

GOALS AND OBJECTIVES COMMENTS SUMMARY
(Status as of July 15, 2010)

This table summarizes the “work-in-progress” with the draft Goals and Objectives. We have submitted information to ADOT for their internal review and comment. This summary shows the potential changes that might be made in response to the comment. .

GOALS AND OBJECTIVES

	SOURCE	COMMENT	STATUS
1	Mike Sanders email & Survey (TAC&SC)	Editorial suggestions	Changes made
2	TAC (MAG)	What is ADOT role in relationship to local roads? What outcome should ADOT be held accountable for?	Potential additional objective for the <u>Partnership</u> goal: Work cooperatively with local areas to coordinate the planning and operation of local roads with the state highway system.
3	TAC	ADOT owns Grand Canyon Airport—should we change the G&O	None: Executive Team specifically stated that airport ownership is not a preferred role
4	TAC (MAG)	Operational strategies need to be included	None: Operational strategies are specifically referenced in Mobility and Accessibility and Preserve and Maintain the System objectives and implied in others
5	TAC (MAG)	WMYA G&O should have specific Title VI reference (required by regulations particularly as it relates to tribes)	Potential change to existing objective under <u>Partnership</u> goal: Coordinate state transportation system planning and project development with local and <i>tribal</i> land use and <i>transportation</i> planning and implementation. (additions shown in italics)
6	Survey (TAC)	Under Strengthen Partnerships put in specific process for tribal governments, such as continuously strengthen relationships with Native Nations/Tribal Governments	(See #5)
7	TAC (MAG)	Objectives (and corresponding performance measures) should differentiate between rural and urban transit	(see #8)
8	TAC (Mike Normand)	Agreeing with previous comment that there are differences between rural and urban transit	Pending clarification of comments from ADOT.

	SOURCE	COMMENT	STATUS
9	ST (FMPO)	Should we put land use, economic development and transportation together as one goal?	None: There is significant value in maintaining structure parallel to bqAZ
10	Survey (TAC)	Need to strongly link economic development with the Transportation/Land Use goal	None: The three goal areas are tied together in through several of the Partnership objectives including: <ul style="list-style-type: none"> ▪ Coordinate state transportation system planning and project implementation with local land use planning and implementation ▪ Work with local governments to support efforts to use state transportation system investments to help direct growth ▪ Support local government efforts to identify, preserve and obtain future right-of-way
11	ST (FMPO)	“Maybe there is a role for ADOT to be bringing the bqAZ statewide vision into the conversation?”	Potential additional objective for the <u>Partnership</u> goal: ADOT will promote coordinated state, regional and local planning by encouraging all partners to use the bqAZ vision and guiding principles as the foundation for all local planning initiatives.
12	ST (FMPO)	Context sensitivity needs to be integrated throughout the goals and objectives	Potential change to existing objective under <u>Partnership</u> goal: Coordinate state transportation system planning and project implementation with local land use planning and implementation, <i>including consideration of local goals, plans and priorities</i>
13	ST (Lisa Danka)	Make sure goals are flexible enough to allow ADOT to support broader statewide strategic initiatives (example: Dept of Commerce green jobs initiative)	No change The current Support Economic Development objectives emphasize ADOT’s essential role in providing a reliable and interconnected multi-modal transportation system. Collectively the existing objectives should support any broader statewide strategic economic development initiative.
14	ST (Lisa Danka)	Include sharing data and information as a part of the Partnerships	Potential additional objective for the <u>Partnership</u> goal: Work cooperatively with partners to share data and information to enhance the quality of planning in Arizona.