

Every Day Counts: Innovation for a Nation on the Move

EDC-7 Summit Summary and Baseline Report
May 2023



U.S. Department of Transportation
Federal Highway Administration

Foreword



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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 describes the innovations FHWA is promoting in the program's seventh round and documents the Virtual Summit held in February 2023. Included are the deployment status of the innovations in April 2023 and the goals transportation stakeholders set to broaden their adoption by May 2025. 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.

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Acronyms and Abbreviations

AASHTO ..	American Association of State Highway and Transportation Officials
ADOT	Arizona Department of Transportation
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
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

“A safe transportation system helps all of us make it home to our loved ones and participating in Every Day Counts programs provides everyone the vital opportunity to do better.”

Shailen Bhatt, Administrator, FHWA

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. 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. 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

"I think it's really important that we focus on developing problem solvers and innovators. Simple ideas and strategies can lead to serious safety improvements."

Jennifer Toth, Director, Arizona Department of Transportation (ADOT)

“Innovation is part of our culture here, and it starts from the top... giving us the freedom to do it. We are really excited to begin quantifying greenhouse gases in everything we do... in the planning stage... and this goes into drafting our resilience improvement plan and carbon reduction plan.”

Jim Pappas, III, Director of Transportation Resilience & Sustainability, Delaware DOT

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. FHWA 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 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.

More Information

See the [EDC-7 innovations](#) on the Center for Accelerating Innovation website for information and resources.

Visit the [EDC-7 Virtual Summit](#) website to access presentations, factsheets, videos, and more on the EDC-7 innovations, as well as a national STIC showcase. Content is available on-demand through February 2024.

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](#).

EDC-7 Summit: A Virtual Introduction to a New Round of Innovations

From February 14-16, 2023, FHWA held the EDC-7 virtual summit, introducing seven innovations that will be promoted during the two-year round. Nearly 2000 people attended from all 50 States, Washington DC, and Puerto Rico, representing over 200 local agencies, 80 Metropolitan Planning Organizations, and numerous academic institutions, industry, other Federal agencies, and private firms.

“Every Day Counts is about providing you, our colleagues, the resources that you need in your own individual innovation journeys to help you get from where you are right now to where you want to be in the future,” said Jeff Zaharewicz, Director of Accelerating Innovation. “That’s Every Day Counts for us.”

FHWA Administrator Shailen Bhatt put it even more simply. “Every Day Counts is about learning.”

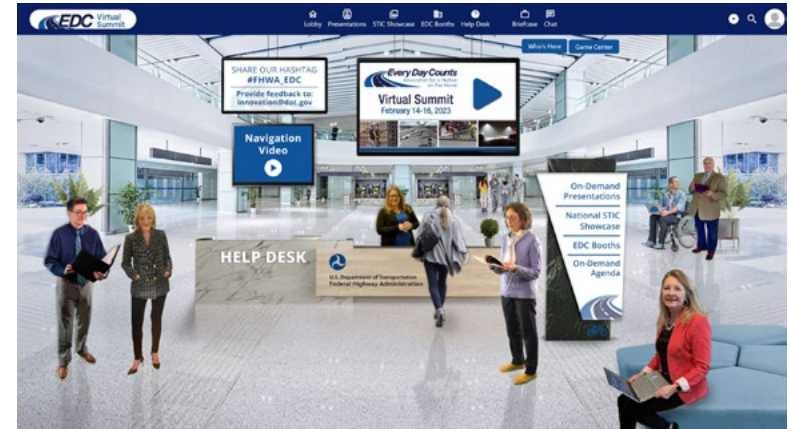
Summit presenters from Federal, State, and local agencies provided information and expertise on EDC-7’s seven innovations. This begins a process, where STICs review innovations, choose those that fit their State and local agency needs, and develop plans to put the innovations into practice over the next two years. Each day of the summit highlighted one focus area of this round’s innovations—improve safety for all users, build sustainable infrastructure, and grow an inclusive workforce.

For the first time, this round of EDC innovations provides benefits that extend beyond traditional surface transportation settings and reach into other transportation modes.

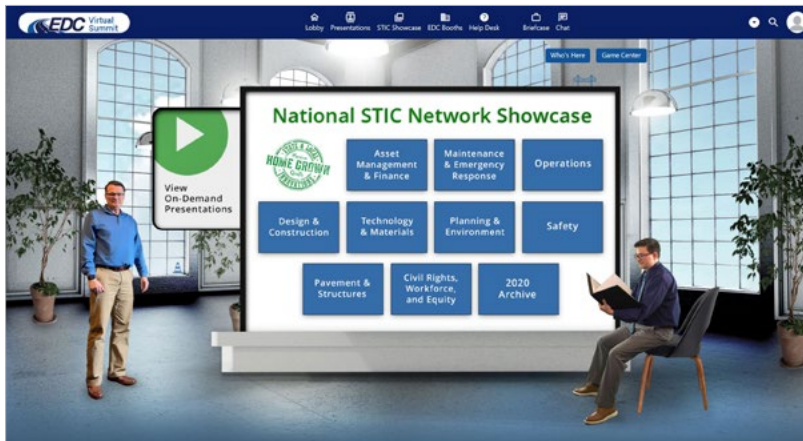
This year’s summit also featured more than 200 homegrown innovations in the [National STIC Showcase](#). These innovations, divided into eight categories, ranging from maintenance and emergency response to civil rights, workforce, and equity, highlight the spirit of innovation that was called out as being critically important to the process of improving policies and practices.

“I think it’s really important that we focus on developing problem solvers and innovators,” said Jennifer Toth, administrator, Arizona Department of Transportation. “Simple ideas and strategies can lead to serious safety improvements and I’m excited that a few of our homegrown innovations are going to be highlighted in the STIC showcase.”

The EDC-7 Virtual Summit sessions, videos, and resource materials are available on-demand in the virtual venue through February 2024. [Register for access](#) and to learn more and watch presentations about the EDC-7 and STIC Network Showcase innovations.



FHWA/LabRoots



FHWA/LabRoots

“Quantifying environmental impacts provides a valuable tool when making decisions. Puerto Rico is interested in learning and exploring the use of EPDs for a cleaner environment. We believe that this Every Day Counts innovation will continue what we started during the climate challenge program.”

Miguel Estrella, Puerto Rico Highway Transportation Authority

EDC-7 Innovations

During the EDC-7 Virtual Summit, participants heard from and engaged with technical experts who described the benefits of the EDC-7 innovations and provided examples of how transportation agencies use them.

- ▶ [Nighttime Visibility for Safety](#)
The nighttime crash fatality rate is three times the daytime rate. Enhancing visibility along corridors, intersections, and pedestrian crossings can help reduce fatalities. This initiative promotes traffic control devices and properly designed lighting to improve safety for all users.
- ▶ [Next Generation TIM: Technology for Saving Lives](#)
Over six million crashes a year in the U.S. put responders and other vulnerable road users at risk. Next-Generation Traffic Incident Management programs promote emerging technologies such as emergency vehicle lighting and queue warning solutions. These and other tools can advance safety and operations to mitigate incident impacts.
- ▶ [Integrating GHG Assessment and Reduction Targets in Transportation Planning](#)
Transportation is the largest emitter of greenhouse gases in the U.S. This initiative provides resources to help agencies quantify greenhouse gases and set goals to decrease motor vehicle, construction, and life-cycle emissions through planning and project development.
- ▶ [Enhancing Performance with Internally Cured Concrete \(EPIC²\)](#)
Cracking in concrete is a limiting factor in achieving long-term concrete performance. Internal curing mitigates shrinkage cracking and has the potential to substantially extend the service life of concrete bridge decks and enhance the performance of pavements and repairs.
- ▶ [EPDs for Sustainable Project Delivery](#)
Construction materials such as concrete and asphalt have environmental impacts during their life cycle. Environmental product declarations, or EPDs, document those impacts. This tool helps States support procurement decisions and quantify embodied carbon reductions using life cycle assessments for sustainable pavements.
- ▶ [Rethinking DBE for Design-Build](#)
Many disadvantaged business enterprise program procedures do not adequately address design-build contracting. New practices are available to support the effective integration of program requirements to help small, disadvantaged businesses compete for design-build contracts.
- ▶ [Strategic Workforce Development](#)
The demand for highway workers is growing, and emerging technologies require new skills. This innovation helps stakeholders improve their ability to identify, train, and place highway construction workers. The focus will expand to rural and Tribal communities to increase career opportunities.

“As leaders, my job and my entire team’s job is to really think through what policies to put in place and what actions to take to make the biggest difference, so that people will make it home safely tonight to enjoy dinner with their friends and family.”

Cheryl Walker, Associate Administrator for Safety, FHWA

EDC-7 Focus Areas: Leadership Reflections

Each day of the EDC-7 Virtual Summit featured opening sessions where transportation leaders discussed how they cultivate innovation in their agencies and contribute to the three focus areas of EDC-7—improving safety for all users, building sustainable infrastructure, and growing an inclusive workforce.

Improve Safety for All Users

Day one of the Summit focused on safety, which is also one of the U.S. DOT’s strategic goals. Shailen Bhatt, FHWA administrator, discussed the importance of safety during a keynote address before moving to the featured innovations: [nighttime visibility](#) and [next-generation traffic incident management: technology for saving lives](#).

“We all have a responsibility, those of us that work in transportation, to understand that we are stewards of a system that is killing 42,915 Americans every single year,” said Bhatt. “117 people lose their lives each and every day on roads throughout the United States. I feel responsible for each and every one of those lost lives, which is why safety is and always will be our number one priority at Federal Highways.”

Innovation in safety is a key to reducing those lost lives.

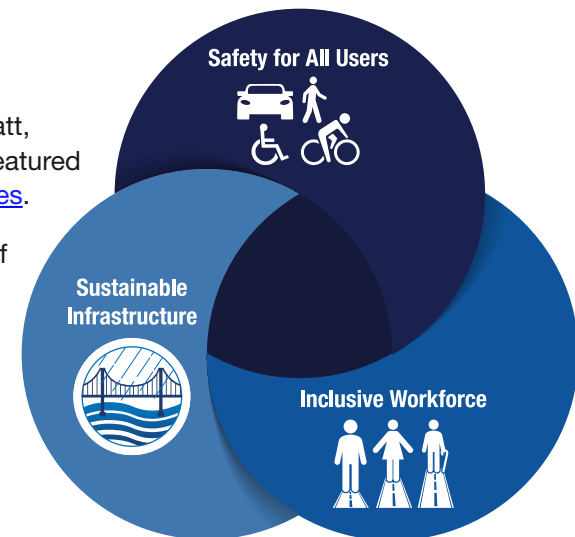
“By making safety our number one focus, we’re saying yes to trying out new ideas and empowering our teams and we can create a safer transportation system overall,” said Jennifer Toth, director of the Arizona Department of Transportation.

Looking at safety systemically is a hallmark of EDC safety innovations. Stephen Brich, Virginia Department of Transportation commissioner, noted the value of taking this perspective when considering safety improvements.

“Instead of isolated improvements, we went to systemic countermeasures,” he said. “We went to our Commonwealth Transportation Board and said, ‘we can have a greater impact on safety by taking a holistic viewpoint on systemic improvements.’”

Build Sustainable Infrastructure

The Summit’s second day looked at three innovations designed to improve sustainability of transportation infrastructure: [integrating ghg assessment and reduction targets in transportation planning](#), [enhancing performance with internally cured concrete \(EPIC²\)](#), and [environmental product declarations \(EPDs\) for sustainable project delivery](#).



“As our transportation system continues to innovate, it is imperative that we use every innovative and creative strategy at our disposal to build, sustain, and maintain our workforce in this highly competitive environment.”

Anwar Ahmad, Acting Director, FHWA Office of Innovation Management, Education, and Partnerships

“I believe that Every Day Counts innovations continue to offer great value as innovation and technology transfer tools within our transportation industry,” said Anwar Ahmad, acting director of the FHWA Office of Innovation and Workforce Solutions. “We often hear that the transportation system is the backbone of our nation’s economy. With that comes lots of challenges and responsibilities for us as leaders and transportation professionals to ensure that the transportation system is reliable, safe, and resilient.”

Grow an Inclusive Workforce

Finally, on day three, two innovations dedicated to human capital concluded the Summit. [Strategic workforce development](#) continues and builds upon its work in EDC-6 while [rethinking disadvantaged business enterprises \(DBE\) for design-build](#) brings the FHWA Office of Civil Rights into EDC for the first time.

Irene Rico, Associate Administrator for the FHWA Office of Civil Rights, told attendees what it meant to her to have an innovation based in Civil Rights included in EDC.

“For me, being part of EDC-7 is super exciting, we have 10 years of successful implementation of innovations that were piloted and then became industry practice,” Rico said. “It means that we have a wonderful platform that will provide us the access to be in a safe space, in a healthy environment, where we can exchange some of the challenges that we have had in implementing DBE in the design-build contracts, which is not the traditional way that we have implemented DBE.”

During his remarks on this final day, Ahmad added, “Opportunities are founded on having a sustainable and competent workforce. As our transportation system continues to innovate to successfully deliver our projects and programs, it is imperative that we and our transportation industry use every innovative and creative strategy at our disposal to build, sustain, and maintain our workforce in this very highly competitive environment.”

To hear additional thoughts and success stories from these leaders and more, please [watch the daily sessions on-demand](#) at the Summit website.

Deployment Plans

After the EDC-7 Virtual Summit ended, participants met in State caucuses scheduled by their STICs to begin planning which EDC-7 innovations to pursue over the next two years to meet their unique program needs. Participants relayed their recommendations to the STICs in each State for further discussion and development of performance goals and implementation plans to put the selected innovations into practice. State implementation plans for the EDC-7 innovations show that interest in all seven technologies and practices is strong. Each State plans to explore at least one innovation and many will deploy multiple technologies and practices.

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.

The baseline maps and charts illustrate the state of practice in April 2023, and the goal maps and charts indicate the implementation stage States plan to achieve by May 2025.

After the first year, FHWA will compile a status report every 6 months on 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.

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 the design, maintenance, and technology advancements to improve pedestrian crossings near activity locations.



VHB



FHWA

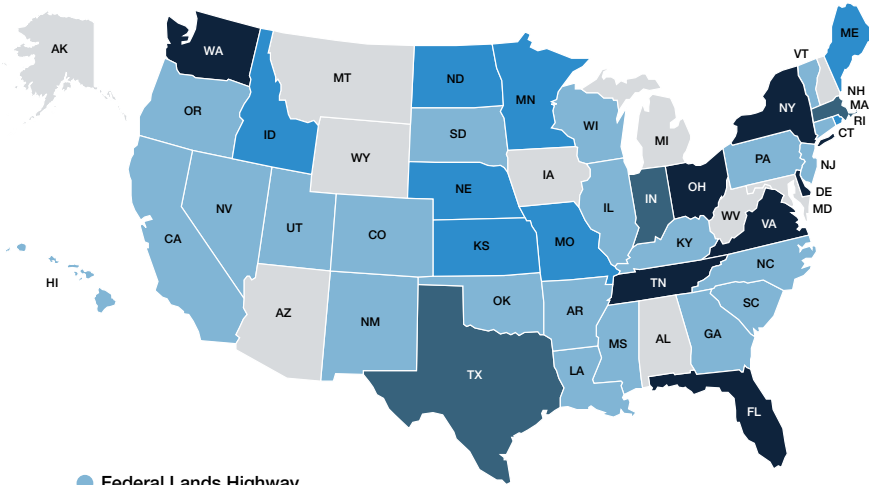


FHWA

Nighttime Visibility for Safety

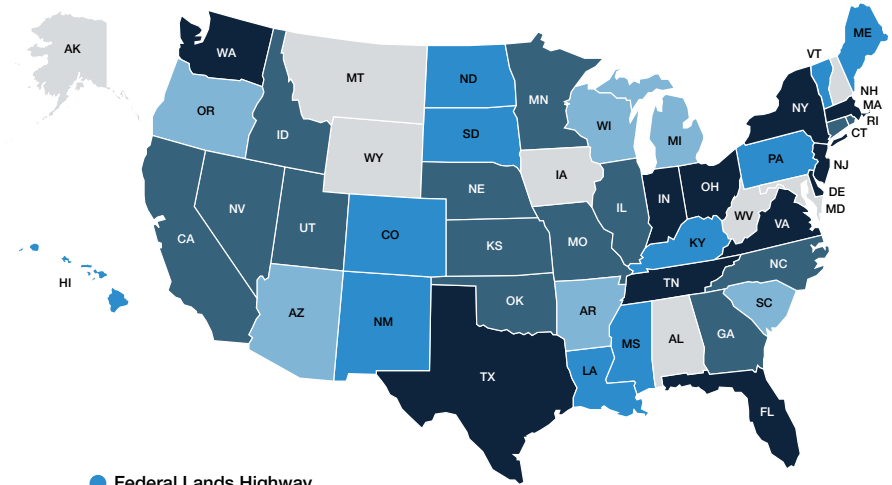
The number of States attaining the demonstration, assessment, or institutionalized stages of nighttime visibility for safety is expected to grow from 19 to 40.

Baseline (April 2023)



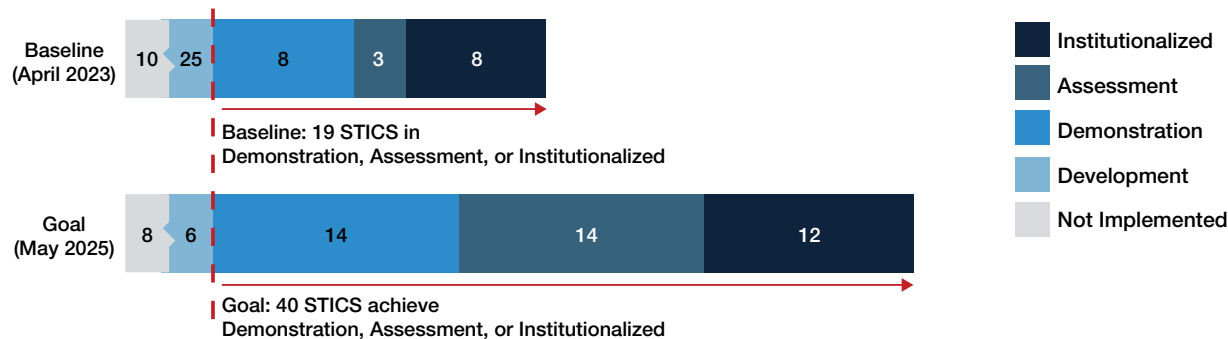
- Federal Lands Highway
- Puerto Rico
- US Virgin Islands
- Washington DC

Goal (May 2025)



- Federal Lands Highway
- Puerto Rico
- US Virgin Islands
- Washington DC

[Detailed data representing each State's progress is available in the appendix.](#)



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 TIM.

[Next-generation TIM: technology for saving lives](#) recommends technology that has the potential to improve safety of responders and motorists while improving post-crash care of 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, 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.



PA Turnpike Commission



Utah DOT

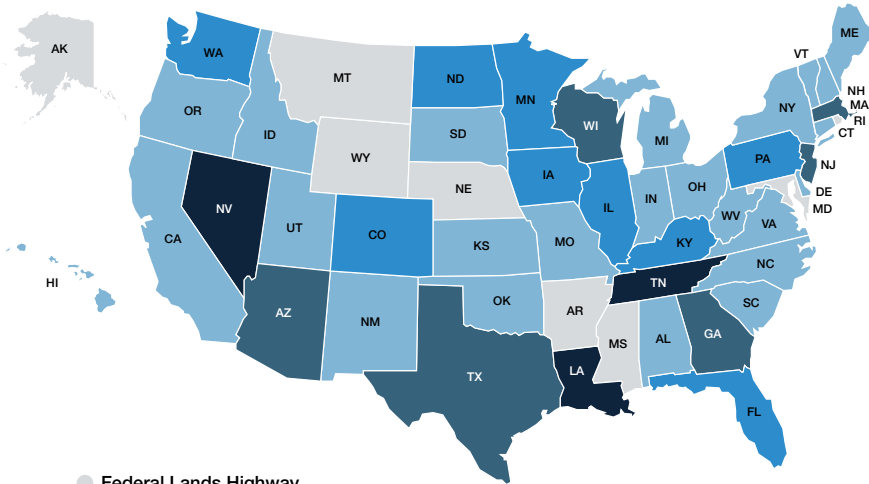


Florida DOT

Next Generation TIM: Technology for Saving Lives

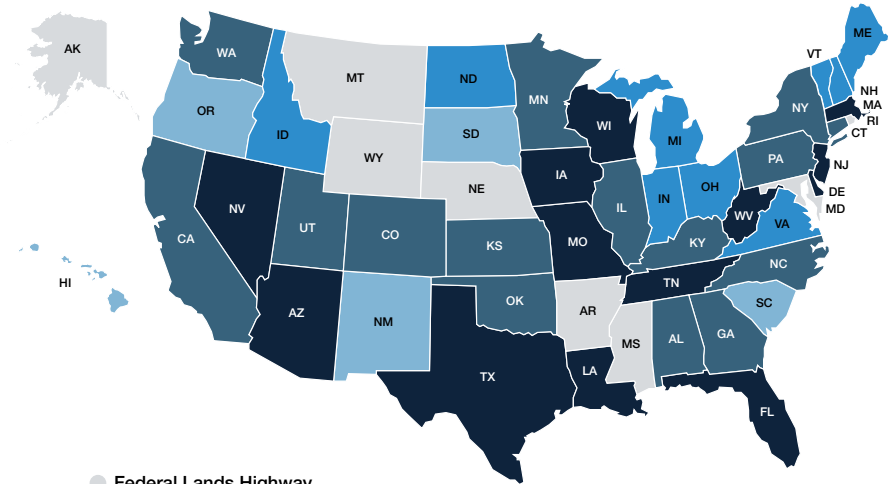
Thirty-nine States plan to be at the demonstration, assessment, or institutionalized stages of NextGen TIM at the end of EDC-7, compared to 19 at the beginning.

Baseline (April 2023)



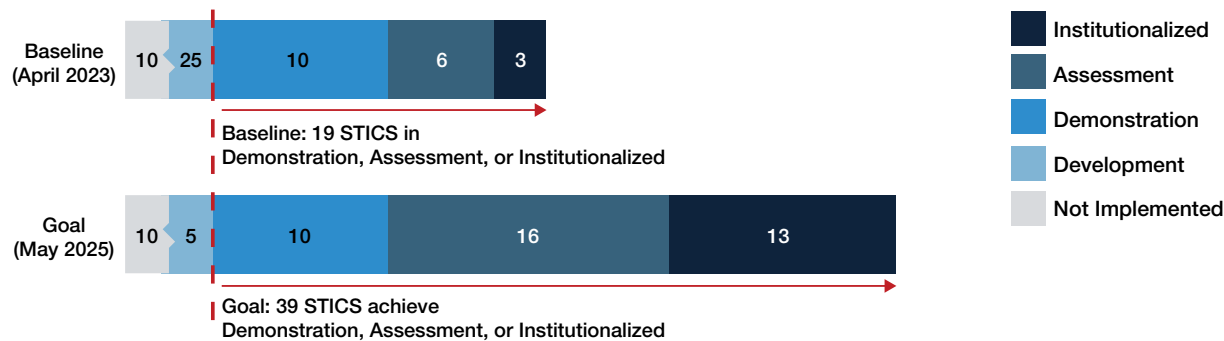
- Federal Lands Highway
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- Washington DC

Goal (May 2025)



- Federal Lands Highway
- Puerto Rico
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- Washington DC

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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. DOTs and MPOs 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.

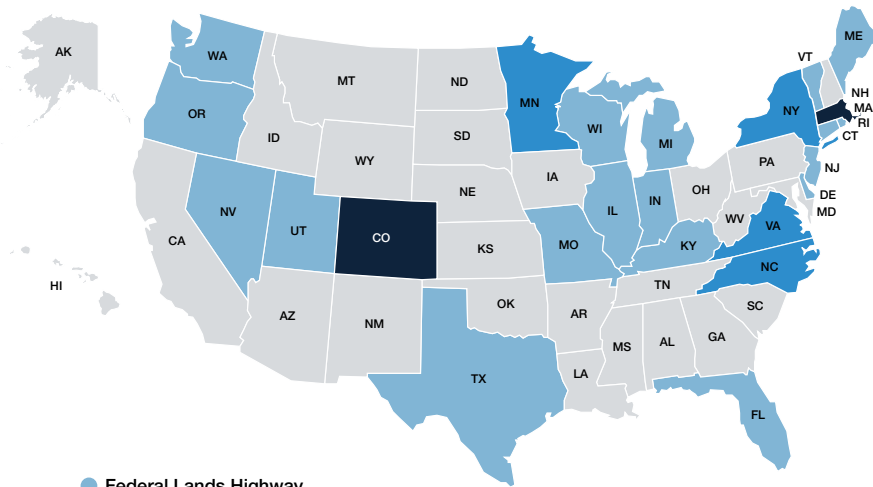
Integrating the consideration of GHG emissions into transportation planning and decision-making is a critical step that agencies can take toward meeting national reduction goals and reducing their climate impact.



Integrating GHG Assessment and Reduction Targets in Transportation Planning

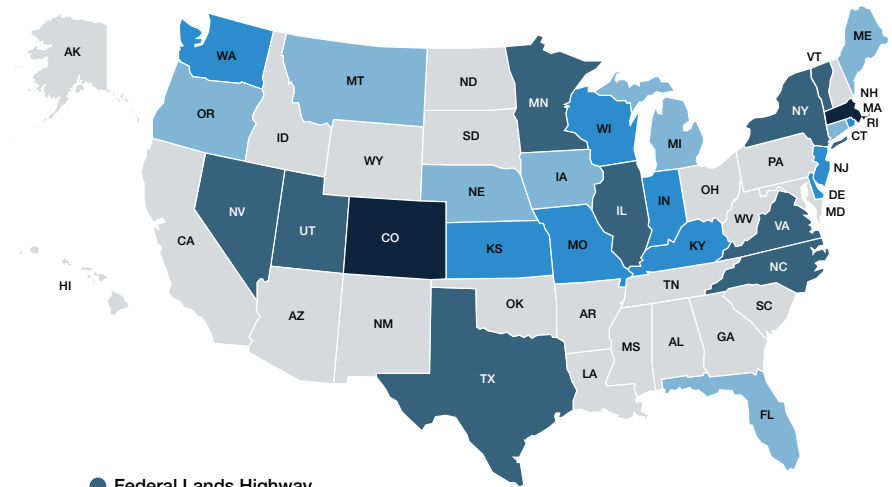
The number of States demonstrating, assessing, or using the integrating GHG assessment and reduction targets in transportation planning initiative as a standard practice is expected to expand from 7 to 22.

Baseline (April 2023)



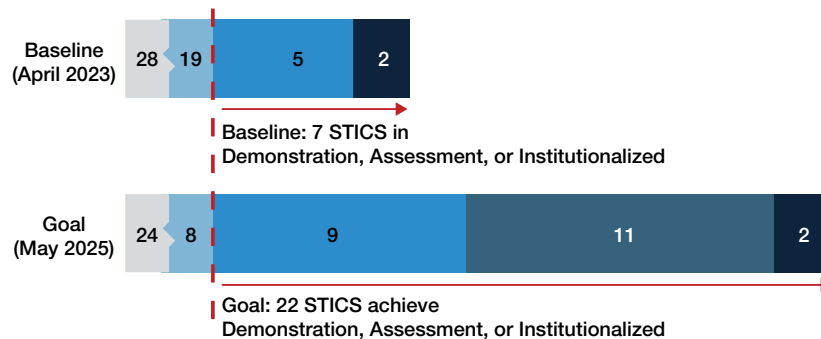
- Federal Lands Highway
- Puerto Rico
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- Washington DC

Goal (May 2025)



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- Institutionalized
- Assessment
- Demonstration
- Development
- Not Implemented

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.



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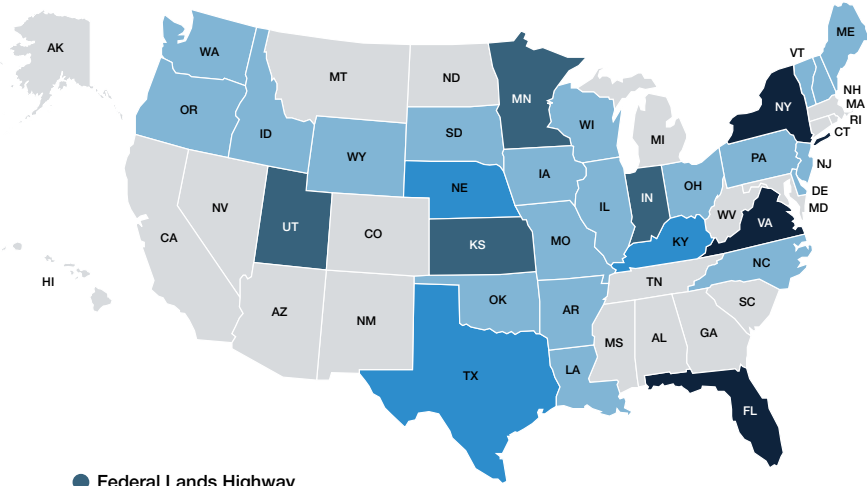


FHWA

Enhancing Performance with Internally Cured Concrete (EPIC²)

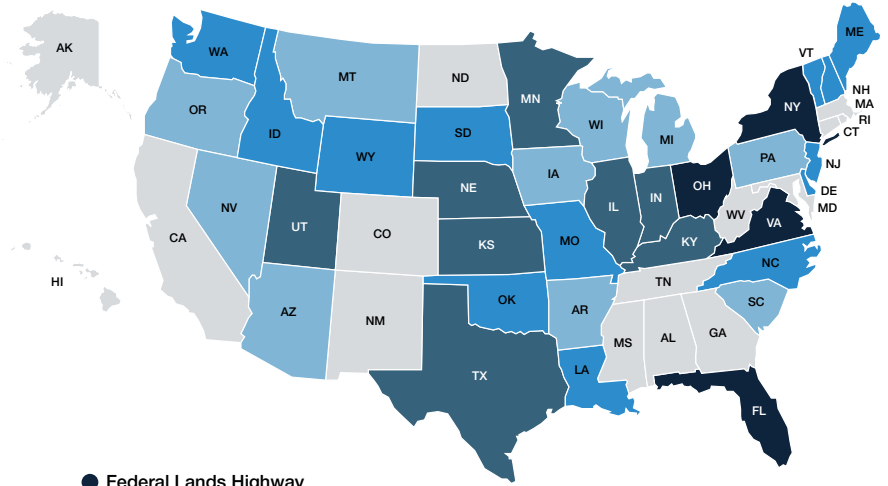
Twenty-eight States plan to reach the demonstration, assessment, or institutionalized stages of EPIC² deployment by the end of EDC-7, up from 11.

Baseline (April 2023)



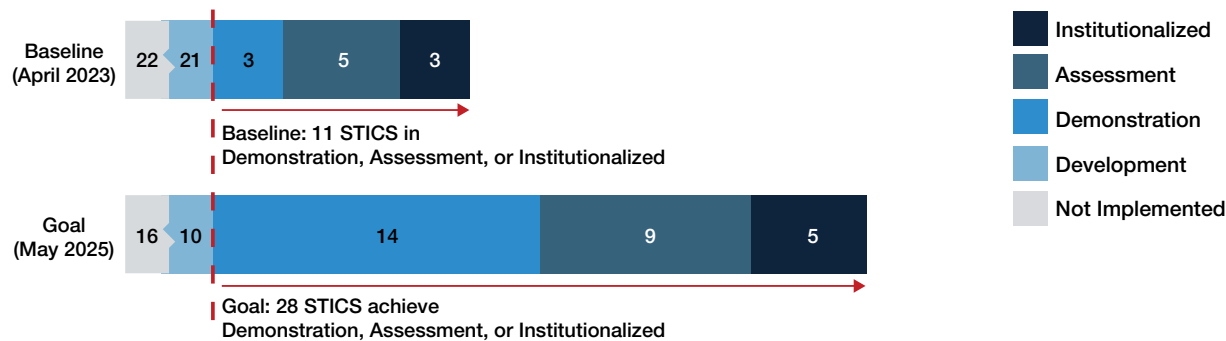
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Goal (May 2025)



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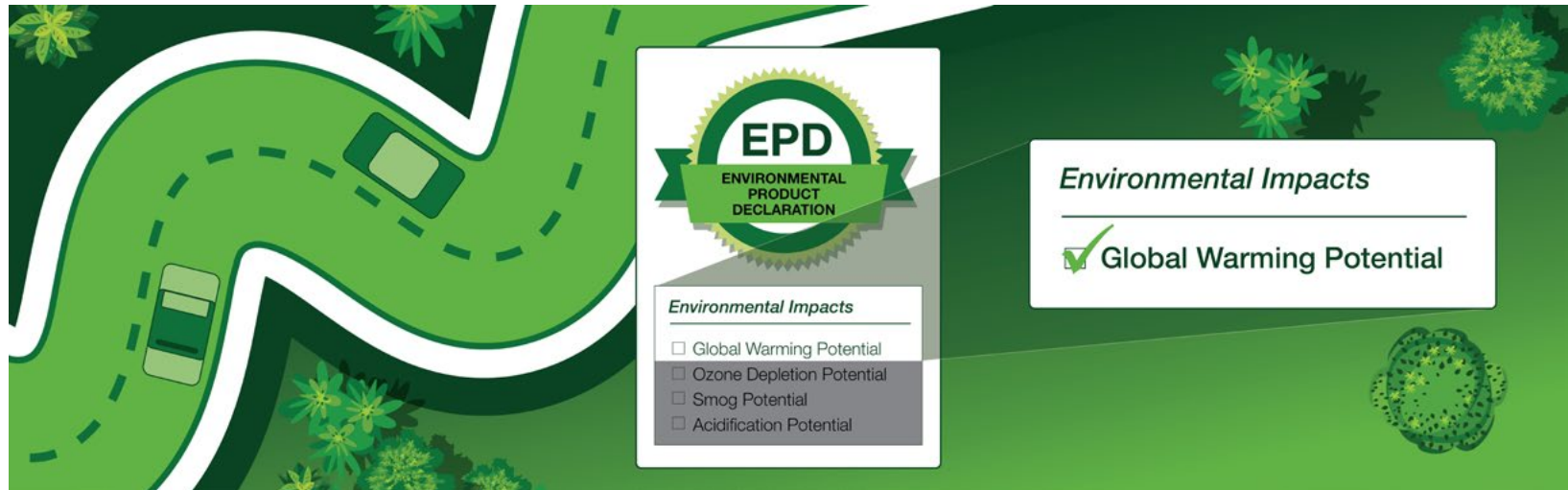


EPDs for Sustainable Project Delivery

The manufacture, transportation, and production of construction materials such as aggregate, asphalt, cement, asphalt mixtures, concrete mixtures, and steel reinforcement generates environmental impacts. As State departments of transportation (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 \(EPDs\) for sustainable project delivery](#) communicate the greenhouse gas (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.

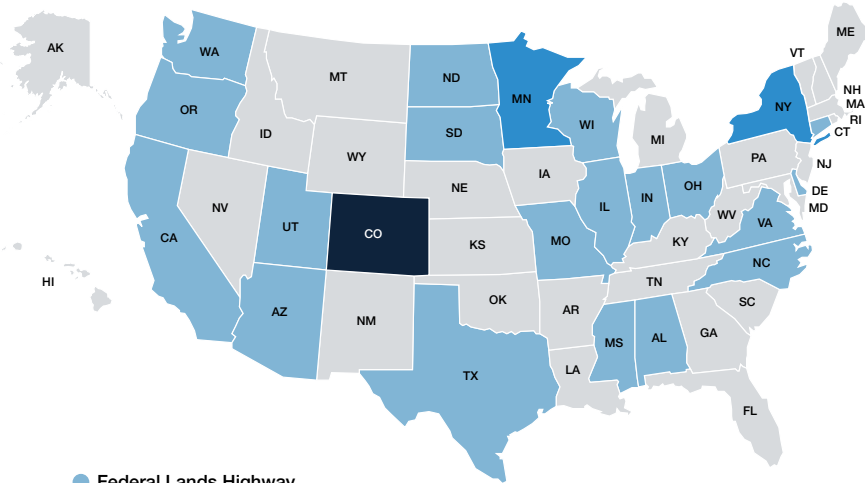
EPDs are transparent, third-party verified reports used to communicate those impacts from resource use, energy, and emissions. Agencies can leverage EPDs to support decision-making throughout the project delivery process. EPDs at material installation can establish and develop benchmarks for current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



EPDs for Sustainable Project Delivery

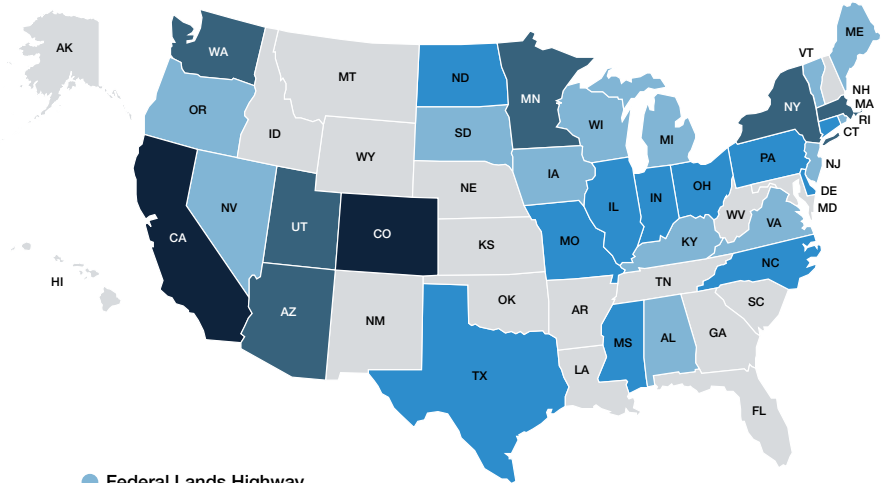
Thirty-five states will be implementing EPDs for Sustainable Project Delivery. Nineteen States set a goal to demonstrate, assess, or institutionalize the use of the innovation, compared to the current total of 3.

Baseline (April 2023)



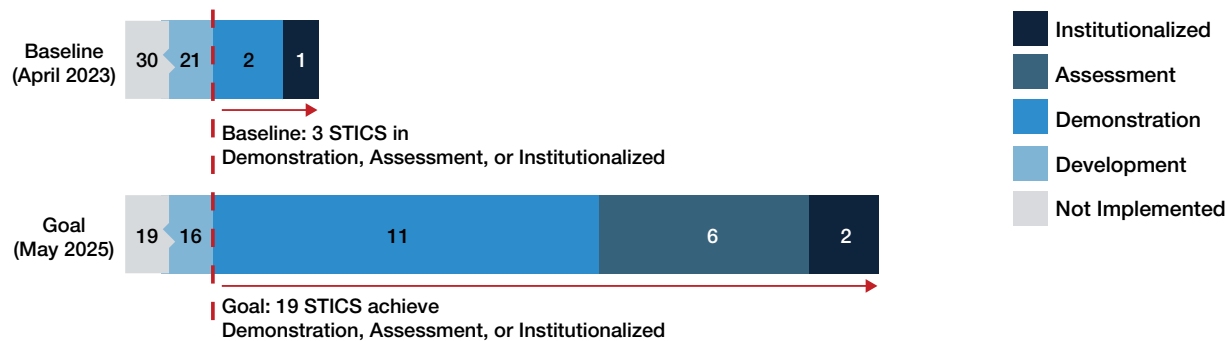
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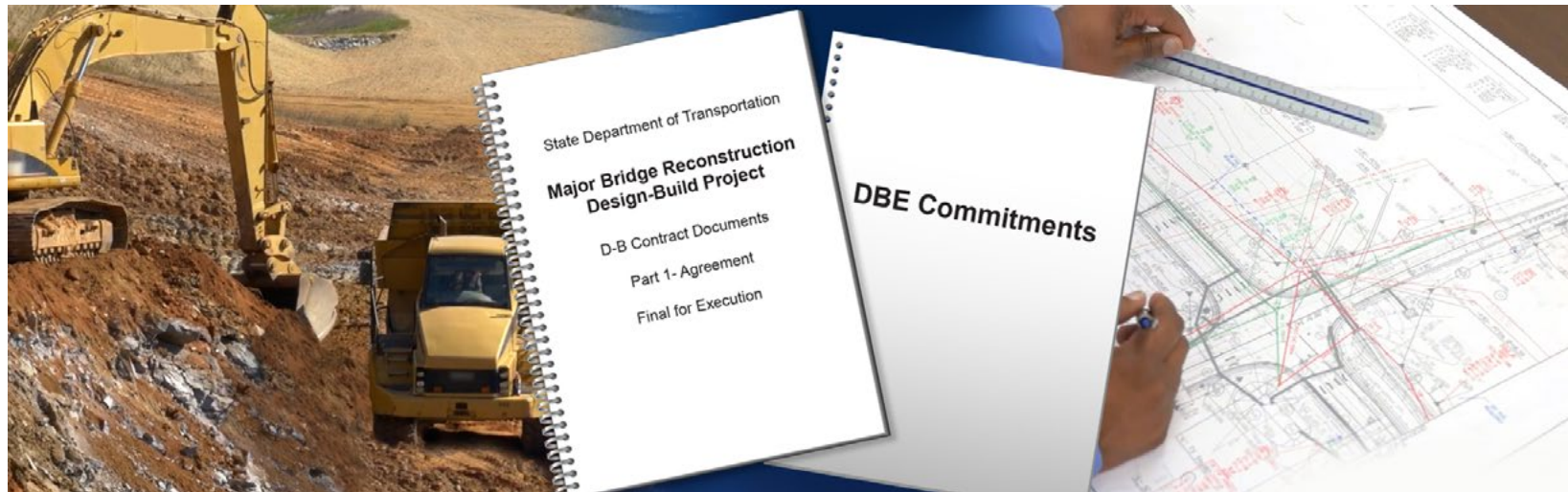


Rethinking DBE for Design-Build

Providing opportunities for small, disadvantaged firms is the essence of the 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.

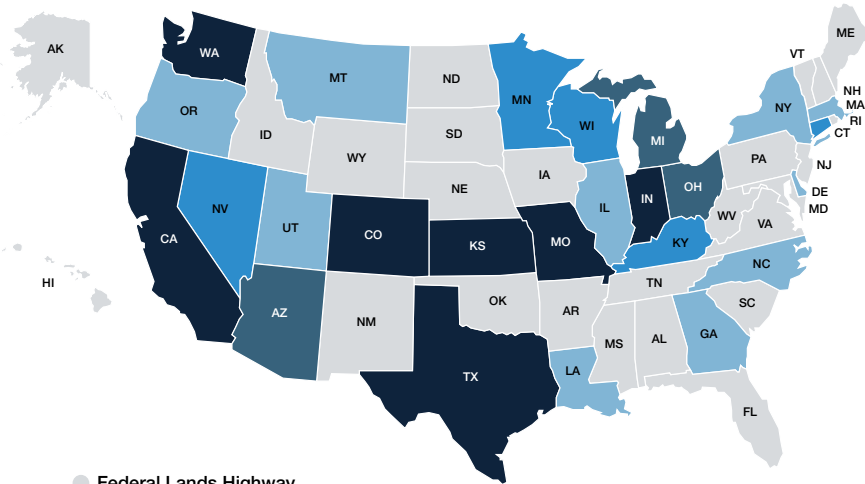
[Rethinking DBE for design-build](#) recommends solutions for agencies using design-build, including open-ended performance plans. An open-ended performance plan is a modified DBE commitment plan that, instead of naming DBEs to perform specific work at a specific price, allows the proposer to list anticipated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



Rethinking DBE for Design-Build

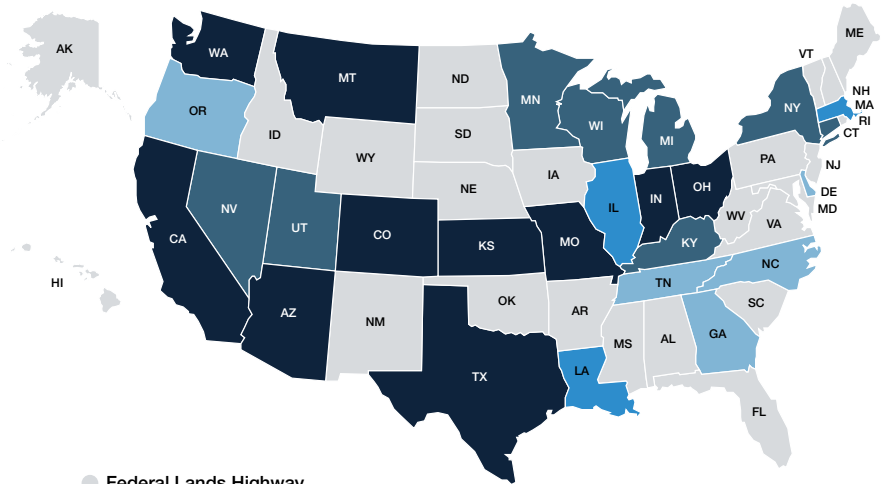
Twenty-one States set a goal to demonstrate, assess, or institutionalize rethinking DBE for design-build by the end of EDC-7, up from 15.

Baseline (April 2023)



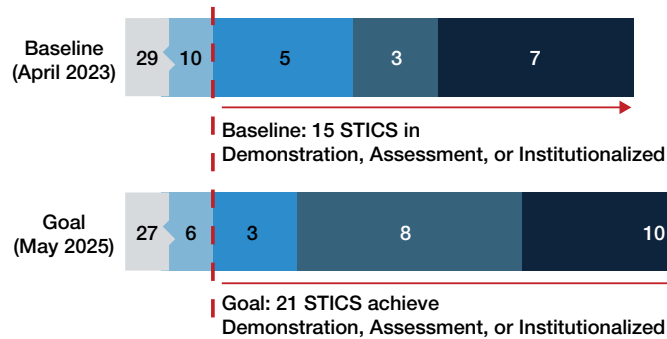
- Federal Lands Highway
- Puerto Rico
- US Virgin Islands
- Washington DC

Goal (May 2025)



- Federal Lands Highway
- Puerto Rico
- US Virgin Islands
- Washington DC

[Detailed data representing each State's progress is available in the appendix.](#)



- Institutionalized
- Assessment
- Demonstration
- Development
- Not Implemented

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.

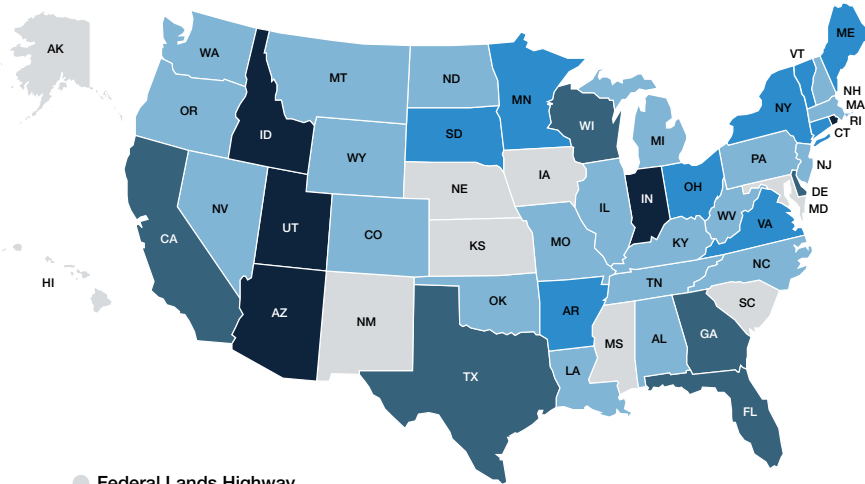


USDOT / Getty Images

Strategic Workforce Development

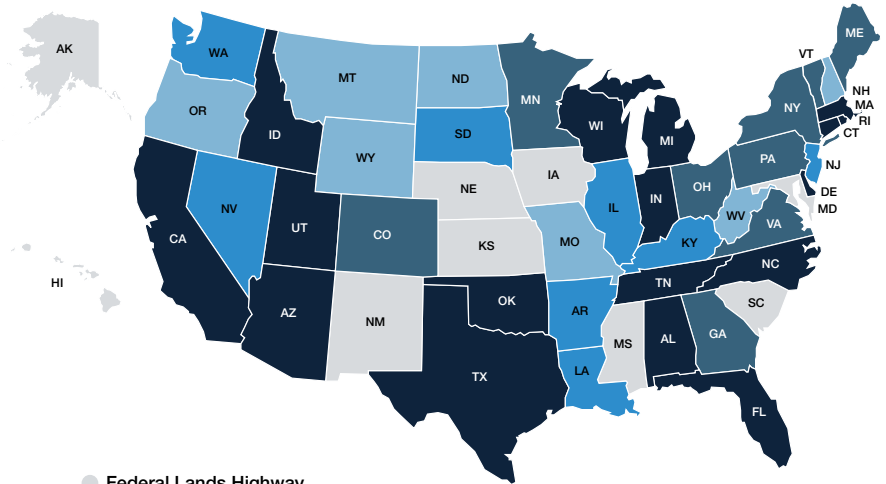
Thirty-five States set a goal to attain demonstration, assessment, or institutionalized implementation of strategic workforce development, up from 21.

Baseline (April 2023)



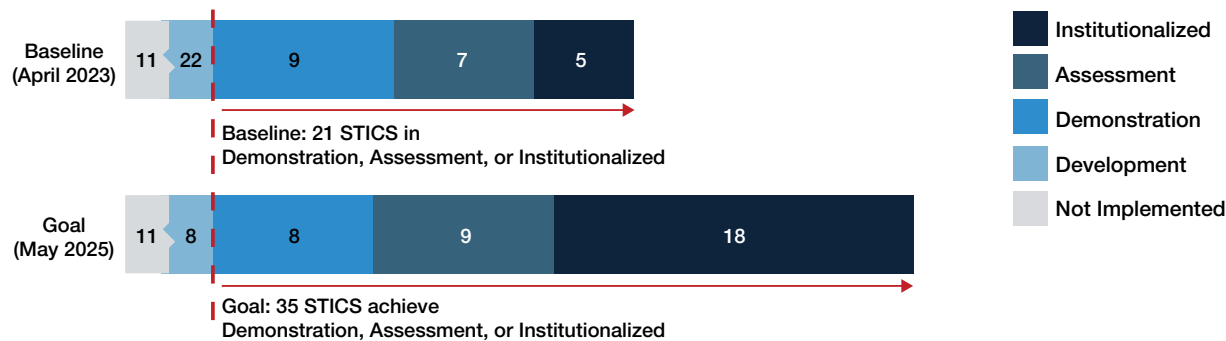
- Federal Lands Highway
- Puerto Rico
- US Virgin Islands
- Washington DC

Goal (May 2025)



- Federal Lands Highway
- Puerto Rico
- US Virgin Islands
- Washington DC

[Detailed data representing each State's progress is available in the appendix.](#)



Appendix: EDC-7 Implementation Baseline and Goals by States

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	
	Baseline	Goal	Baseline	Goal	Baseline	Goal	Baseline	Goal	Baseline	Goal	Baseline	Goal	Baseline	Goal
Alabama	Not Implemented	Not Implemented	Development	Assessment	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Development	Development	Not Implemented	Not Implemented	Development	Institutionalized
Alaska	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented
Arizona	Not Implemented	Development	Assessment	Institutionalized	Not Implemented	Not Implemented	Not Implemented	Development	Development	Assessment	Assessment	Institutionalized	Institutionalized	Institutionalized
Arkansas	Development	Development	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Development	Development	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Demonstration	Demonstration
California	Development	Assessment	Development	Assessment	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Development	Institutionalized	Institutionalized	Institutionalized	Assessment	Institutionalized
Colorado	Development	Demonstration	Demonstration	Assessment	Institutionalized	Institutionalized	Not Implemented	Not Implemented	Institutionalized	Institutionalized	Institutionalized	Institutionalized	Development	Assessment
Connecticut	Development	Assessment	Development	Assessment	Development	Development	Not Implemented	Not Implemented	Development	Demonstration	Demonstration	Assessment	Demonstration	Institutionalized
Delaware	Institutionalized	Institutionalized	Development	Institutionalized	Development	Demonstration	Development	Demonstration	Development	Demonstration	Development	Development	Assessment	Institutionalized
Federal Lands Highway	Development	Demonstration	Not Implemented	Not Implemented	Development	Assessment	Assessment	Institutionalized	Development	Development	Not Implemented	Not Implemented	Not Implemented	Not Implemented
Florida	Institutionalized	Institutionalized	Demonstration	Institutionalized	Development	Development	Institutionalized	Institutionalized	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Assessment	Institutionalized
Georgia	Development	Assessment	Assessment	Assessment	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Development	Development	Assessment	Assessment
Hawaii	Development	Demonstration	Development	Development	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented
Idaho	Demonstration	Assessment	Development	Demonstration	Not Implemented	Not Implemented	Development	Demonstration	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Institutionalized	Institutionalized
Illinois	Development	Assessment	Demonstration	Assessment	Development	Assessment	Development	Assessment	Development	Demonstration	Development	Demonstration	Development	Demonstration
Indiana	Assessment	Institutionalized	Development	Demonstration	Development	Demonstration	Assessment	Assessment	Development	Demonstration	Institutionalized	Institutionalized	Institutionalized	Institutionalized
Iowa	Not Implemented	Not Implemented	Demonstration	Institutionalized	Not Implemented	Development	Development	Development	Not Implemented	Development	Not Implemented	Not Implemented	Not Implemented	Not Implemented
Kansas	Demonstration	Assessment	Development	Assessment	Not Implemented	Demonstration	Assessment	Assessment	Not Implemented	Not Implemented	Institutionalized	Institutionalized	Not Implemented	Not Implemented
Kentucky	Development	Demonstration	Demonstration	Assessment	Development	Demonstration	Demonstration	Assessment	Not Implemented	Development	Demonstration	Assessment	Development	Demonstration
Louisiana	Development	Demonstration	Institutionalized	Institutionalized	Not Implemented	Not Implemented	Development	Demonstration	Not Implemented	Not Implemented	Development	Demonstration	Development	Demonstration

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	
	Baseline	Goal	Baseline	Goal	Baseline	Goal	Baseline	Goal	Baseline	Goal	Baseline	Goal	Baseline	Goal
Maine	Demonstration	Demonstration	Development	Demonstration	Development	Development	Development	Demonstration	Not Implemented	Development	Not Implemented	Not Implemented	Demonstration	Assessment
Maryland	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented
Massachusetts	Assessment	Institutionalized	Assessment	Institutionalized	Institutionalized	Institutionalized	Not Implemented	Not Implemented	Not Implemented	Assessment	Development	Demonstration	Development	Institutionalized
Michigan	Not Implemented	Development	Development	Demonstration	Development	Development	Not Implemented	Development	Not Implemented	Development	Assessment	Assessment	Development	Institutionalized
Minnesota	Demonstration	Assessment	Demonstration	Assessment	Demonstration	Assessment	Assessment	Assessment	Demonstration	Assessment	Demonstration	Assessment	Demonstration	Assessment
Mississippi	Development	Demonstration	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Development	Demonstration	Not Implemented	Not Implemented	Not Implemented	Not Implemented
Missouri	Demonstration	Assessment	Development	Institutionalized	Development	Demonstration	Development	Demonstration	Development	Demonstration	Institutionalized	Institutionalized	Development	Development
Montana	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Development	Not Implemented	Development	Not Implemented	Not Implemented	Development	Institutionalized	Development	Development
Nebraska	Demonstration	Assessment	Not Implemented	Not Implemented	Not Implemented	Development	Demonstration	Assessment	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented
Nevada	Development	Assessment	Institutionalized	Institutionalized	Development	Assessment	Not Implemented	Development	Not Implemented	Development	Demonstration	Assessment	Development	Demonstration
New Hampshire	Not Implemented	Not Implemented	Development	Demonstration	Not Implemented	Not Implemented	Development	Demonstration	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Development	Development
New Jersey	Development	Institutionalized	Assessment	Institutionalized	Development	Demonstration	Development	Demonstration	Not Implemented	Development	Not Implemented	Not Implemented	Development	Demonstration
New Mexico	Development	Demonstration	Development	Development	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented
New York	Institutionalized	Institutionalized	Development	Assessment	Demonstration	Assessment	Institutionalized	Institutionalized	Demonstration	Assessment	Development	Assessment	Demonstration	Assessment
North Carolina	Development	Assessment	Development	Assessment	Demonstration	Assessment	Development	Demonstration	Development	Demonstration	Development	Development	Development	Institutionalized
North Dakota	Demonstration	Demonstration	Demonstration	Demonstration	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Development	Demonstration	Not Implemented	Not Implemented	Development	Development
Ohio	Institutionalized	Institutionalized	Development	Demonstration	Not Implemented	Not Implemented	Development	Institutionalized	Development	Demonstration	Assessment	Institutionalized	Demonstration	Assessment
Oklahoma	Development	Assessment	Development	Assessment	Not Implemented	Not Implemented	Development	Demonstration	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Development	Institutionalized
Oregon	Development	Development	Development	Development	Development	Development	Development	Development	Development	Development	Development	Development	Development	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	
	Baseline	Goal	Baseline	Goal	Baseline	Goal	Baseline	Goal	Baseline	Goal	Baseline	Goal	Baseline	Goal
Pennsylvania	Development	Demonstration	Demonstration	Assessment	Not Implemented	Not Implemented	Development	Development	Not Implemented	Demonstration	Not Implemented	Not Implemented	Development	Assessment
Puerto Rico	Development	Demonstration	Development	Assessment	Not Implemented	Not Implemented	Not Implemented	Assessment	Not Implemented	Development	Not Implemented	Not Implemented	Not Implemented	Not Implemented
Rhode Island	Demonstration	Assessment	Not Implemented	Not Implemented	Development	Demonstration	Not Implemented	Not Implemented	Not Implemented	Development	Not Implemented	Not Implemented	Institutionalized	Institutionalized
South Carolina	Development	Development	Development	Development	Not Implemented	Not Implemented	Not Implemented	Development	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented
South Dakota	Development	Demonstration	Development	Development	Not Implemented	Not Implemented	Development	Demonstration	Development	Development	Not Implemented	Not Implemented	Demonstration	Demonstration
Tennessee	Institutionalized	Institutionalized	Institutionalized	Institutionalized	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Development	Development	Institutionalized
Texas	Assessment	Institutionalized	Assessment	Institutionalized	Development	Assessment	Demonstration	Assessment	Development	Demonstration	Institutionalized	Institutionalized	Assessment	Institutionalized
US Virgin Islands	Development	Demonstration	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Development	Development
Utah	Development	Assessment	Development	Assessment	Development	Assessment	Assessment	Assessment	Development	Assessment	Development	Assessment	Institutionalized	Institutionalized
Vermont	Development	Demonstration	Development	Demonstration	Development	Assessment	Development	Demonstration	Not Implemented	Development	Not Implemented	Not Implemented	Demonstration	Assessment
Virginia	Institutionalized	Institutionalized	Development	Demonstration	Demonstration	Assessment	Institutionalized	Institutionalized	Development	Development	Not Implemented	Not Implemented	Demonstration	Assessment
Washington	Institutionalized	Institutionalized	Demonstration	Assessment	Development	Demonstration	Development	Demonstration	Development	Assessment	Institutionalized	Institutionalized	Development	Demonstration
Washington DC	Institutionalized	Institutionalized	Demonstration	Demonstration	Demonstration	Assessment	Development	Demonstration	Development	Development	Not Implemented	Development	Assessment	Institutionalized
West Virginia	Not Implemented	Not Implemented	Development	Institutionalized	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Development	Development
Wisconsin	Development	Development	Assessment	Institutionalized	Development	Demonstration	Development	Development	Development	Development	Demonstration	Assessment	Assessment	Institutionalized
Wyoming	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Development	Demonstration	Not Implemented	Not Implemented	Not Implemented	Not Implemented	Development	Development



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