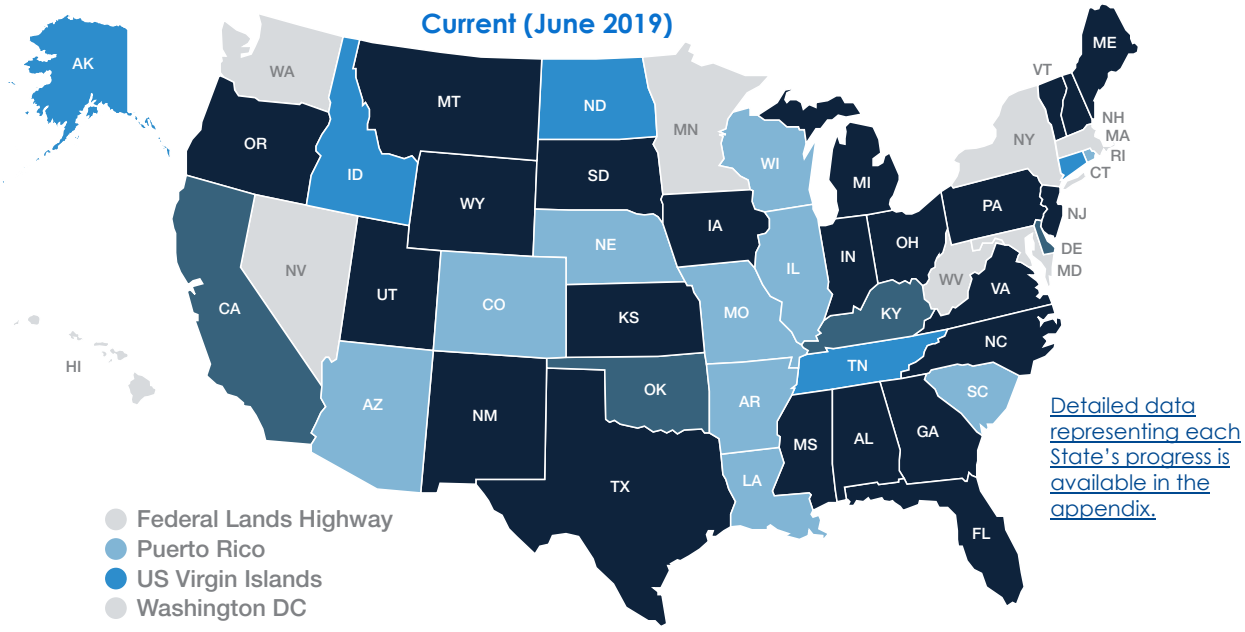
Project Bundling

Project bundling is a time- and money-saving process that combines multiple transportation preservation, rehabilitation, or replacement projects in a single contract. Using an advanced approach to project bundling saves State and local agencies 10 percent or more on construction costs, reduces months of delivery time, and increases efficiency.

Bundled contracts may be procured with a variety of alternative contracting methods, may cover one county or the entire State, and may involve innovative construction techniques and financing tools. A contract may be tiered to allow a combination of work types, such as design, preservation, or complete replacement. A project bundling program may use a series of bundling projects to achieve agency goals.

Bundling can help agencies maximize their resources, save procurement time, leverage design expertise, capitalize on economies of scale, and help keep critical transportation assets in good repair. Bundling also supports greater collaboration during project delivery and construction.

Thirteen States are developing implementation plans and learning more about the project bundling process. Eight States are demonstrating and assessing advanced project bundling approaches. Twenty-three States have institutionalized project bundling.



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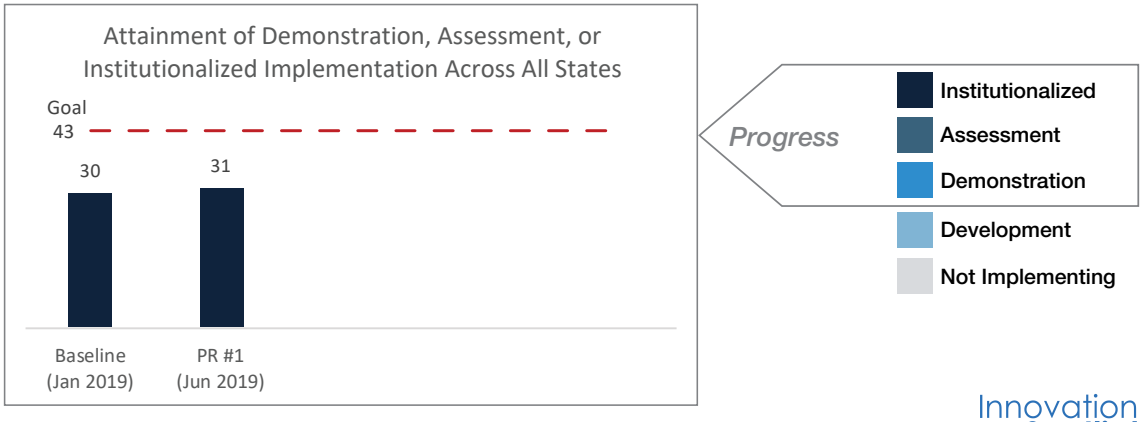


Innovation Spotlight

Reducing Rural Roadway Departures

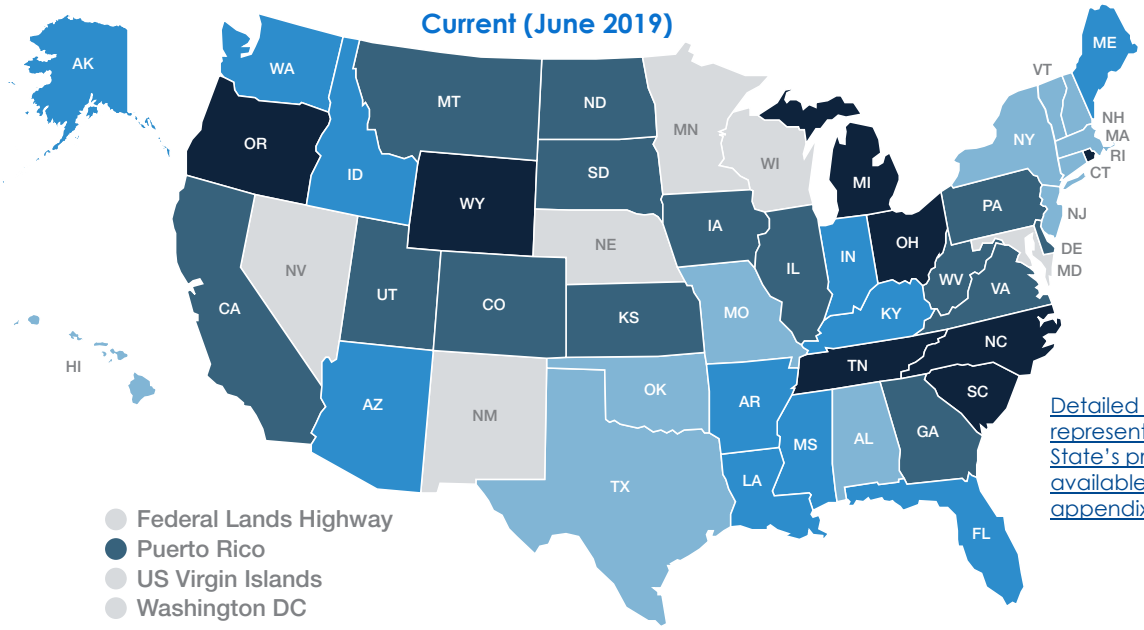
Rural roadway departures account for about a third of U.S. traffic fatalities—30 people every day. Systemic application of proven countermeasures on all public rural roads is critical to **reduce rural roadway departures**. These countermeasures help keep vehicles in their travel lanes, lower the potential for crashes, and lessen the severity of crashes that do occur.

A data-driven, systemic approach can help transportation agencies prioritize the locations and countermeasures that will be most effective in reducing roadway departures. Agencies can use available data and a variety of tools to analyze their road systems, develop action plans, and deploy proven countermeasures.

Roadway departure countermeasures agencies can apply to enhance safety include the following:

- Signage and markings delineate lane edges and alignment changes and help drivers navigate.
- Rumble strips provide an audible alert to drivers drifting from their lane.
- Friction treatments at curves or other key locations reduce loss of control.
- Shoulders, the **SafetyEdge**[SM] paving treatment, and clear zones provide opportunities for a safe recovery when drivers leave the roadway.
- Roadside hardware reduces the severity of roadway departure crashes.

Twelve States are developing implementation plans and learning more about reducing rural roadway departures. Fifteen States are demonstrating and assessing roadway departure countermeasures. Nine States have institutionalized rural roadway departure countermeasures.



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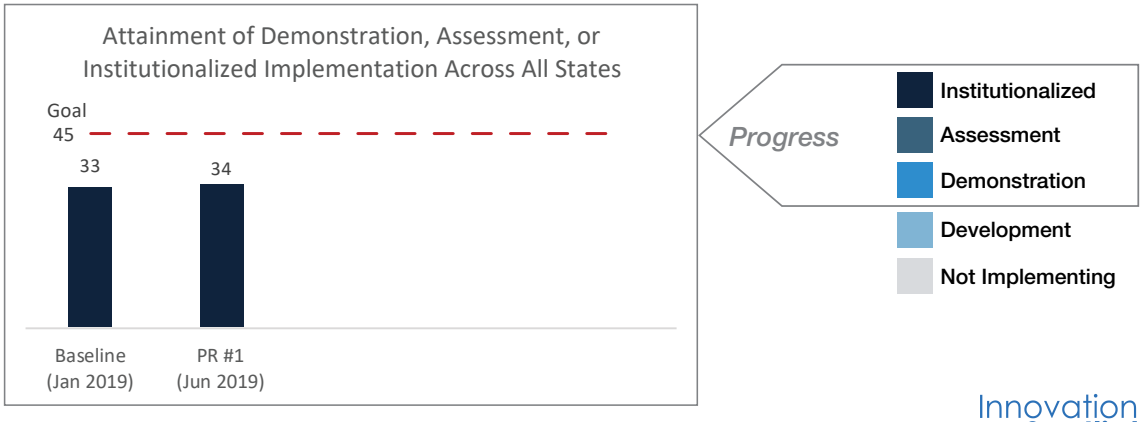


Innovation Spotlight

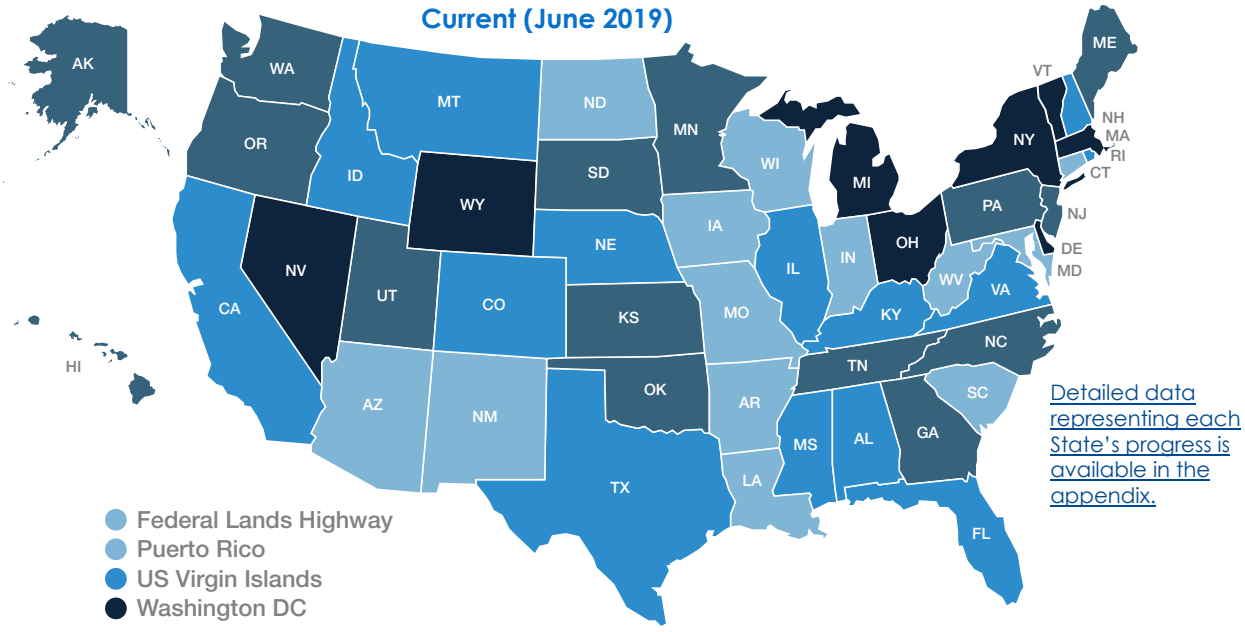
Safe Transportation for Every Pedestrian

The **safe transportation for every pedestrian** (STEP) initiative features cost-effective countermeasures with known safety benefits that can reduce pedestrian fatalities at uncontrolled crossing locations and signalized intersections. Pedestrians account for more than 16 percent of all traffic fatalities. Seventy-two percent of pedestrian fatalities occur away from intersections, such as at midblock locations, and 26 percent happen at intersections.

The STEP initiative includes seven countermeasures that can improve pedestrian safety:

- **Rectangular rapid flashing beacons** use an irregular flash pattern at midblock or uncontrolled crossing locations to increase driver yielding behavior.
- **Leading pedestrian intervals** at signalized intersections allow pedestrians to walk before vehicles get a green signal to turn, increasing visibility, reducing conflicts, and improving yielding.
- **Crosswalk visibility enhancements**, such as crosswalk lighting and enhanced signage and markings, help drivers detect pedestrians.
- **Raised crosswalks** can serve as a traffic calming measure and reduce vehicle speeds.
- **Pedestrian crossing/refuge islands** provide a safer place for pedestrians to stop at a road's midpoint before crossing the remaining distance.
- **Pedestrian hybrid beacons**, an intermediate option between a flashing beacon and a full pedestrian signal, provide stop control for higher speed, multilane roadways with high vehicular volumes.
- **Road diets** can reduce vehicle speeds and the number of lanes pedestrians cross, as well as create space to add new pedestrian facilities such as pedestrian crossing/refuge islands.

Fifteen States are developing implementation plans and learning more about STEP. Thirty States are demonstrating and assessing countermeasures to improve pedestrian safety. Nine States have institutionalized the use of STEP countermeasures.



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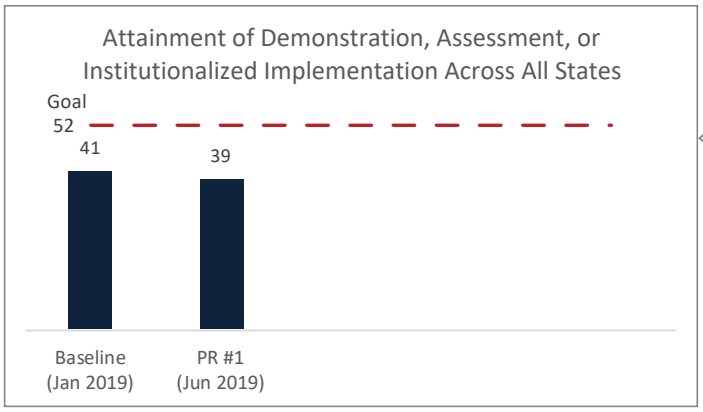
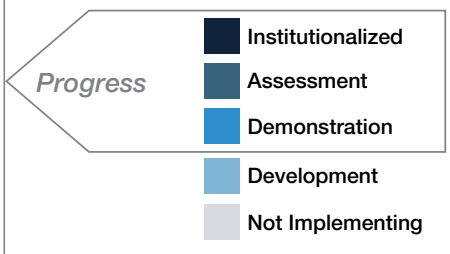




Innovation Spotlight

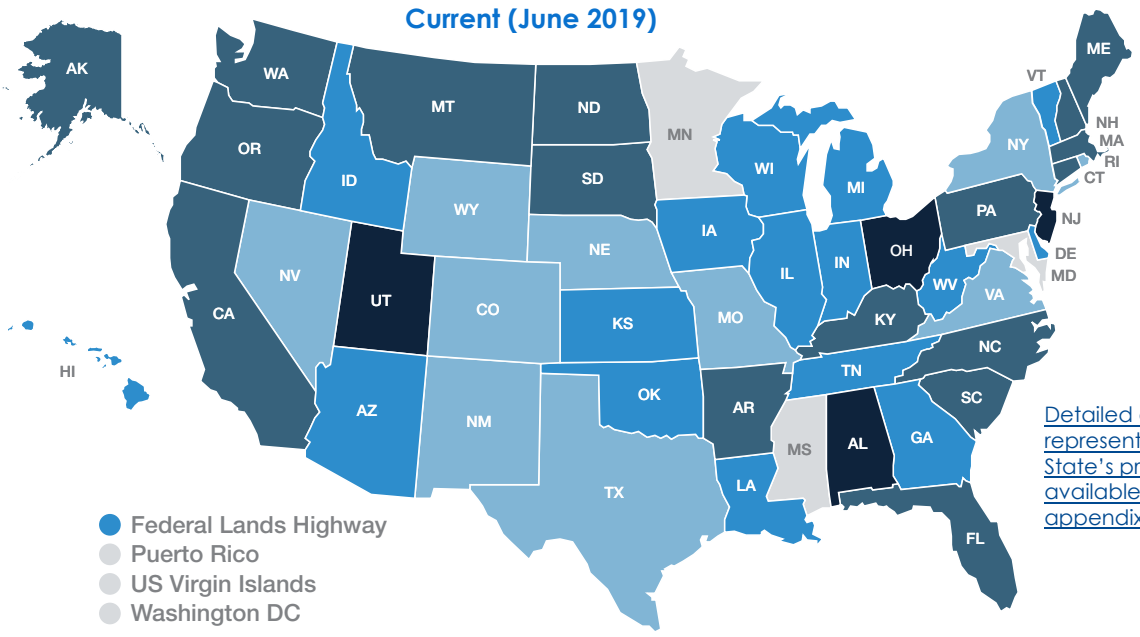
Unmanned Aerial Systems

Unmanned aerial systems (UAS) can benefit nearly all aspects of highway transportation by collecting high-quality data automatically or remotely. Multiuse aircraft controlled by certified operators on the ground, UAS can speed up data collection, increase safety and accuracy, and provide access to hard-to-reach locations.

Bridge inspection enhanced by UAS improves safety for the inspection team and the traveling public by reducing the need for temporary work zones. Construction inspection with UAS allows for a bird's-eye view of a project's progress and for the development of 3D terrain models that document construction processes and assist in assessment of earthwork quantity measurement.

UAS technology also helps agencies with emergency response after roadway disturbances such as rockslides, avalanches, and floods and damage assessment after earthquakes, fires, and bridge hits. It allows States to obtain quality data to make more informed decisions using a relatively low-cost platform.

Ten States are developing implementation plans and learning more about UAS applications in highwayPR1 (June 2019) transportation. Thirty-four States are demonstrating and assessing UAS. Four States have institutionalized the use of UAS.



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

Innovation Spotlight

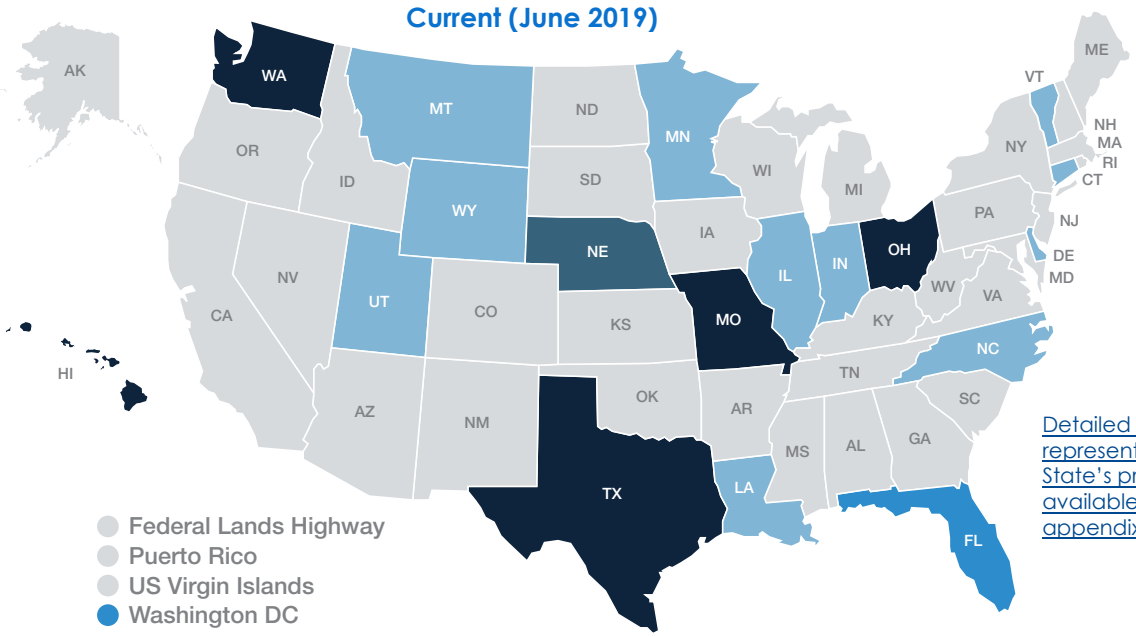
Value Capture: Capitalizing on the Value Created by Transportation

When agencies invest in transportation improvements, nearby land values often rise, benefiting landowners and developers. **Value capture** techniques enable agencies to share in a portion of these increased property values to invest in future transportation projects.

The value capture initiative promotes tools agencies can use to generate new and enhanced revenue sources to build, maintain, or reinvest in the transportation system. Agencies can add these tools—such as special assessments, right-of-way use agreements, development impact fees, tax increment financing, and transportation utility fees—to the mix of funding sources for transportation improvements.

Using value capture tools enables agencies to address gaps in transportation funding and accelerate project delivery. Value capture is useful in a wide range of settings—urban, suburban, and rural. It can be used to fund capital projects as well as operations and maintenance activities.

Nine States are developing implementation plans and learning more about value capture mechanisms. Four States are demonstrating and assessing tools to generate revenue sources for transportation improvements. Five States have institutionalized the use of value capture.



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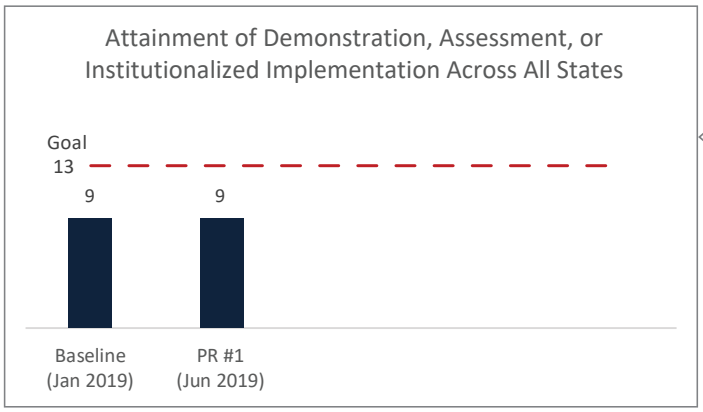
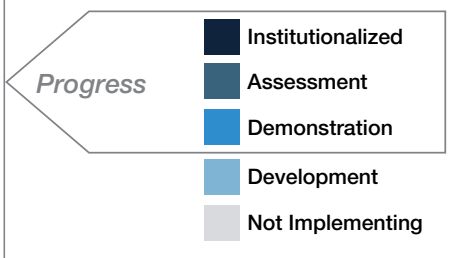




Innovation Spotlight

Virtual Public Involvement

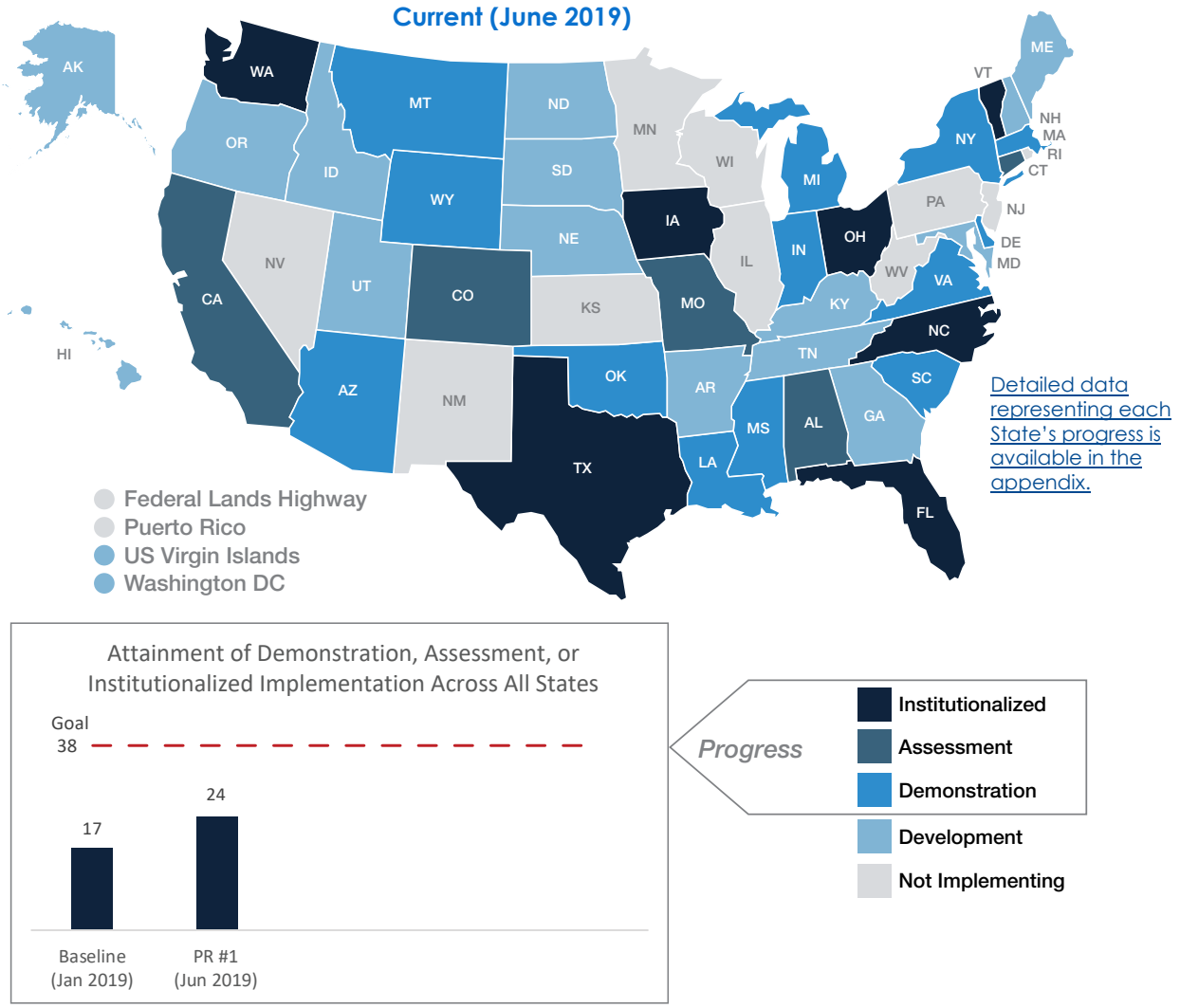
Involving the public in transportation planning and project development can help agencies accelerate project delivery by identifying concerns early in the decision-making process. **Virtual public involvement** strategies enhance agencies' efforts to engage the public by supplementing traditional processes such as face-to-face meetings with digital technology.

Virtual tools and strategies, such as mobile applications, project visualizations, do-it-yourself videos, crowdsourcing tools, virtual town halls, mapping tools, and all-in-one tools, make public involvement more accessible. These approaches offer convenient, low-cost methods to inform the public, encourage participation, illustrate projects and plans, and get feedback.

Virtual public involvement can aid in establishing a common vision for transportation and ensure the opinions and needs of the public are understood and considered during planning and project development. Virtual tools can also engage wider, more diverse audiences more efficiently and address barriers to public participation, such as potential participants' busy schedules.

Seventeen States are developing implementation plans and learning more about virtual public involvement approaches. Eighteen States are demonstrating and assessing virtual tools and strategies to engage the public.

Six States have institutionalized the implementation of virtual public involvement.PR1 (June 2019)



Innovation Spotlight

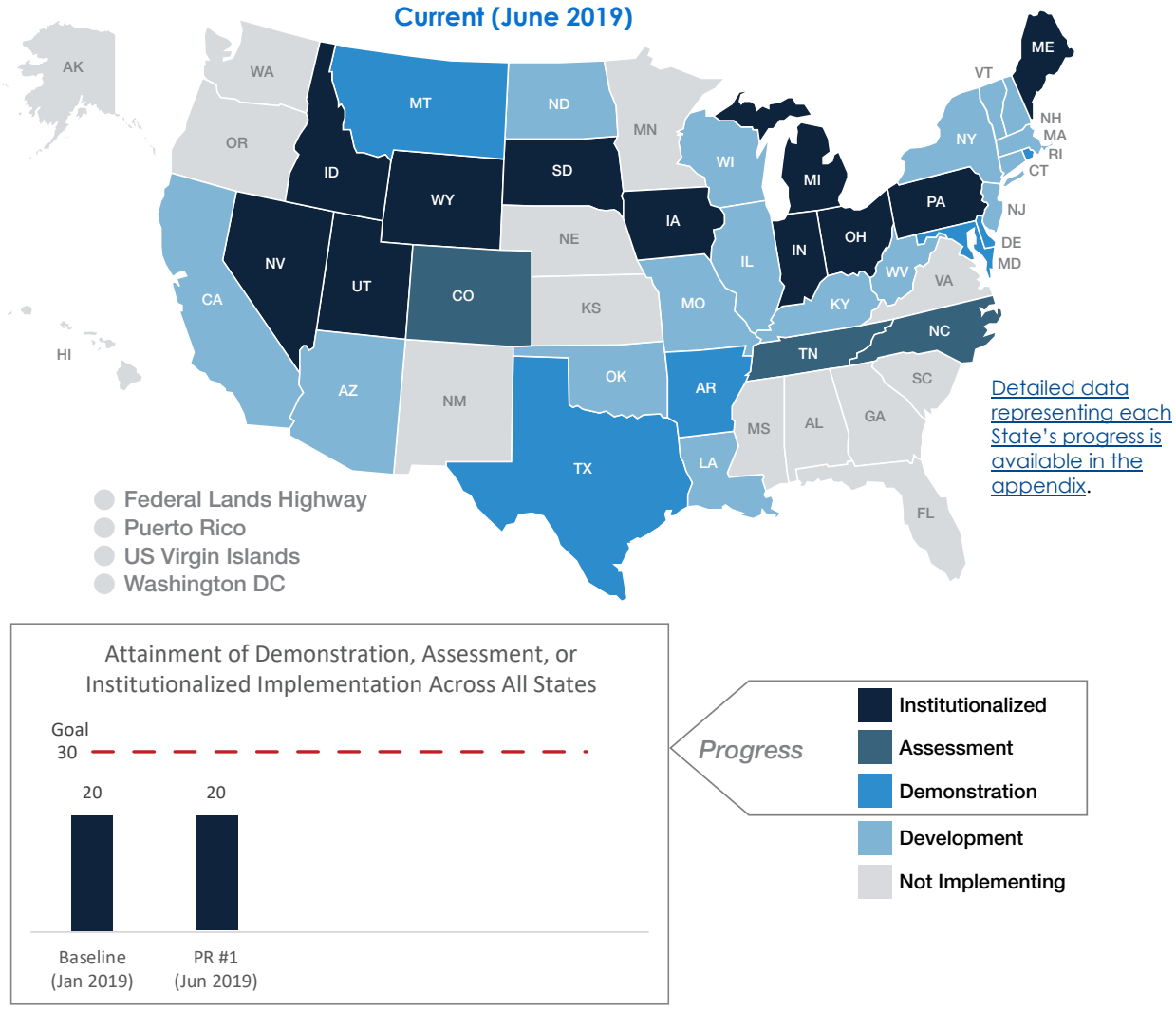
Weather-Responsive Management Strategies

Weather-responsive management strategies can increase the effectiveness of traffic operations and highway maintenance during adverse road weather conditions.

Inclement weather is a factor in one out of five crashes on U.S. roads. Each year, nearly 6,000 people are killed and more than 445,000 are injured in weather-related crashes. Inclement weather also contributes to traffic delays, increased freight costs, and environmental impacts from road salt use.

EDC-5 promotes adoption of traffic and maintenance management approaches that use road weather data from **integrating mobile observations** and connected vehicles, combined with informed decisions stemming from **Pathfinder**. Traffic management strategies such as motorist advisory systems, signal timing, and variable speed limits can help agencies improve safety and keep traffic and freight moving. Maintenance management strategies such as plowing, debris removal, and water drainage maintenance also enhance safety and mobility, while anti-icing and deicing techniques can reduce the cost and negative environmental effects of chemical use.

Sixteen States are developing implementation plans and learning more about weather-responsive management strategies. Nine States are demonstrating and assessing approaches to improve traffic operations and highway maintenance. Eleven States have institutionalized the use of weather-responsive management strategies.



Innovation Spotlight

Acronyms and Abbreviations

2D.....two-dimensional
3D.....three-dimensional
AASHTO.....American Association of State Highway and Transportation Officials
A-GaME.....advanced geotechnical methods in exploration
AID Demonstration.....Accelerated Innovation Deployment Demonstration
CHANGE.....collaborative hydraulics: advancing to the next generation of engineering
DOT.....department of transportation
EDC.....Every Day Counts
EDC-5.....Every Day Counts round five
FHWA.....Federal Highway Administration
FLH.....Federal Lands Highway
STEP.....safe transportation for every pedestrian
STIC.....State Transportation Innovation Council
UAS.....unmanned aerial system

More Information

See the **EDC-5 innovations** web page for information and resources.

Watch **introductory webinars** for overviews and examples of how agencies use the EDC-5 innovations.

Contact **EDC-5 deployment teams** for information, technical assistance, and training.

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

View *the EDC-5 Destination Innovation video.*

Appendix

States	Advanced Geotechnical Exploration Methods (A-GaME)	Collaborative Hydraulics (CHANGE)	Use of Crowdsourcing to Advance Operations	Project Bundling	Reducing Rural Roadway Departures (RwD)	Safe Transportation for Every Pedestrian (STEP)	Unmanned Aerial Systems (UAS)	Value Capture	Virtual Public Involvement (VPI)	Weather-Responsive Management Strategies (WRMS)
Alabama	Development Stage	Assessment Stage	Demonstration Stage	Institutionalized	Development Stage	Demonstration Stage	Institutionalized	Not Implementing	Assessment Stage	Not Implementing
Alaska	Assessment Stage	Assessment Stage	Not Implementing	Demonstration Stage	Demonstration Stage	Assessment Stage	Assessment Stage	Not Implementing	Development Stage	Not Implementing
Arizona	Development Stage	Assessment Stage	Development Stage	Development Stage	Demonstration Stage	Development Stage	Demonstration Stage	Not Implementing	Demonstration Stage	Development Stage
Arkansas	Demonstration Stage	Demonstration Stage	Assessment Stage	Development Stage	Demonstration Stage	Development Stage	Assessment Stage	Not Implementing	Development Stage	Demonstration Stage
California	Institutionalized	Demonstration Stage	Not Implementing	Assessment Stage	Assessment Stage	Demonstration Stage	Assessment Stage	Not Implementing	Assessment Stage	Development Stage
Colorado	Development Stage	Assessment Stage	Demonstration Stage	Development Stage	Assessment Stage	Demonstration Stage	Development Stage	Not Implementing	Assessment Stage	Assessment Stage
Connecticut	Institutionalized	Assessment Stage	Institutionalized	Demonstration Stage	Development Stage	Development Stage	Assessment Stage	Development Stage	Assessment Stage	Development Stage
Delaware	Development Stage	Assessment Stage	Assessment Stage	Assessment Stage	Assessment Stage	Institutionalized	Demonstration Stage	Development Stage	Demonstration Stage	Demonstration Stage
Federal Lands Highway	Demonstration Stage	Assessment Stage	Not Implementing	Not Implementing	Development Stage	Not Implementing	Demonstration Stage	Not Implementing	Not Implementing	Not Implementing
Florida	Institutionalized	Demonstration Stage	Assessment Stage	Institutionalized	Demonstration Stage	Demonstration Stage	Assessment Stage	Demonstration Stage	Institutionalized	Not Implementing
Georgia	Demonstration Stage	Assessment Stage	Institutionalized	Institutionalized	Assessment Stage	Assessment Stage	Demonstration Stage	Not Implementing	Development Stage	Not Implementing
Hawaii	Not Implementing	Development Stage	Development Stage	Not Implementing	Development Stage	Assessment Stage	Demonstration Stage	Institutionalized	Development Stage	Not Implementing
Idaho	Not Implementing	Demonstration Stage	Not Implementing	Demonstration Stage	Demonstration Stage	Demonstration Stage	Demonstration Stage	Not Implementing	Development Stage	Institutionalized
Illinois	Development Stage	Demonstration Stage	Development Stage	Development Stage	Assessment Stage	Demonstration Stage	Demonstration Stage	Development Stage	Not Implementing	Development Stage
Indiana	Assessment Stage	Demonstration Stage	Institutionalized	Institutionalized	Demonstration Stage	Development Stage	Demonstration Stage	Development Stage	Demonstration Stage	Institutionalized
Iowa	Development Stage	Institutionalized	Institutionalized	Institutionalized	Assessment Stage	Development Stage	Demonstration Stage	Not Implementing	Institutionalized	Institutionalized
Kansas	Development Stage	Development Stage	Not Implementing	Institutionalized	Assessment Stage	Assessment Stage	Demonstration Stage	Not Implementing	Not Implementing	Not Implementing
Kentucky	Assessment Stage	Assessment Stage	Assessment Stage	Assessment Stage	Demonstration Stage	Demonstration Stage	Assessment Stage	Not Implementing	Development Stage	Development Stage
Louisiana	Development Stage	Development Stage	Development Stage	Development Stage	Demonstration Stage	Development Stage	Demonstration Stage	Development Stage	Demonstration Stage	Development Stage
Maine	Development Stage	Assessment Stage	Assessment Stage	Institutionalized	Demonstration Stage	Assessment Stage	Assessment Stage	Not Implementing	Development Stage	Institutionalized
Maryland	Assessment Stage	Not Implementing	Development Stage	Not Implementing	Not Implementing	Development Stage	Not Implementing	Not Implementing	Development Stage	Demonstration Stage
Massachusetts	Development Stage	Assessment Stage	Demonstration Stage	Not Implementing	Development Stage	Institutionalized	Assessment Stage	Not Implementing	Demonstration Stage	Development Stage
Michigan	Demonstration Stage	Assessment Stage	Institutionalized	Institutionalized	Institutionalized	Institutionalized	Demonstration Stage	Not Implementing	Demonstration Stage	Institutionalized
Minnesota	Institutionalized	Assessment Stage	Not Implementing	Not Implementing	Not Implementing	Assessment Stage	Not Implementing	Development Stage	Not Implementing	Not Implementing
Mississippi	Not Implementing	Assessment Stage	Development Stage	Institutionalized	Demonstration Stage	Demonstration Stage	Not Implementing	Not Implementing	Demonstration Stage	Not Implementing
Missouri	Development Stage	Demonstration Stage	Demonstration Stage	Development Stage	Development Stage	Development Stage	Development Stage	Institutionalized	Assessment Stage	Development Stage
Montana	Demonstration Stage	Assessment Stage	Development Stage	Institutionalized	Assessment Stage	Demonstration Stage	Assessment Stage	Development Stage	Demonstration Stage	Demonstration Stage
Nebraska	Not Implementing	Not Implementing	Not Implementing	Development Stage	Not Implementing	Demonstration Stage	Development Stage	Assessment Stage	Development Stage	Not Implementing

States	Advanced Geotechnical Exploration Methods (A-GaME)	Collaborative Hydraulics (CHANGE)	Use of Crowdsourcing to Advance Operations	Project Bundling	Reducing Rural Roadway Departures (RwD)	Safe Transportation for Every Pedestrian (STEP)	Unmanned Aerial Systems (UAS)	Value Capture	Virtual Public Involvement (VPI)	Weather-Responsive Management Strategies (WRMS)
Nevada	Not Implementing	Assessment Stage	Not Implementing	Not Implementing	Not Implementing	Institutionalized	Development Stage	Not Implementing	Not Implementing	Institutionalized
New Hampshire	Development Stage	Assessment Stage	Demonstration Stage	Institutionalized	Development Stage	Demonstration Stage	Assessment Stage	Not Implementing	Development Stage	Development Stage
New Jersey	Demonstration Stage	Demonstration Stage	Institutionalized	Institutionalized	Development Stage	Assessment Stage	Institutionalized	Not Implementing	Not Implementing	Development Stage
New Mexico	Development Stage	Assessment Stage	Institutionalized	Institutionalized	Not Implementing	Development Stage	Development Stage	Not Implementing	Not Implementing	Not Implementing
New York	Development Stage	Assessment Stage	Development Stage	Not Implementing	Development Stage	Institutionalized	Development Stage	Not Implementing	Demonstration Stage	Development Stage
North Carolina	Institutionalized	Demonstration Stage	Demonstration Stage	Institutionalized	Institutionalized	Assessment Stage	Assessment Stage	Development Stage	Institutionalized	Assessment Stage
North Dakota	Not Implementing	Not Implementing	Not Implementing	Demonstration Stage	Assessment Stage	Development Stage	Assessment Stage	Not Implementing	Development Stage	Development Stage
Ohio	Assessment Stage	Demonstration Stage	Institutionalized	Institutionalized	Institutionalized	Institutionalized	Institutionalized	Institutionalized	Institutionalized	Institutionalized
Oklahoma	Development Stage	Development Stage	Development Stage	Assessment Stage	Development Stage	Assessment Stage	Demonstration Stage	Not Implementing	Demonstration Stage	Development Stage
Oregon	Assessment Stage	Assessment Stage	Assessment Stage	Institutionalized	Institutionalized	Assessment Stage	Assessment Stage	Not Implementing	Development Stage	Institutionalized
Pennsylvania	Not Implementing	Demonstration Stage	Not Implementing	Institutionalized	Assessment Stage	Assessment Stage	Assessment Stage	Not Implementing	Not Implementing	Institutionalized
Puerto Rico	Development Stage	Not Implementing	Development Stage	Development Stage	Assessment Stage	Development Stage	Not Implementing	Not Implementing	Not Implementing	Not Implementing
Rhode Island	Not Implementing	Not Implementing	Development Stage	Development Stage	Institutionalized	Demonstration Stage	Development Stage	Not Implementing	Not Implementing	Demonstration Stage
South Carolina	Development Stage	Development Stage	Not Implementing	Development Stage	Institutionalized	Development Stage	Assessment Stage	Not Implementing	Demonstration Stage	Not Implementing
South Dakota	Development Stage	Assessment Stage	Development Stage	Institutionalized	Assessment Stage	Assessment Stage	Assessment Stage	Not Implementing	Development Stage	Institutionalized
Tennessee	Development Stage	Demonstration Stage	Development Stage	Demonstration Stage	Institutionalized	Assessment Stage	Demonstration Stage	Not Implementing	Development Stage	Assessment Stage
Texas	Development Stage	Development Stage	Demonstration Stage	Institutionalized	Development Stage	Demonstration Stage	Development Stage	Institutionalized	Institutionalized	Demonstration Stage
US Virgin Islands	Not Implementing	Not Implementing	Not Implementing	Demonstration Stage	Not Implementing	Demonstration Stage	Not Implementing	Not Implementing	Development Stage	Not Implementing
Utah	Development Stage	Assessment Stage	Development Stage	Institutionalized	Assessment Stage	Assessment Stage	Institutionalized	Development Stage	Development Stage	Institutionalized
Vermont	Demonstration Stage	Institutionalized	Not Implementing	Institutionalized	Development Stage	Institutionalized	Demonstration Stage	Development Stage	Institutionalized	Development Stage
Virginia	Not Implementing	Not Implementing	Development Stage	Institutionalized	Assessment Stage	Demonstration Stage	Development Stage	Not Implementing	Demonstration Stage	Not Implementing
Washington	Institutionalized	Assessment Stage	Not Implementing	Not Implementing	Demonstration Stage	Assessment Stage	Assessment Stage	Institutionalized	Institutionalized	Not Implementing
Washington DC	Not Implementing	Development Stage	Development Stage	Not Implementing	Not Implementing	Institutionalized	Not Implementing	Demonstration Stage	Development Stage	Not Implementing
West Virginia	Development Stage	Development Stage	Not Implementing	Not Implementing	Assessment Stage	Development Stage	Demonstration Stage	Not Implementing	Not Implementing	Development Stage
Wisconsin	Development Stage	Demonstration Stage	Not Implementing	Development Stage	Not Implementing	Development Stage	Demonstration Stage	Not Implementing	Not Implementing	Development Stage
Wyoming	Development Stage	Assessment Stage	Development Stage	Institutionalized	Institutionalized	Institutionalized	Development Stage	Development Stage	Demonstration Stage	Institutionalized