



Target setting collaborative framework for the Moving Ahead for Progress in the 21st Century Act (MAP-21)

Target Setting Framework Group responsible for process, data and target decisions

The Target Setting Framework Group includes WSDOT representatives and Metropolitan Planning Organization (MPO) directors. This group meets quarterly following the WSDOT/MPO/Regional Transportation Planning Organization (RTPO) Coordinating Committee meeting. The Target Setting Framework Group will address issues organized into three types of decision points: process, data and target setting.

For **process decisions**, the group will decide how early and often WSDOT and MPOs will engage each other, and the types of engagement are best for each.

The group has decided to resolve differences by:

- acknowledging the difference in viewpoints;
- discussing the impact of having the difference;
- participating in open discussions with the full group;
- clarifying positions from all sides;
- listing facts, assumptions and beliefs for each position;
- aiming for consensus;
- inviting minority reports, and
- voting on targets and other key decisions

For **data decisions**, the group will address the types of data to be used; the roles and responsibilities for data collection and analysis, and the process by which MPOs will report their established targets, performance progress, and achievements.

The group will also make advisory **target setting decisions**. Their final recommendations will be forwarded to the responsible agencies—individual MPOs as well as WSDOT’s Executive Leadership Team and Secretary of Transportation Lynn Peterson. Responsible agencies may adopt or modify the proposed targets. Prior to adoption of the final targets, the Secretary may consult with the Governor’s office to ensure alignment with the Governor’s strategic directions.

Purpose of collaboration

In July 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) became law. MAP-21 requires both states and Metropolitan Planning Organizations (MPOs) to set performance targets and requires collaboration among these responsible agencies. While WSDOT and Washington state MPOs each have individual responsibilities to take action to set targets, the agencies have been in the process of developing roles and responsibilities since mid-2014 to establish a framework for collaboration in the target setting process.

This folio describes the organizational structure to facilitate the collaborative process that will include the Target Setting Framework Group, Target Setting Working Group and Target Setting Technical Teams.

Target Setting Working Group discusses policy and process issues, prepares recommendations

The Target Setting Working Group is a small group of WSDOT staff and MPO representatives. The group meets monthly (typically via conference call). In addition to discussing policy and process issues in-depth and preparing recommendations for the Target Setting Framework Group, the Working Group collaborates on clarification and fact-finding activities to support the operation of the Target Setting Framework Group.

Target Setting Technical Teams lend expertise to methodology and data requirements

The Target Setting Technical Teams dig deep into Notices of Proposed Rule Making (NPRMs) methodology and data requirements in order to ensure all pertinent MAP-21 facts are understood by target setting participants, making a smoother process for transitioning into MAP-21 performance requirements.

Separate Target Setting Technical Teams will be formed around each of the MAP-21 performance target areas. Outcomes from Target Setting

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Target Setting Technical Teams lend expertise to methodology and data requirements

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Technical Team meetings will be reported to the Working Group and Framework Group. Participants are expected to report back to their respective WSDOT or MPO representative as well as local government and other partners/stakeholders. While the MPOs can assign any subject matter expert they choose (staff, consultant, TAC member, etc.) to the group, the number of members is limited to experts that are actively engaged in conducting analysis. Because this is a collaborative process (not “staffed” by WSDOT), all are expected to bring their expertise to the table and invest time and effort to conduct needed analysis. The Technical Teams meet based on need, particularly around milestones.

The Technical Teams analyze and vet WSDOT’s target proposal for state targets. These groups also discuss implications for the MPOs. For state targets, WSDOT will make initial target recommendations that will be provided to the Technical Teams to be assessed for feasibility, impact and data needs and then presented to the Working Group and Framework Group for consideration. The initial targets may reflect the minimum MAP-21 threshold assumptions in line with revenue and funding scenarios.

