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**Studies in the News:  
Environment, Growth Management and  
Transportation Supplement**

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## Introduction to Studies in the News

*Studies in the News* is a current compilation of items significant to the Legislature and Governor's Office. It is created weekly by the California State Library's [California Research Bureau](#) to supplement the public policy debate in California. To help share the latest information with state policymakers, these reading lists are now being made accessible through the California State Library's website. This week's list of current articles in various public policy areas is presented below. Prior lists can be viewed from the California State Library's Web site at [www.library.ca.gov/sitn](http://www.library.ca.gov/sitn)

- When available, the URL for the full text of each item is provided.
- California State Employees may contact the State Information & Reference Center (916-654-0261); [csinfo@library.ca.gov](mailto:csinfo@library.ca.gov)) with the SITN issue number and the item number [S#].
- All other interested individuals should contact their local library - the items may be available there, or may be borrowed by your local library on your behalf.

The following studies are currently on hand:

## ENVIRONMENT & NATURAL RESOURCES

### AGRICULTURAL RESEARCH

**Agriculture, Climate Change and Carbon Sequestration. By Jeff Schahczenski and Holly Hill, National Center for Appropriate Technology. (The Center, Fayetteville, Arkansas) January 2009. 16 p.**

Full text at: <http://attra.ncat.org/attra-pub/PDF/carbonsequestration.pdf>

["Carbon sequestration and reductions in greenhouse gas emissions can occur through a variety of agriculture practices. This publication provides an overview of the relationship between agriculture, climate change and carbon sequestration. It also investigates possible options for farmers and ranchers to have a positive impact on the changing climate and presents opportunities for becoming involved in the emerging carbon market.... Agriculture activities serve as both sources and sinks for greenhouse gases. Agriculture sinks of greenhouse gases are reservoirs of carbon that have been removed from the atmosphere through the process of biological carbon sequestration."]

[Request #S09-8-3378]

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## AIR POLLUTION

**"Long-Term Ozone Exposure and Mortality" By Michael Jerrett and others.  
IN: New England Journal of Medicine, vol. 360, no. 11 (March 12, 2009) pp.  
1085-1095**

Full text at: <http://content.nejm.org/cgi/content/short/360/11/1085>

["Ozone pollution is a killer, increasing the yearly risk of death from respiratory diseases by 40% to 50% in heavily polluted cities like Los Angeles and Riverside and by about 25% throughout the rest of the country. Environmental scientists already knew that increases in ozone during periods of heavy pollution caused short-term effects, such as asthma attacks, increased hospitalizations and deaths from heart attacks. But the 18-year study of nearly half a million people is the first to show that long-term, low-level exposure to the pollutant can also be lethal. Current standards for ozone pollution cover only eight-hour averages of the colorless gas, but even with that relatively relaxed rule, 345 counties with a total population of more than 100 million people are out of compliance." Los Angeles Times (March 12, 2009) 1.]

[Request #S09-8-3433]

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**"California Wildfires of 2008: Coarse and Fine Particulate Matter Toxicity." By Teresa C. Wegesser and others. IN: Environmental Health Perspectives, DOI: 10.1289/ehp.0800166 (February 9, 2009) 44 p.**

Full text at: <http://www.ehponline.org/members/2009/0800166/0800166.pdf>

["A study of coarse and fine particulate matter (PM) generated by the California wildfires of 2008 suggests a toxicity level greater than that of an equivalent dose of PM in ambient air.... The study adds to growing literature supporting source and component specific differences in toxicity of pollutant particles of a given size, and challenges regulators to consider toxicity as well as mass or size when regulating particle pollution.... 'These findings add to the accumulating evidence that all particles of a given size class do not necessarily have the same toxicity, and suggest that the current standard for particulate matter may need reconsideration,' said EHP editor-in-chief Hugh A. Tilson." Science Daily (February 13, 2009) 1.]

[Request #S09-8-3364]

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## BIRDS

**Mapping Avian Responses to Climate Change in California. AND: Curbing Greenhouse Gas Emissions Will Reduce Future California Bird Loss. By William B. Monahan and Gary Langham, Audubon California. (Audubon California, Sacramento, California) February 2009.**

["A new study finds that the state will lose significant numbers of its native birds as climate change quickly shrinks the range and habitat of more than 100 species. Scientists worry that the quickly warming climate might not only force certain species to move northward, but wipe out others that are not quick to adapt. 'Major climate variables influencing species' distributions are expected to change so quickly that even highly mobile species like birds will be unable to keep pace,' the report states. Still, the news is not all dire: The study also suggests that significant curbs on greenhouse gas emissions and investment in conservation can greatly reduce the damage." Sacramento Bee (February 9, 2009) 1.]

[Request #S09-8-3344]

Mapping Avian Response. 36 p.

[http://ca.audubon.org/pdf/AudubonCA\\_GTR\\_ClimateChange\\_200812.pdf](http://ca.audubon.org/pdf/AudubonCA_GTR_ClimateChange_200812.pdf)

Reducing Bird Loss. 8 p.

[http://ca.audubon.org/pdf/AudCal\\_PolicyBriefClimate\\_021009.pdf](http://ca.audubon.org/pdf/AudCal_PolicyBriefClimate_021009.pdf)

National Report. 14 p.

<http://www.audubon.org/news/pressroom/bacc/pdfs/Birds%20and%20Climate%20Report.pdf>

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## CLIMATE CHANGE

**How Much Would You Pay to Save the Planet?: The American Press and the Economics of Climate Change. By Rick Pooley, Center on the Press, Politics and Public Policy, Harvard University. (The Center, Cambridge, Massachusetts) January 2009. 31 p.**

Full text at:

[http://www.hks.harvard.edu/presspol/publications/papers/discussion\\_papers/d49\\_pool\\_ey.pdf](http://www.hks.harvard.edu/presspol/publications/papers/discussion_papers/d49_pool_ey.pdf)

["Well-designed policies are the key to reducing emissions while avoiding price spikes, and public support is the key to passing those policies into law. A vigorous press ought to be central to both climate policy and climate politics, but this is not a time of media vigor. A secular revenue decline is driving huge reductions in newsroom staff and making disciplined climate coverage less likely just as it

becomes most crucial. So it is well worth asking: How is the press doing on the climate solutions story? This paper attempts to answer that question by examining coverage of the economic debate over the Lieberman-Warner Climate Security Act of 2008. The economics of climate policy is the great political test, and the great story, of our time. But news organizations have not been treating it that way."]  
[Request #S09-8-3374]

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**Position Analysis: Ocean Fertilisation: Science and Policy Issues. By The Antarctic Climate & Ecosystems Cooperative Research Centre. (The Centre, Hobart, Tasmania) December 2008. 20 p.**

Full text at: [http://www.acecrc.org.au/uploaded/117/797659\\_23pa03fertilisation.pdf](http://www.acecrc.org.au/uploaded/117/797659_23pa03fertilisation.pdf)

["To some scientists and many nations, the concept of using nature to mop up mankind's excess CO<sub>2</sub> to fight global warming is fraught with risk and uncertainty.... Scientists say sprinkling the ocean surface with trace amounts of iron promotes blooms of tiny phytoplankton, which soak up carbon dioxide in the marine plants. When the phytoplankton die, they drift to the ocean depths where it is potentially stored for decades or centuries in sediments on the ocean floor.... Companies such as California-based Climos and Australia's Ocean Nourishment Corp are planning small-scale experiments to test their ocean carbon capture and sequestration projects." Reuters (December 16, 2008) 1.].  
[Request #S09-8-3150]

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**The Green Movement and the Challenge of Climate Change. By Lee Lane, American Enterprise Institute. (The Institute, Washington, DC) February 2009. 5 p.**

Full text at: [http://www.aei.org/publications/pubID.29454/pub\\_detail.asp](http://www.aei.org/publications/pubID.29454/pub_detail.asp)

["To produce net benefits, climate policy will have to make careful trade-offs between the costs and benefits of greenhouse gas emission controls. Many environmentalists regard cost-benefit trade-offs as taboo -- a strongly negative reaction that can block rational decision-making. Some green groups, however, have now embraced so-called cap-and-trade emission controls. At least one recent analysis regards the green groups' move toward cap-and-trade as a sign that they are rising above the taboo response to embrace economic reasoning. A closer look shows that there may be less to this story than advertised."]  
[Request #S09-8-3427]

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**Analysis, Comment and Constructive Suggestions to the Western Climate Initiative: Ideas For Reducing GHG Emissions While “Keeping The Lights On” and The Economy Growing in the West. By Management Information Services, Inc. (Western Business Roundtable, Lakewood, Colorado) February 2009.**

["The Western Climate Initiative, touted as a model for national global warming legislation, will strain the region's electricity grid and prolong the economic recession, a business group asserted. The initiative was launched in September by seven Western governors and four Canadian provincial premiers. It seeks to slash regional greenhouse gas emissions by about 15% below 2005 levels in the next 12 years. But the report asserted that the initiative would 'impose significant new costs on consumers and retard job creation in the Western U.S. over the coming decade' but would offer 'no scientifically measurable benefit in terms of reduced global climate temperatures as far out as the year 2100.'" Los Angeles Times (February 18, 2009) 1.]

[Request #S09-8-3354]

Report. 157 p.

[report](#)

Executive Summary. 19 p.

[summary](#)

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## **ENVIRONMENTAL ORGANIZATIONS**

**The Broader Movement: Nonprofit Environmental and Conservation Organizations, 1989-2005. By Baird Straughan and Thomas H. Pollak, Urban Institute. (The Institute, Washington, DC) December 2008. 50 p.**

Full text at:

[http://www.urban.org/UploadedPDF/411797\\_environmental\\_conservation\\_organizations.pdf](http://www.urban.org/UploadedPDF/411797_environmental_conservation_organizations.pdf)

["This study, the first comprehensive look at IRS data on more than 26,000 environmental and conservation organizations -- 8,000 of which had revenues of \$25,000 or more -- reveals a core of prominent national organizations and a larger, more rapidly growing universe of regional, local, and other specialized groups. Taken as a whole, the environmental movement expanded in number of organizations, members, and in total revenues almost every year since 1960. It focused less on advocacy than on projects and education, and was younger, more densely networked, and more dependent upon grants and contributions than was the nonprofit sector in general."]

[Request #S09-8-3163]

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## ENVIRONMENTAL PROTECTION

**Taking a Toll: The High Cost of Health, Environment, and Worker Impacts of the Oakland Port Trucking System.** By Jennifer Lin, East Bay Alliance for a Sustainable Economy, and Swati Prakash, Pacific Institute. (The Institute, Oakland, California) February 4, 2009. 40 p.

Full text at:

[http://www.pacinst.org/reports/taking\\_a\\_toll/taking\\_a\\_toll\\_advanced\\_copy.pdf](http://www.pacinst.org/reports/taking_a_toll/taking_a_toll_advanced_copy.pdf)

["Air pollution from diesel trucks visiting the Port of Oakland places an economic burden on the Bay Area by increasing the risk of people getting sick, missing work, school and other activities; and even dying prematurely.... According to statistical analysis in the new report, port truck pollution is also responsible annually for nine hospital admissions for respiratory problems, four admissions for heart problems, 284 asthma attacks, 23 cases of acute bronchitis, 1,650 lost work days, 5,042 days of missed school and 17,875 cases where people restricted activities because of pollution. The highest risks, the study says, are to people closest to the truck pollution: West Oakland residents and the truck drivers." Contra Costa Times (February 4, 2009) 1.]

[Request #S09-8-3330]

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## FORESTRY

**“Widespread Increase of Tree Mortality Rates in the Western United States.”** By Phillip J. van Mantgem and others. IN: Science, vol. 323, no. 5913 (January 23, 2009) pp. 521 - 524.

Full text at: <http://www.sciencemag.org/cgi/content/abstract/323/5913/521>

["A new study indicates tree deaths in the West's old-growth forests have more than doubled in recent decades, likely from regional warming and related drought conditions. The study documented tree deaths in all tree sizes in the West located at varying elevations, including tree types such as pine, fir and hemlock.... The researchers speculated higher tree deaths could lead to substantial ecological changes in the West, including cascading effects affecting wildlife populations. The tree deaths also could lead to possible increases in atmospheric carbon dioxide levels contributing to warming, which could stem from lower CO2 uptake and storage by smaller trees and increased CO2 emissions from more dead trees on the forest floors." Science Daily (January 26, 2009) 1.]

[Request #S09-8-3312]

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## GREEN HOUSE GASES

**Carbon Tax and Greenhouse Gas Control: Options and Considerations for Congress.** By Jonathan L. Ramseur and Larry Parker, Congressional Research Service, Library of Congress. (The Service, Washington, DC) February 23, 2009. 51 p.

Full text at: [http://assets.opencrs.com/rpts/R40242\\_20090223.pdf](http://assets.opencrs.com/rpts/R40242_20090223.pdf)

["Market-based mechanisms that limit greenhouse gas emissions can be divided into two types: quantity control (e.g., cap-and-trade) and price control (e.g., carbon tax or fee)... This report focuses on a carbon tax approach and how it compares to its more frequently discussed counterpart: cap-and-trade. If policymakers had perfect information regarding the market, either a price or quantity control instrument could be designed to achieve the same outcome. Because this market ideal does not exist, preference for a carbon tax or a cap-and-trade program ultimately depends on which variable one wants to control -- emissions or costs. Although there are several design mechanisms that could blur the distinction, the gap between price control and quantity control can never be completely overcome."]

[Request #S09-8-3440]

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**The Design of a Carbon Tax.** By Gilbert Metcalf, Tufts University, and David Weisbach, University of Chicago. (AEI Center for Regulatory and Market Studies, Washington, DC) January 2009. 67 p.

Full text at: <http://aei-brookings.org/admin/authorpdfs/redirect-safely.php?fname=../pdffiles/phpAT.pdf>

["We consider the design of a tax on greenhouse gas emissions for a developed country such as the United States. We consider three sets of issues: the optimal tax base, issues relating to the rate (including the use of the revenues and rate changes over time) and trade. We show that a well-designed carbon tax can capture about 80% of U.S. emissions by taxing fewer than 3,000 taxpayers and up to almost 90% with a modest additional cost. We recommend full or partial delegation of rate setting authority to an agency to ensure that rates reflect new information about the costs of carbon emissions and of abatement. Adjustments should be made to the income tax to ensure that a carbon tax is revenue neutral and distributionally neutral."]

[Request #S09-8-3441]

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**The Distributional Consequences of a Cap-and-Trade Program for CO2 Emissions. By Terry M. Dinan, Congressional Budget Office. (The Office, Washington, DC) March 12, 2009. 20 p.**

Full text at: [http://www.cbo.gov/ftpdocs/100xx/doc10018/03-12-ClimateChange\\_Testimony.pdf](http://www.cbo.gov/ftpdocs/100xx/doc10018/03-12-ClimateChange_Testimony.pdf)

["Price increases would be essential to the success of a cap-and-trade program because they would be the most important mechanism through which businesses and households would be encouraged to make investments and behavioral changes that reduced CO2 emissions.... Policymakers would face trade-offs in deciding how to use the value of the allowances. For example, they might sell the allowances and use the revenue to reduce existing taxes that discourage the productive use of capital and labor. That strategy could lessen the overall cost that a cap-and-trade program would impose on the economy. Alternatively, policymakers might choose to use the revenue raised by selling allowances to provide support for low-income households -- a strategy that would lessen the burden on low-income households but that could have somewhat higher economywide costs."]

[Request #S09-8-3436]

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**Protecting Lower-Income Families in Climate Change Legislation. By Chad Stone, Center on Budget and Policy Priorities. (The Center, Washington, DC) March 12, 2009. 15 p.**

Full text at: <http://www.cbpp.org/3-12-09climate-testimony2.pdf>

["Climate change policies can be designed in a way that preserves the incentives from higher prices to change the way we produce and consume energy while also offsetting the effect on consumer budgets of those higher prices. That is because well-designed climate policies will generate substantial revenue. That revenue will be sufficient to offset the impact of higher prices on the budgets of the most vulnerable households, to cushion the impact substantially for many other households, and to meet other legitimate public needs, such as expanded research on alternative energy sources."]

[Request #S09-8-3432]

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**Global Climate Change Regulation Policy Developments: July 2008-February 2009. By Deutsche Bank Advisors. (The Bank, New York, New York) February 2009. 72 p.**

Full text at:

[http://www.db.com/usa/download/Global\\_Climate\\_Change\\_Regulation\\_Feb\\_2009.pdf](http://www.db.com/usa/download/Global_Climate_Change_Regulation_Feb_2009.pdf)

["In the first section of this paper, we discuss policy positions in the new US Administration and Congress, as well as economic stimulus plans around the world. Subsequent sections of the paper are organized thematically, rather than regionally... In the second section of this paper, we look at traditional regulatory instruments such as mandated standards and public education. In the third section, we examine developments in carbon pricing and markets. And in the fourth section, we look at changes in innovation policy, including knowledge management and adjustment assistance. Within each section, we organize policy developments regionally to facilitate understanding of how policy measures overlap and work in concert with each other."]

[Request #S09-8-3446]

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**Climate Change Science: High Quality Greenhouse Gas Emissions Data are a Cornerstone of Programs to Address Climate Change. By John Stephenson, U.S. Government Accountability Office. GAO-09-423T. (The Office, Washington, DC) February 24, 2009. 15 p.**

Full text at: <http://www.gao.gov/new.items/d09423t.pdf>

["Quality data on emissions are essential to the development and implementation of a system intended to limit greenhouse gas emissions. Domestic and international experiences with cap-and-trade programs demonstrate the importance of data quality in establishing baselines, monitoring results, and maintaining the integrity of a program.... Key considerations in developing reliable data on greenhouse gas emissions revolve primarily around the purpose and intended use of the data. In cases where the data are used to develop or implement a program to limit emissions, key considerations include, 1) the scope of the program across emissions sources, and 2) the program's coverage across the six primary greenhouse gases."]

[Request #S09-8-3444]

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**The Greenness of Cities: Carbon Dioxide Emissions and Urban Development. By Edward L. Glaeser, Harvard University, and Matthew E. Kahn, University of California Los Angeles. (National Bureau of Economic Research, Cambridge, Massachusetts) August 2008. 46 p.**

Full text at: <http://mek1966.googlepages.com/w14238.pdf>

["Carbon dioxide emissions may create significant social harm because of global warming, yet American urban development tends to be in low density areas with very hot summers. In this paper, we attempt to quantify the carbon dioxide emissions associated with new construction in different locations across the country. We look at emissions from driving, public transit, home heating, and household electricity usage. We find that the lowest emissions areas are generally in California and that the highest emissions areas are in Texas and Oklahoma. There is a strong negative association between emissions and land use regulations. By restricting new development, the cleanest areas of the country would seem to be pushing new development towards places with higher emissions."]

[Request #S09-8-3376]

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## OCEAN RESOURCES

**The Impacts of Sea-Level Rise on the California Coast: Draft. By Matthew Heberger and others, Pacific Institute. (The Institute, Oakland, California) March 2009. 113 p.**

["Hundreds of thousands of people and billions of dollars of Golden State infrastructure and property would be at risk if ocean levels rose 55 inches by the end of the century, as computer models suggest. The Climate Action Team floated several radical proposals: limit coastal development in areas at risk from sea rise; consider phased abandonment of certain areas; halt federally subsidized insurance for property likely to be inundated; and require coastal structures to be built to adapt to climate change.... Along the state's 2,000-mile shoreline the effects would be acute, particularly in San Mateo and Orange counties, where more than 100,000 people would be affected." Los Angeles Times (March 12, 2009) 1.]

[Request #S09-8-3438]

Report. 113 p.

[http://www.pacinst.org/reports/sea\\_level\\_rise/index.htm](http://www.pacinst.org/reports/sea_level_rise/index.htm)

Executive Summary. 9 p.

[http://www.pacinst.org/reports/sea\\_level\\_rise/exec\\_sum.pdf](http://www.pacinst.org/reports/sea_level_rise/exec_sum.pdf)

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## WASTE DISPOSAL

**Cleaning Up America's Nuclear Weapons Complex: An Update for States. By The National Governor's Association Center for Best Practices. (The Center, Washington, DC) December 2008. 40p.**

Full text at: <http://www.nga.org/Files/pdf/0811NUCLEARCLEANUP.PDF>

["The creation of atomic weapons and the buildup of the Cold War nuclear arsenal in America has left an environmental cleanup legacy of enormous cost and scope -- it is the largest environment cleanup program in the world. The U.S. Department of Energy (DOE), which is responsible for the cleanup of America's nuclear weapons complex, estimates the total cost of the cleanup over several decades at \$264 billion. DOE's recent annual budgets for the cleanup have averaged about \$6 billion -- four times the size of the U.S. Environmental Protection Agency's Superfund program. The ranking of amounts of low level waste is Ohio, Tennessee, Idaho, New York, Kentucky, Washington, and California."] [Request #S09-8-3169]

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## WATER POLLUTION

**Assessment of Environmental Contaminants Associated with the National Defense Reserve Fleet in Suisun Bay, California. By the National Oceanic and Atmospheric Administration, Office of Response and Restoration. (The Office, Seattle, Washington) February 2009. 56 p., Appendices**

Full text at: <http://www.darrp.noaa.gov/southwest/suisunbay/report.html>

["Federal scientists have concluded that the mothball fleet of rust-forsaken ships in Suisun Bay has contaminated shellfish and bay mud with toxic heavy metals, but they are not proposing any specific cleanup actions.... The study determined that most of the heavy metals are at concentration levels comparable to other parts of San Francisco Bay, which has been compromised by years of pollution from urban runoff, factories, sewage plants and shipping.... Three environmental organizations have sued in federal court to force the Maritime Administration to scrap of most of the ships." San Francisco Chronicle (March 13, 2009) 1.] [Request #S09-8-3437]

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## WATER RESOURCES

**“Can California’s Water Problems Be Solved?” By Peter H. Gleick. IN: Ecology Law Currents, vol. 35, no. 71 (2008 ) pp. 71-78.**

Full text at: [http://www.boalt.org/elq/PDF/C35.02\\_02\\_GLEICK\\_2008\\_09\\_11.pdf](http://www.boalt.org/elq/PDF/C35.02_02_GLEICK_2008_09_11.pdf)

[“This rhetorical question seems a bit ridiculous. Of course California’s water problems can be solved. The important questions to ask here are not about the possibility of finding a solution, but rather the probability of and strategy by which to do so: a more accurate title may have been ‘Will California’s Water Problems be Solved?’ or ‘How to Solve California’s Water Problems’ or ‘Does California Have a Water Problem?’ or ‘A Sustainable Vision for California’s Water’ This short article will touch on all of these permutations.”]

[Request #S09-8-3226]

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## TRANSPORTATION

### DRIVERS

**Teen Crashes: Everyone at Risk: People Fatally-Injured In Motor Vehicle Crashes Involving 15- to 17-Year-Olds. By the AAA Foundation for Traffic Safety. (The Foundation, Washington, DC) February 2009. 16 p.**

Full text at:

[http://www.aaanewsroom.net/Assets/Files/2009227951380.09AAA\\_TeenCrashes\\_Lores.pdf](http://www.aaanewsroom.net/Assets/Files/2009227951380.09AAA_TeenCrashes_Lores.pdf)

["Government statistics typically quantify the number of teen drivers and their passengers who have died in motor vehicle crashes. This report investigates the number of people, other than the teen driver, who have died in crashes involving young drivers, such as teen drivers’ passengers, drivers and passengers of other vehicles, pedestrians, and bicyclists. The report reveals the extent of fatalities among other road users: nearly two other individuals are killed for every teen driver killed. As teen driver deaths have declined during recent years, though, there has been a large drop in deaths of other road users. So, although teen crashes put everyone at risk, everyone stands to benefit from safety improvements that reduce teen driver crashes."]

[Request #S09-8-3442]

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## FINANCING

**Public Sector Decision Making for Public–Private Partnerships: A Synthesis of Highway Practice.** By Jeffrey N. Buxbaum and Iris N. Ortiz, Cambridge Systematics. (Transportation Research Board, Washington, DC) 2009. 138 p.

Full text at: [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_syn\\_391.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_391.pdf)

["Public sector agencies are increasingly exploring the use of public–private partnerships to increase funding available for infrastructure improvement. This study examines the information that is available to properly evaluate the benefits and risks associated with allowing the private sector to have a greater role in financing and developing highway infrastructure. The report will be of interest to public sector decision makers seeking to leverage or supplement traditional sources of funding with private investment and other participation. Information for the study was gathered through a literature review, a survey of U.S. state departments of transportation and Canadian ministries of transportation, and a second survey of other stakeholders."]

[Request #S09-8-3445]

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## TRAFFIC CONGESTION

**Using Pricing to Reduce Traffic Congestion.** By Scott Dennis, Congressional Budget Office. (The Office, Washington, DC) March 2009. 39 p.

Full text at: <http://www.cbo.gov/ftpdocs/97xx/doc9750/03-11-CongestionPricing.pdf>

["This study explains how congestion pricing works, reviews the best available evidence on projects that make use of such pricing in order to assess the benefits and challenges of the approach, and discusses federal policy options for encouraging congestion pricing. In keeping with the CBO's mandate to provide objective, impartial analysis, this study makes no recommendations.... The approach can be divided into cordon charges and corridor charges. A cordon charge applies to all highways, bridges, or tunnels serving a congested area, such as the center of a city... A corridor charge applies to part or all of one congested highway, bridge, or tunnel.... The unique identifying characteristic of congestion charges is that they vary with the amount of traffic."]

[Request #S09-8-3435]

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