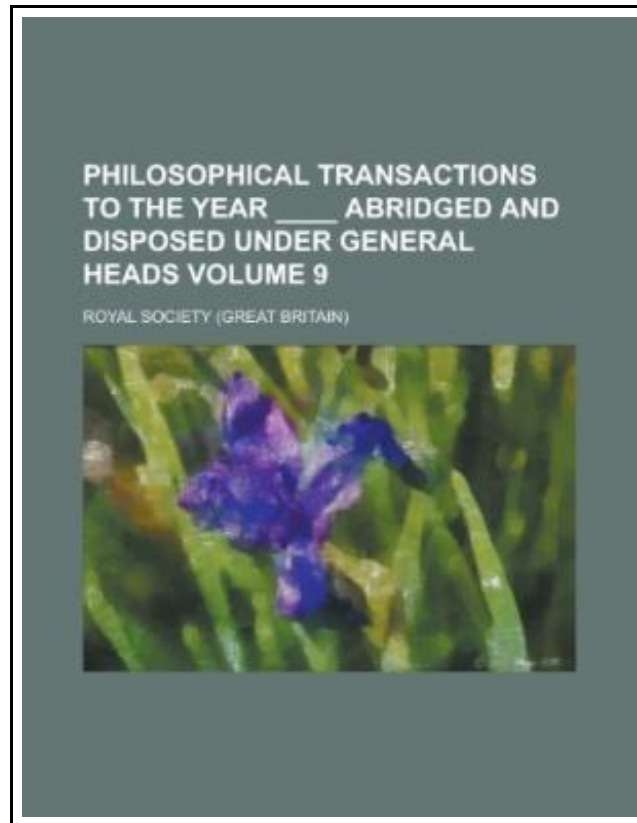


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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 116 pages. LC Number: KF27 . S39956 2009j OCLC Number: (OCoLC)649692162 Subject: Transportation -- Research -- United States. Excerpt: . . . 11 The U. S. must also maintain our existing infrastructure in a state of good repair. Our Nation has built one of the worlds most extensive and productive transportation systems, representing tril-lions of dollars of public and private investment. It is essential that we adequately maintain and modernize this vast, existing infra-structure to maximize its reliability, capacity and performance, and reduce operational and replacement costs to extend the systems useful life. We also seek to achieve the maximum economic impact from our transportation investments and lay the groundwork for long-term economic growth and prosperity. It is essential to determine which investments on both the passenger and the freight side will yield the greatest benefits to the transportation network, especially dur-ing this period of economic hardship and with difficult budget choices at all levels of government. Finally, the Obama Administration is committed to a compre-hensive national energy and environmental policy that emphasizes re-ducing carbon emissions and consumption of fossil fuels as well as protecting and enhancing natural resources. U. S. DOT is committed to advancing transportation policies and investments that reduce energy use and foster protection of critical watersheds and ecosystems. Clearly, achieving these ambitious priorities will require U. S. DOT to accelerate the rate at which we convert research into data-driven policies and outcomes. Too often in the past, we have done a good job of funding cutting-edge research, but have not done a good enough job of making sure that the research is translated by policymakers and practitioners into better, safer, more efficient transportation. We intend to focus on the entire innovation process, from research...



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