



Cooperative Automated Transportation (CAT) Draft Policy Framework

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Working Document

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**For questions or
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Cooperative Automated Transportation (CAT) Policy Framework

Washington State Department of Transportation

Introduction

In an effort to help establish a more sustainable and equitable transportation future WSDOT created this working draft with the intention of providing a comprehensive starting point for broad engagement and collaboration. **The intention is to communicate and distribute this document locally, regionally and nationally, encouraging dialogue and input from the broad spectrum of voices and perspectives.** It is important and necessary to develop and shape this framework in an inclusive fashion, as it will be referenced, adopted and used in a variety of ways to guide decision-making, policy development and CAT investments. The needs of our partners and the traveling public are very diverse. Given that “**We don’t know, what we don’t know**” we are encouraging the broad dissemination of this guiding policy framework in an effort to increase awareness and encourage the transportation community to collaborate transparently toward a sustainable and equitable transportation future.

Advances in vehicle automation, connectivity, electrification, and shared mobility are transforming transportation. These changes have the ability to have both positive and negative effects on the transportation system in Washington. Therefore, the Washington State Department of Transportation (WSDOT) established the Cooperative Automated Transportation (CAT) Program to take an active role in collaborating toward the deployment of CAT policies, strategies, actions, pilots and deployments that align with Washington’s goals.

There are many benefits and opportunities associated with the implementation of connected and automated transportation, such as crash reduction, better utilization of existing infrastructures and systems, reduced need for new infrastructure, travel time reliability, productivity improvements, improved energy efficiency, improved access for vulnerable users, new models for vehicle ownership, new business models, and scenarios that improve partnerships and coordination between the public and private sectors.

Of particular importance is the potential for improving traffic safety. In 2017, there were 565 fatalities (Washington Traffic Safety Commission) and 2,232 serious injuries (WSDOT) as a result of crashes that occurred on Washington state roadways and it is estimated that 94 percent of these crashes are related to human error¹. By reducing or eliminating human error from the operation of cars and trucks, connected and automated vehicles have the potential to significantly reduce the number of crashes, drawing us closer to achieving our Target Zero goals.

Also, automated vehicles could potentially reduce the cost of transportation. With reduced costs associated with transportation, people are likely to consume more of it, which could lead to more traffic congestion and increased urban sprawl. This would put increased pressure on state and local transportation systems, many of which are already overburdened. However, if emphasis is placed on

¹ National Highway Traffic Safety Administration: National Motor Vehicle Crash Causation Survey.

shared automated and connected vehicles and Mobility as a Service (MaaS), the transportation system could be used more efficiently, resulting in less need for expensive roadway expansion projects. Therefore, the Washington State Department of Transportation is assuming and encouraging others to step into leadership roles to thoughtfully and proactively shepherd automated technology toward the potential positive outcomes of while mitigating the negative aspects.

The private sector has made significant advances in the development and deployment of connected and automated transportation technology. The industry moves forward rapidly and the level and pace of automation is unprecedented. Several auto manufacturers and technology companies expect to have highly automated (Society of Automotive Engineers (SAE) Level 4) taxis/vanpools/shuttles on our roadways by 2020. It is paramount that WSDOT encourage and enable the capability and capacity to respond to this rapidly changing environment.

In conjunction with being a leader in the high tech industry and having a focus on clean energy, Washington state aims to become an incubator for the automated and electric vehicle industry. Both the Governor and the Legislature acknowledged this urgency recently by establishing work groups to prepare Washington state for connected and automated vehicles.

Executive Order 17-02

In June 2017 Governor Inslee issued [Executive Order 17-02](#), requiring the Office of the Governor to convene and facilitate an autonomous vehicle work group and authorized pilot programs for the testing of autonomous vehicles. The autonomous vehicle work group is required to include the following executive branch agencies: the Washington State Department of Transportation, the Department of Commerce, the Department of Licensing, the Washington State Patrol, the Washington Traffic Safety Commission, and the Office for Regulatory Innovation and Assistance.

Washington State Autonomous Vehicle Work Group

On March 22, 2018, Governor Inslee signed [Substitute House Bill 2970](#) directing the Washington State Transportation Commission to convene an [Autonomous Vehicle Work Group](#) to develop policy recommendations to address the operation of autonomous vehicles on public roadways in the state during the next five years.

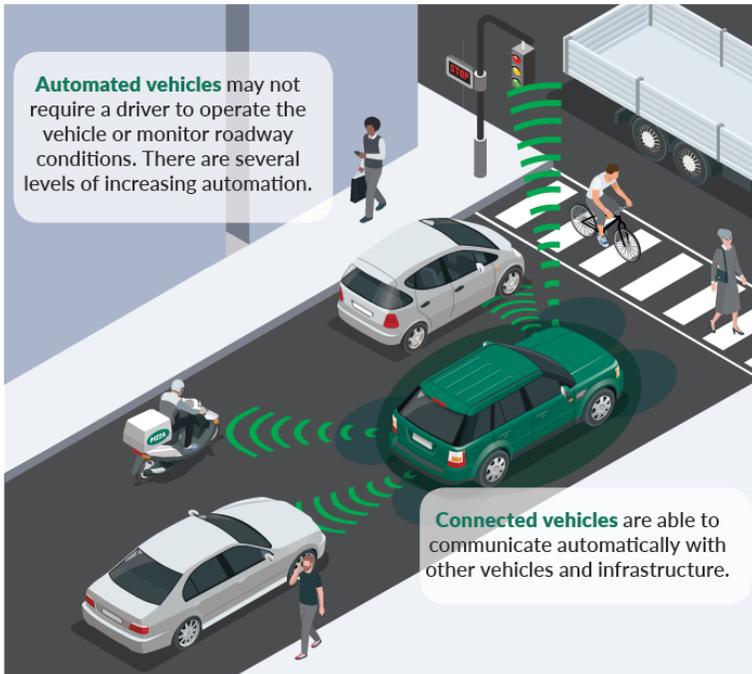
WSDOTs Vision of Cooperative Automated Transportation

We envision a future where automated, connected, electrified, and **shared mobility** contributes toward a **safe** and efficient transportation system that **emphasizes public transit and active transportation** and promotes **livable (walkable / bikeable), economically vibrant communities** with affordable housing and convenient access to jobs and other activity centers.

To achieve this vision, this policy framework sets shared expectations to guide and monitor technology implementation. The framework is intended to spur innovation and investment while improving safety, mobility, and transportation system efficiency.

What is Cooperative Automated Transportation (CAT)?

Cooperative: Deploying technology to encourage all modes of transportation to work in concert to provide travelers a safe, sustainable, and integrated multimodal transportation system.



Automated: By automating some or all of the functions of or access to various vehicle types and modes (automobile, van, plane, truck, bus, rail, ferry, bicycle, scooter, etc.), traffic management systems, integrated multimodal trip planning and pavement systems along with other functions of the transportation system will greatly improve our collective ability to leverage our limited funding to achieve the most capacity and safety from of the entire multimodal transportation system.

“Autonomous” implies independence, when in reality all of the parts of the transportation system are interdependent.”

Transportation: The entire transportation system working together to provide safe, reliable and cost-effective transportation

options to make our communities more livable, improve economic vitality, and improve the safety of our entire multimodal transportation system.

The CAT Policy Framework

Based on the direction established by the Legislature, Governor, and input gathered from internal and external partners, WSDOT has developed a CAT policy framework to guide the use and application of this technology while aligning with WSDOT’s mission, strategic plan, and agency emphasis areas. In addition, special attention has been given to align with the Washington State Legislature’s [transportation system policy goals](#) (RCW 47.04.280), which are included in the appendix for reference. The goal is for this framework to be referenced, adopted and/or used in a variety of ways to guide decision-making for future transportation system and service investments.

It is anticipated that the policy framework will evolve over time as WSDOT coordinates with partners and incorporates input from urban and rural communities. As the technology evolves, the policy framework will be reassessed to ensure that it continues to steer actions towards the future Washington State envisions.

This is a working document. The CAT policy goals are accompanied by strategy statements along with some initial example actions to clarify expectations and enhance understanding of what steps maybe needed to achieve the stated goals.

The intention is not to provide an exhaustive list of all potential strategies and actions, but rather to establish a document with sufficient breadth and depth to encourage broad engagement and collaboration, yet specific enough to provide guidance for strategy and investment decisions. It is anticipated that the content of the framework will be a dynamic document that will continue to evolve to remain relevant and effective in enabling the right CAT strategies and investments at the right time.

CAT policy goals

1. **Organize for Innovation:** Flexibly and quickly adapt to changes in technology and transportation advancements.

- Technologies associated with CAT provide the opportunity to revolutionize the way transportation systems are provided and maintained in Washington State. WSDOT should frame its deployment

of CAT so it can flexibly and quickly adapt to changes in technology and transportation advancements to maintain its role as a national leader in this space.

2. Shared Mobility: Encourage and incentivize shared mobility, including an emphasis on high capacity transit and Mobility as a Service.

- In order to minimize traffic congestion and urban sprawl with the deployment of CAT, WSDOT and its partners should encourage and incentivize shared mobility. Particular emphasis should be given to buttress effective and convenient high-capacity public transit.

3. Economic Vitality and Livability: Empower local partners to achieve their economic vitality and livability goals.

- Implementation of CAT should enhance WSDOT's local partners' plans to enhance economic vitality and livability. WSDOT should emphasize automated, connected, and electric mobility to optimize system efficiency and provide greater and more direct access to jobs, economic centers, and other valued destinations.

4. Infrastructure and Context Sensitive Street Design: Safely and efficiently, accommodate people with special transportation needs, pedestrians, bicyclists, public transportation, freight, and automated vehicles.

- As we move into a future with increased autonomy and shared mobility, it is important to plan and design our transportation infrastructure with consideration for all modes. While balancing the needs of automated passenger vehicles, our transportation system will safely and efficiently accommodate pedestrians, bicyclists, public transportation, and freight.

5. Land Use: Encourage development of dense, vibrant, and transit-oriented communities in urban areas while preserving and enhancing rural and resource lands.

- The implementation of CAT should advance state, regional and local land use goals. WSDOT is committed to encouraging development of dense, vibrant, and transit-oriented communities in urban areas while preserving and enhancing rural and resource lands. Implementation of CAT should not incentivize urban sprawl. Land use and growth management decisions implemented by state statute along with local government policies and ordinances will need to be coordinated in new ways in order to achieve the vision of this CAT policy framework.

6. Equity: Use CAT to meet the needs of traditionally marginalized communities.

- Deployment of CAT should ensure the benefits of automated mobility are equitably distributed across all segments of the community and that the negative impacts of automated mobility are not disproportionately borne on traditionally marginalized geographic or demographic communities.

7. Safety: Increase the safety and security of people and communities.

- Advanced driving systems and highly automated vehicles will be deployed in a manner that increases the safety and security of the transportation system and its users.

8. Environment: Enhance the environment with a focus on air quality.

- Preserve and protect the environment through the implementation of CAT.

1. Organize for Innovation

Number	Potential Strategy	Example Actions	Legislative Goals Addressed*
1	Partner with external stakeholder groups to identify and implement CAT solutions that advance and support local values through effective community based, collaborative decision making.	<ol style="list-style-type: none"> 1. Assume leadership positions and actively engage in local, regional and national decision-making forums. 2. Encourage resource sharing between public agencies, (Operating Funds and Capital Funds) across jurisdictional boundaries so project scopes can be right-sized and coordinated, the best subject matter experts can be engaged while decreasing the constant transition of subject matter expert staff between agencies 	1, 6
2	Encourage open data sharing with external partners.	<ol style="list-style-type: none"> 1. Identify open data needs from the private sector and create a plan to address the gaps 	4, 6
3	Utilize shared mobility data in planning and project development	<ol style="list-style-type: none"> 1. Require TNCs, commercial fleets, freight operators, and transit to share anonymized ridership data 	4, 6
4	What other strategies are needed?	What are 1 or 2 example actions that support the proposed strategy?	What Legislative Goals are Addressed?

*Transportation System Policy Goals: 1) Economic Vitality, 2) Preservation, 3) Safety, 4) Mobility, 5) Environment, 6) Stewardship



2. Shared Mobility

Number	Potential Strategy	Example Action	Legislative Goals Addressed*
1	Identify and enhance the synergy between public and private transportation services, such as developing first / last mile connections to enhance public transit service.	1. Incentive transit agencies partnerships with ride sourcing companies that demonstrate an increase in transit ridership.	1, 4, 6
2	Identify, prioritize and fund transportation investments that increase vehicle occupancy and/or reduce vehicle miles traveled.	1. Implement a HOV 3+ policy and monitor mobility performance	1, 4, 5, 6
3	Establish person throughput as the core mobility performance and congestion management measure of effectiveness for Washington State.		1, 4, 5, 6
4	Use automated vehicle technology to enhance and buttress high-capacity transit, not compete with it		4, 6
5	Incentivize shared automated vehicle fleets to serve markets that are underserved by transit		4, 6
6	Implement automated micro transit in rural areas		4, 6
7	Enhance efforts to determine the appropriate infrastructure and policy to support the safe and efficient deployment of autonomous aerial taxis.		4, 6
8	What other strategies are needed?	What are 1 or 2 example actions that support the proposed strategy?	What Legislative Goals are Addressed?

* Transportation System Policy Goals: 1) Economic Vitality, 2) Preservation, 3) Safety, 4) Mobility, 5) Environment, 6) Stewardship

3. Economic Vitality and Livability

Number	Potential Strategy	Example Action	Legislative Goals Addressed*
1	Create an environment where CAT fosters the development of new technologies and job creation in Washington state.		1, 6
2	Maintain a workforce that can operate, maintain, and oversee a highly automated transportation system.	1. Identify workforce development (capability and capacity) gaps and develop a prioritized funding strategy to address the gaps	1, 2, 6
3	Support programs that ease the transition from an economy which relies on many drivers to one which is more automated by funding projects that do not eliminate jobs, advocating for workforce retraining programs, and being sensitive and aware of the potential economic disruption CAT may cause.		1, 6
4	Improve freight mobility by supporting increased automation of trucks and other freight carriers.	1. Implement a truck platooning pilot project; 2. Promote pilot projects to develop automated freight delivery, focusing on doorstep delivery using aerial and surface drones	1, 2, 3, 4, 6
5	Encourage public/private partnerships to identify best practices and/or barriers to using public/private partnerships to deploy CAT.	1. Increase access to the public R/W for telecom and smart cities applications in a manner that maximizes the benefits for both the public and private sector.	1, 6
6	Increase the efficiency of the transportation system	1. Encourage time-based traffic management for certain vehicle types (HOV, trucks, etc.) 2. Research expanded congestion pricing models and develop a HOV 3+ policy	4, 6
7	Enhance planning efforts and infrastructure investments related to local and regional airports to support aerial drone freight delivery.		1, 4, 6
8	Support CAT strategies that support communities by making home to market connections more effective and efficient.		2, 3
9	Assess alternatives to the state gas tax		1, 2, 6

10	Educate employees and supervisors on telework policies that allow employees to work while they commute <i>in shared vehicles</i> (carpools, vanpools, transit, etc.).	<ol style="list-style-type: none"> 1. Remove commute-work policies that encourage sprawl. 2. Develop a monitoring mechanism to encourage and incentivize the use of this policy. 	4, 6
11	What other strategies are needed?	What are 1 or 2 example actions that support the proposed strategy?	What Legislative Goals are Addressed?
*Transportation System Policy Goals: 1) Economic Vitality, 2) Preservation, 3) Safety, 4) Mobility, 5) Environment, 6) Stewardship			

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4. Infrastructure and Context Sensitive Street Design

Number	Potential Strategy	Example Action	Legislative Goals Addressed*
1	Implement multimodal level of service measures that ensure efficient person movement along with safer and more comfortable intersections.		3, 4, 6
2	Identify Infrastructure investments that enable CAT.	<ol style="list-style-type: none"> 1. Develop and implement machine readable signing and striping policies that address gaps through strategic investments 2. Share traffic signal operation information through dedicated short range communications (DSRC) and centralized cloud based systems 	3, 4, 6
3	Design intersection traffic control devices to provide comfortable crossings for people walking and biking	<ol style="list-style-type: none"> 1. Ensure compliance with the Roundabout first policy 	3, 4, 6
4	Develop guidelines to accommodate loading/unloading needs of shared automated fleet services at shared mobility hubs to ensure seamless connections to and from high quality transit.	<ol style="list-style-type: none"> 1. Develop a guidance document with policy recommendations for loading/unloading zones 2. Assess and remove shared mobility and active transportation barriers to existing park and ride facilities in order to increase transit ridership and address park and ride lot capacity issues. 	1, 4, 6
5	Partner with the private sector and identify approaches for minimizing the need to expand the network of Vehicle-to-Infrastructure (V2I)-enabled sensors (e.g., roadside units) installed, owned, operated and maintained by public agencies.	<ol style="list-style-type: none"> 1. Develop a transition plan that identifies when and under what circumstances select WSDOT ITS Infrastructure should be decommissioned due to the availability of a more cost effective systems and services that provides comparable or improved value and function 	1, 2, 4, 6
6	Expand and target designated passenger loading zones to increase safe and efficient loading operations for shared automated vehicle fleet services.	<ol style="list-style-type: none"> 1. Assess Interstate direct access multimodal mobility hubs during the design of new interchanges 	1, 4, 6
7	Communicate with automobile manufacturers, local, regional and national partners to enhance the understanding of evolving maintenance and infrastructure needs for CAT strategies	<ol style="list-style-type: none"> 1. Develop a communications plan that utilizes multiple mediums to disseminate information and enhance coordination and collaboration between decision makers and partners. 	2, 6
8	Provide guidance to improve traffic signal operations to accommodate automated vehicles, prioritizing high-		4, 6

	occupant vehicles, pedestrians, bicyclists, and transit vehicles.		
9	Research, evaluate, adopt and implement smart technology that facilitates vehicle-to-vehicle and vehicle-to-infrastructure communication.		4, 6
10	Expand the electric vehicle charging infrastructure and enabling grant programs.	1. Develop a list of project priorities for a \$1 million / year EV grant program that closes that gap of installing sufficient EV charging stations every 70 miles along strategic interstate and state routes.	1, 2, 5, 6
11	Redirect transportation funding that has been traditionally used to expand system capacity to decrease travel demand by incentivizing TDM measures.	1. Identify resources and develop a TDM incentivizing program	4, 6
12	Develop sustainable financing models that consider long term maintenance and operation of the infrastructure that benefit the mixed fleet transition to connected and automated vehicles.		2, 6
13	Create and update a roadway classification system to identify roadways ready for automated vehicles using the SAE Levels 0-5	1. Partner with other states and resource the creation of a National Concept of Operations for Highway Automation	6
14	Work with MPOs and RTPOs to update assumptions related to shared and automated mobility used in travel forecasting		6
15	Incorporate the use of Unmanned Aerial systems (UAS) into transportation system maintenance operations	1. Expand the capacity of maintenance inspections through the use of drones for routine field inspection and maintenance operations. 2. Develop a pilot project the evaluates the ability to conduct routine maintenance inspections using drones	2, 3, 6
16	What other strategies are needed?	What are 1 or 2 example actions that support the proposed strategy?	What Legislative Goals are Addressed?
*Transportation System Policy Goals: 1) Economic Vitality, 2) Preservation, 3) Safety, 4) Mobility, 5) Environment, 6) Stewardship			

5. Land Use

Number	Potential Strategy	Example Action	Legislative Goals Addressed*
1	Identify and implement walkable, bikeable, transit-oriented and innovation friendly transportation infrastructure.	1. Identify and develop a funding strategy for addressing Active Transportation gaps in the transportation system network.	1, 3, 4, 5, 6
2	Implement transportation infrastructure investments that encourage and enable people to live and work in the same community while minimizing personal low-occupancy vehicle travel.		1, 4, 5, 6
3	Encourage CAT goals, strategies and action be incorporated into local agency land use planning processes.	1. Encourage local land use authorities to reduce or eliminate parking requirements in developments that are located near high capacity transit.	1, 4, 5, 6
4	Provide guidance on how to use space freed up by CAT strategies	1. Develop a plan for transitioning Park & Ride lots to other uses such as shared mobility hubs.	1, 5, 6
5	What other strategies are needed?	What are 1 or 2 example actions that support the proposed strategy?	What Legislative Goals are Addressed?

*Transportation System Policy Goals: 1) Economic Vitality, 2) Preservation, 3) Safety, 4) Mobility, 5) Environment, 6) Stewardship

6. Equity

Number	Potential Strategy	Example Action	Legislative Goals Addressed*
1	Encourage and incentivize local land use that maintains the community's character and supports transportation system efficiency		1, 6
2	Develop and implement policies that ensure TNC Ride hailing companies report when, where and who they are providing services.		1, 6
3	Encourage CAT solutions that serve diverse populations and enhance services to our state's most vulnerable populations.	1. Require a percentage of shared automated vehicle fleets to be ADA accessible	1, 6
4	Ensure shared mobility services meet the unique transportation needs of vulnerable populations such as seniors, families with children, and individuals with mobility or other physical impairments.	1. Implement an AV Shuttle Pilot corridor in an urban and rural setting that are targeted to serve vulnerable populations.	1, 6
5	Integrate shared automated vehicle fleet application programming interfaces (API) into Mobility as a Service (Maas) / Mobility on Demand (MOD) platforms and services to ensure all shared fleet options are available to consumers.		1, 4, 6
6	Ensure that automated vehicles are deployed in a way that does not encourage displacement		1, 6
7	Incentivize CAT strategies that promotes equitable access to jobs and housing in every community across the state.		1, 4, 6
8	What other strategies are needed?	What are 1 or 2 example actions that support the proposed strategy?	What Legislative Goals are Addressed?

*Transportation System Policy Goals: 1) Economic Vitality, 2) Preservation, 3) Safety, 4) Mobility, 5) Environment, 6) Stewardship

7. Safety

Number	Potential Strategy	Example Action	Legislative Goals Addressed*
1	Enact a people first approach; shared, automated, and other new mobility models should not only advance our Target Zero safety goals while maintaining consumer protections.	<ol style="list-style-type: none"> 1. Identity cyber security and data privacy risks with mitigating countermeasures 2. Research policy approaches and impacts relative to regulating the speed of Automated Vehicles 	3, 6
2	Promote the safe and responsible deployment of automated vehicles to reduce fatal and serious injury crashes with human error as a contributing factor.	<ol style="list-style-type: none"> 1. Redirect safety funding toward CAT strategies that have an anticipated benefit/cost that is greater than traditional programmatic strategies 	3, 6
3	Provide redundant communications systems.	<ol style="list-style-type: none"> 1. Identify corridors with redundant communications system gaps 	2, 3, 6
4	Ensure protection from cybersecurity threats	<ol style="list-style-type: none"> 1. Promote privacy by anonymizing personally identifiable data generated by CAT solutions. 2. Identity cyber security and data privacy risks with mitigating countermeasures 	3, 6
5	Encourage the use of SAE level 0-2 and level 4-5 automation and monitor the research and deployments of SAE level 3.	<ol style="list-style-type: none"> 1. Monitor Federal Legislation and assess how different states are responding near-term by enacting AV requirements and /or policies for AV pilot testing and deployments on public roads. 	3, 6
6	Identify and encourage the development of automated transportation systems that can safely operate in rural areas		1, 3, 4, 6
7	Research, evaluate, adopt and implement CAT strategies that improve worker safety.	<ol style="list-style-type: none"> 1. Implement an automated truck mounted attenuator pilot project in Washington State 	2, 3, 6
8	What other strategies are needed?	What are 1 or 2 example actions that support the proposed strategy?	What Legislative Goals are Addressed?

*Transportation System Policy Goals: 1) Economic Vitality, 2) Preservation, 3) Safety, 4) Mobility, 5) Environment, 6) Stewardship

8. Environment

Number	Potential Strategy	Example Action	Legislative Goals Addressed*
1	Expand the electrification of the transportation system and promote CAT solutions that utilize electric vehicles in order to reduce greenhouse gas emissions.	1. Develop a list of project priorities for a \$1 million / year EV grant program that closes that gap of installing sufficient EV charging stations every 70 miles along strategic interstate and state routes.	5, 6
2	Identify and fund CAT projects that reduce carbon emissions and promote a sustainable transportation network.		5, 6
3	What other strategies are needed?	What are 1 or 2 example actions that support the proposed strategy?	What Legislative Goals are Addressed?

*Transportation System Policy Goals: 1) Economic Vitality, 2) Preservation, 3) Safety, 4) Mobility, 5) Environment, 6) Stewardship

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Appendix

Washington state [transportation system policy goals \(RCW 47.04.280\)](#)

(1) It is the intent of the legislature to establish policy goals for the planning, operation, performance of, and investment in, the state's transportation system. The policy goals established under this section are deemed consistent with the benchmark categories adopted by the state's blue ribbon commission on transportation on November 30, 2000. Public investments in transportation should support achievement of these policy goals:

- (a) Economic vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy;
- (b) Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
- (c) Safety: To provide for and improve the safety and security of transportation customers and the transportation system;
- (d) Mobility: To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility;
- (e) Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and
- (f) Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

(2) The powers, duties, and functions of state transportation agencies must be performed in a manner consistent with the policy goals set forth in subsection (1) of this section.

(3) These policy goals are intended to be the basis for establishing detailed and measurable objectives and related performance measures.

(4) It is the intent of the legislature that the office of financial management, in consultation with the transportation commission, establish objectives and performance measures for the department and other state agencies with transportation-related responsibilities to ensure transportation system performance at local, regional, and state government levels progresses toward the attainment of the policy goals set forth in subsection (1) of this section. The office of financial management shall submit objectives and performance measures to the legislature for its review and shall provide copies of the same to the commission during each regular session of the legislature during an even-numbered year thereafter.

(5) A local or regional agency engaging in transportation planning may voluntarily establish objectives and performance measures to demonstrate progress toward the attainment of the policy goals set forth in subsection (1) of this section or any other transportation policy goals established by the local or regional agency. A local or regional agency engaging in transportation planning is encouraged to provide local and regional objectives and performance measures to be included with the objectives and performance measures submitted to the legislature pursuant to subsection (4) of this section.

(6) This section does not create a private right of action.

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