

C. Inter-relationships and the DOT Role

In developing transportation in the United States into a total national transportation system, the goals and objectives tend to become inter-related. In the same manner, the various problem areas related to the different modes of transportation impact one another and make the planning of an integrated transportation system most difficult and complex.

For example, one cannot solve the economic efficiency problem of urban congestion without considering the community impact, the interfaces of the urban system with intercity modes of travel, safety and pollution of the air and water. In selecting the site for an airport, consideration must be given to airport access, the impact that the airport noise has on the surrounding environment, the relationship it has to the safety of the community and provisions for financing and management.

To address problems of this magnitude it is necessary to work across several modes of transportation, provide leadership to a wide variety of interest groups and develop new methods of system design, management and financing. Goals and objectives are most necessary to provide the framework for putting the above actions in the proper perspective and to insure that the total thrust of transportation resource allocation is coordinated and focused into a cohesive plan toward a common end.

Table I shows the inter-relationships of the various goals and objectives with each other and the areas where the various modes within the Department of Transportation are involved. This summary table, although not all inclusive, does point out the magnitude and complexity of the transportation problem and the catalytic role that the goals and objectives play in carrying out the purpose and responsibility of the DOT.

The DOT in general, and the Office of the Secretary in particular must take the lead in developing certain procedures and techniques which will combine and focus the