

Recommendations to NSCCP regarding Governing Project

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1. The fundamental attributes of the existing form of the NSCCP—a voluntary association of institutions that have statutory responsibilities for transportation policy planning and implementation of policy—should not change for the time being.
 - a. There is no compelling need nor interest on the part of NSCCP participants to change
 - b. None of the current barriers to NSCCP success as it has measured in the past require changes in Governance structures
2. A recommendation that there be no fundamental change to the NSCCP structure does not mean that perfection has been achieved. There are a number of opportunities to improve the existing organization. Some of the questions that the consulting team believe need examination are:
 - a. Is the organization's mission and purpose clear and compelling? For many of those that we interviewed the answer might be best characterized as "not really." There is great appreciation for efforts to bring regional perspective (and additional resources) to transportation discussions. Great value is found in those projects that have been undertaken on behalf of the NSCCP. However, for many respondents the goals are not clear enough that they can be used in assessing the success of the NSCCP and justifying value-added through NSCCP participation. Many constituent organizations do not see the NSCCP as a key instrument of their own success. (i.e.; Legislature, counties, cities, interest groups, etc.) Work needs to be done to strengthen the support of existing constituents for the NSCCP process.
 - b. Does the NSCCP add enough value to warrant local financial commitments to organizational continuity and continuance? Given the scarcity of local financial resources and the great competition for the funds that do exist, it has been difficult for many interested institutions to justify contributions to the operation of the organization. However, without funding and a budget that supports both the forum and outreach functions of the group it is unlikely that the NSCCP will be able to add the value that warrants continuing support.

- c. Is the constituency of the NSCCP broad enough? Probably not if the goal is to strengthen and legitimize the voice of NSCCP in regional and statewide transportation policy and resource allocation issues. The issues of importance to the NSCCP are of great importance to many organizations and groups, both public and private, and the opportunity to broaden the constituencies of the NSCCP are many.
3. The existing form should be strengthened as follows:
 - a. Mission, goals, desired outcomes and measures of performance should be clarified and published.
 - b. Dedicate local resources to support the forum, communication and outreach aspects of the NSCCP's mission in order to develop the political validity of regional decisions
 - c. Additional stakeholders—private transport private sector, community-based organizations should be encouraged to participate directly and/or through working groups focused upon on specific aspects of regional transportation issues
 - d. Partnerships with WSDOT and other organizations need to be strengthened
 - e. NSCCP should carry out a communication, outreach and “listen to system users” strategy. Included should be development of a common vernacular regarding transportation and mobility issues.
4. The organization should adopt a service system rather than strict geographical definition of region. The idea of region is a difficult one. Most of those that we talked with who were not representatives of local governments did not view the region as an amalgam of political boundaries. They envisioned the idea “region” as a web of influences and relationships. Where does one live, work, shop, received essential services, visit and recreate within the normal course of their lives. That is their region. When communicating the idea “region” in an attempt to build political support for regional decisions it will be important to recognize that there may be as many different regions as there are people within an area. Some of the service system orientations people had on the question of regions are:
 - a. Healthcare
 - b. Education
 - c. Employment
 - d. Tourism
 - e. Agriculture
5. Stronger partnerships need to be developed with WSDOT and with the State Transportation Commission.