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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

- 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) 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

BIRDS

The State of the Birds: The United States of America, 2009. By Bob Ford and Paul Schmidt, U.S. Department of Interior. (The Department, Washington, DC) 2009. 36 p.

Full text at: http://www.stateofthebirds.org/pdf_files/State_of_the_Birds_2009.pdf

["The United States is home to a diversity of native birds, with more than 800 species inhabiting terrestrial, coastal, and ocean habitats, including Hawaii. Among these species, 67 are federally listed as endangered or threatened. Conservation requires information about the population of every species to ensure the survival of endangered birds and to manage common species so they never become threatened. This report presents a new synthesis of major bird-monitoring databases, including data from thousands of citizen scientists and professional biologists. The results reflect the influence of human activities and global change on our nation's birds.... Birds that depend on forests are declining. In contrast, wetland species, wintering coastal birds, and hunted waterfowl show increasing populations -- reflecting a strong focus on wetlands conservation and management."]

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CLEAN WATER ACT

Courting Disaster: How the Supreme Court Has Broken the Clean Water Act and Why Congress Must Fix It. By Clean Water Action and others. (Clean Water Action, Washington, DC) April 2009. 44 p.

Full text at:

<http://www.cleanwateraction.org/files/publications/national/CourtingDisaster-200904.pdf>

["Congress must enact the Clean Water Restoration Act now to stop the bleeding and restore basic Clean Water Act protections to our waters. This legislation restores protections by: Removing the confusing term 'navigable' from the Act; Making clear that 'waters of the United States' means the water bodies protected prior to 2001; and Articulating the Congress's broad constitutional authority to protect such waters. Until Congress restores the Clean Water Act, the waters of this country are going to suffer irretrievable harm, the regulated community is going to experience unnecessary delays, and regulatory resources will be stretched to the breaking point."]

[Request #S09-13-3600]

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CLIMATE CHANGE

A Blueprint for Legislative Action: Concensus Recommendations for U.S. Climate Protection Legislation. By the U.S. Climate Action Partnership. (The Partnership, Washington, DC) January 2009. 28 p.

Full text at: http://www.us-cap.org/pdf/USCAP_Blueprint.pdf

["The United States faces the need to transform our nation's economy, make the country more energy secure, and take action to slow, stop, and reverse GHG emissions to address climate change. These challenges will require a fundamental shift in the way energy is produced, delivered, and consumed in the U.S. and around the globe. We must: 1) increase the overall energy efficiency of our economy; 2) utilize our domestic supplies of coal, oil and natural gas; 3) develop and export the transportation technologies and fuels of the future; and 4) ensure the nation has an adequate supply of electricity produced from low-carbon resources, including wind, solar, next generation nuclear technology, and coal with carbon capture and sequestration."]

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Climate Change: Current Issues and Policy Tools. By Jane A. Leggett, Congressional Research Service, Library of Congress. (The Service, Washington, DC) March 2009. 32 p.

Full text at: http://assets.opencrs.com/rpts/RL34513_20090306.pdf

["Decision-makers who must address climate change have an assortment of policy instruments available; studies suggest that a combination could be effective in achieving various climate policy objectives. Current policy has focused on 'cap and trade' strategies to reduce GHG emissions, with additional policy tools aimed at promoting the technology development considered necessary to slow climate change significantly. One obstacle to consensus is the potential costs of abating GHG emissions, since deep reductions would require changes in energy use and technologies. Efficiently designed programs could moderate the costs of reducing GHG emissions; technically and politically, though, an 'efficiently designed' program may not be realistic."]

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Climate Action Team Biennial Report to the Governor and Legislature: Draft. By the California Climate Action Team. (The Team, Sacramento, California) March 2009. 122 p.

Full text at: <http://www.energy.ca.gov/2009publications/CAT-1000-2009-003/CAT-1000-2009-003-D.PDF>

["Climate change may cost California tens of billions of dollars annually in coming years as sea levels rise and hot days cause people to turn up the air conditioning. Thirsty cities may be able to buy water from farmers and high-altitude forests are expected to benefit for most of the century as trees enjoy the warmer weather, but a long-term effort to understand the details of climate change suggests costs will be higher than expected. Much depends on whether global efforts to slow the Earth's heating are successful.... The summary of 37 climate change studies is the latest in a series that America's most populous state publishes every two to three years, adding detail as it goes. 'As you fill in the detail, the whole gets worse,' said Michael Hanemann, an economist co-director of the California Climate Change Center at the University of California, Berkeley, and an author of the report."]

Reuters (April 3, 2009) 1.]

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Indicators of Climate Change in California. By Linda Mazur and Carmen Milanés, Office of Environmental Health Hazard Assessment, California Environmental Protection Agency. (The Office, Sacramento, California) April 2009. 197 p.

Full text at:

<http://www.oehha.ca.gov/multimedia/epic/pdf/ClimateChangeIndicatorsApril2009.pdf>

["Environmental indicators are measurements that present scientific information on the status of, and trends in, environmental conditions. They are valuable in tracking changes in the environment, and communicating complex environmental information to a broad audience. This report presents a compilation of environmental indicators that collectively describe changes to California's climate, the drivers of these changes, and the impacts of such changes on the state. The indicators draw upon data collection, monitoring, and studies by state and federal agencies, universities and research institutions."]

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Responsibility for Climate Change, By the Numbers. By David Weisbach, American Enterprise Institute. (AEI Center for Regulatory and Market Studies, Washington, DC) January 2009. 37 p.

Full text at: <http://aei-brookings.org/admin/authorpdfs/redirect-safely.php?fname=../pdffiles/php9E.pdf>

["This paper examines the data on responsibility for climate change due to past emissions. Two aspects of responsibility are addressed. Wealthy countries are responsible for past emissions. Responsibility is spread widely with poor countries.... for a majority of emissions. The differences are due to two factors: whether the data uses a comprehensive measure of emissions and the extent that the data is aggregated into regions.... Second, it examines how theories of responsibility apply to the data. Theories of responsibility that impose an obligation on injurer to make a payment to victims are the theories underlying tort law. The theory would have to rely on strict liability, give up on the normally required connection between injurer and victim, and accept distributive consequences."]

[Request #S09-13-3350]

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COASTAL AREAS

An Assessment of Polybrominated Diphenyl Ethers (PBDEs) in Sediments and Bivalves of the U.S. Coastal Zone. By K. L. Kimbrough and others, Center for Coastal Monitoring and Assessment, National Oceanic and Atmospheric Administration. (The Center, Silver Spring, Maryland) April 2009.

["NOAA scientists, in a first-of-its-kind report, state that Polybrominated Diphenyl Ethers (PBDEs), chemicals commonly used in commercial goods as flame retardants since the 1970s, are found in all United States coastal waters and the Great Lakes, with elevated levels near urban and industrial centers. The new findings are in contrast to analysis of samples as far back as 1996 that identified PBDEs in only a limited number of sites around the nation.... 'This is a wake-up call for Americans concerned about the health of our coastal waters and their personal health,' said John H. Dunnigan, NOAA assistant administrator. 'Scientific evidence strongly documents that these contaminants impact the food web and action is needed to reduce the threats posed to aquatic resources and human health.'" Science Daily (April 10, 2009) 1.]

[Request #S09-13-3590]

Report. 96 p.

<http://ccma.nos.noaa.gov/about/coast/nsandt/PBDEreport.html>

Executive Summary. 1 p.

<http://ccma.nos.noaa.gov/about/coast/nsandt/pdf/PBDEreport/pbde-execsum.pdf>

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ENVIRONMENTAL POLICY

Energy & the Environment: Myths & Facts: Second Edition. By Drew Thornley, Concordia University. (Manhattan Institute, New York, New York) April 2009. 31 p.

Full text at: http://www.manhattan-institute.org/pdf/EnergyMyth_2ndEdition.pdf

["Believing that prudent policies require a well-informed citizenry -- one well versed in the facts -- we sought, with the help of survey research conducted by Zogby Associates, to determine what Americans believe about energy and environmental issues and the extent of their knowledge. Building on similar research from 2006, we report here on the January 2009 responses of 1,000 Americans, chosen to be representative of public opinion generally, on matters such as the sources of U.S. energy, the extent of the oil supply, the rate of global warming, the safety of nuclear power, and the promise of renewable energy sources."]

[Request #S09-13-3618]

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FISHERIES

"Are Dietary Recommendations for the Use of Fish Oils Sustainable?" By David J.A. Jenkins and others. IN: Canadian Medical Association Journal, vol. 180, no. 6 (March 2009) pp. 633-637.

Full text at: [Fish Oils](#)

["The health benefits of fish consumption have been over-dramatized and have put increased pressure on wild fish, according to new research. In an innovative collaboration, medical scientists have teamed up with researchers from a fisheries center to closely examine the effects of health claims with regard to seafood. While many studies show healthy benefits of consuming omega-3 fatty acids found in fish oils, some other studies fail to show significant benefits. But these negative studies are often ignored and the result is that there is increasing demand for seafood by consumers in the developed world, often at the expense of food security in developing nations." Science Daily (March 24, 2009) 1.]

[Request #S09-13-3624]

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Listen to the River: An Independent Review of the CVPIA Fisheries Program. By Circlepoint. Prepared for the U.S. Bureau of Reclamation and the U.S. Fish and Wildlife Service. (Circlepoint, San Francisco, California) December 2008. 100 p.

Full text at: http://www.cvpia-independentreview.com/FisheriesReport12_12_08.pdf

["In 1992 Congress directed the Department of Interior to develop and implement a program that makes 'all reasonable efforts' to ensure and sustain on a long-term basis a doubling of the number of naturally produced anadromous fish in Central Valley rivers and streams by 2002. Doubling did not happen by the legislative goal of 2002, or by 2008, nor is it likely to ever occur unless renewed commitments and improvements are made to the Central Valley Project Improvement Act (CVPIA) program.... Have the agencies failed to implement their assigned mission effectively? The agencies have implemented a slew of activities in sixteen years costing nearly a billion dollars.... In this report, we identify scientific, institutional and programmatic obstacles to the success of the CVPIA."]

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GREEN HOUSE GASES

How CBO Estimates the Costs of Reducing Greenhouse-Gas Emissions. By Robert Shackleton and others, Congressional Budget Office. (The Office, Washington, DC) April 2009. 32 p.

Full text at: <http://www.cbo.gov/ftpdocs/99xx/doc9923/04-24-Greenhouse.pdf>

["To estimate the impact of proposals on the federal budget, CBO must estimate the marginal, or incremental, cost of reducing emissions of a number of different greenhouse gases at various levels of mitigation and at different points in the future. This background paper describes CBO's methodological approach to estimating such costs, the sources of data and analysis used to develop that approach, and the rationale for using it. CBO's methodology for estimating the costs of mitigating greenhouse-gas emissions draws on a wide range of public and private sources for data and analysis and involves a relatively simple framework that can be used to evaluate a wide variety of proposed policies. The framework can be adjusted to take into account changes in projections of emissions, other important economic assumptions, and science and policy parameters."]

[Request #S09-13-3631]

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GROWTH MANAGEMENT

Guide to Regional Planning as Revised by SB 375. By the California Association of Councils of Governments. (The Association, Sacramento, California) January 2009. 22 p.

Full text at:

http://www.calcog.org/policies/documents/regionalplanningsb375booklet_001.pdf

["The California Association of Councils of Governments has annually published a chart listing the functional responsibilities of its member agencies. In this paper, we will attempt to explain how these agencies function, describe their regional variances and differences with one another, and how SB 375 requirements and related regional housing and transportation planning laws are intended to work under both state and federal law."]

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OCEAN RESOURCES

Creating Marine Assets: Property Rights in Ocean Fisheries. By Robert T. Deacon, University of California, Santa Barbara. (Property and Environment Research Center, Bozeman, Montana) 2009. 40 p.

Full text at: <http://www.perc.org/files/ps43.pdf>

["To prevent destruction of sustainable stocks of marine life, there must be limits on the thousands of boats vying for the harvest. Governments have imposed a host of regulations. Such controls have had little or no success. The race has often become one of ever-fancier technology that lets the swiftest capture the fish. The race is wasteful and the results are hazardous to the environment and those involved in the catch. This report considers how economic incentives can solve this problem. Marine life can become an asset to be nourished over time, not consumed in a wasteful race. Deacon draws on a large literature on the subject, but focuses on a novel management experiment in Alaska and one developing along the California coast."]

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WATER POLLUTION

A Framework for Research Addressing the Role of Ammonia/Ammonium in the Sacramento-San Joaquin Delta and the San Francisco Bay Estuary Ecosystem. By Joseph S. Meyer, University of Wyoming, and others. (The CALFED Science Program, Sacramento, California) April 13, 2009. 15 p.

Full text at:

http://www.science.calwater.ca.gov/pdf/workshops/workshop_ammonia_research_framework_final_041609.pdf

["A panel of independent scientists has affirmed that ammonia from urban wastewater is a 'likely' contributor to environmental shifts in the Sacramento-San Joaquin Delta. But the panel says more research is needed to determine where ammonia fits among numerous threats to the estuary.... The Sacramento metro area's wastewater is the largest source of ammonia in the Delta.... The chief concern is not whether ammonia kills fish. Instead, the volume of ammonia may have grown so large from urbanization that it is upsetting the natural food chain. Many other sewage treatment entities have upgraded to more advanced 'tertiary' systems that do remove ammonium. But the Sacramento district maintains this higher level of treatment would cost as much as \$1 billion." Sacramento Bee (April 23, 2009) 1.]

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WATER RESOURCES

America's Most Endangered Rivers: 2009 Edition. By American Rivers. (American Rivers, Washington, DC) April 2009.

["The Sacramento and San Joaquin rivers are named as the nation's most endangered waterways.... Making the No. 1 slot on the 2009 list of the 10 most endangered rivers is a dubious distinction that both environmentalists and water users say will bring renewed urgency to finally solve these problems. A massive habitat conservation effort, called the Bay-Delta Conservation Plan, is expected by the end of this year and aims to both restore imperiled fish populations and improve water delivery.... The Delta presents a thornier set of problems than most waterways the group has highlighted over the past 23 years. Yet the attention can help." Sacramento Bee (April 7, 2009) 1.]

[Request #S09-13-3615]

Report. 4 p.

<http://act.americanrivers.org/site/DocServer/FinalMERBrochure09.pdf?docID=9701>

Sacramento - San Joaquin River. 5 p.

<http://www.americanrivers.org/assets/pdfs/mer-2009/sacramento-san-joaquin-river.pdf>

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Reforming Davis-Dolwig: Funding Recreation in the State Water Project. By Caroline Godkin, Legislative Analyst's Office. (The Office, Sacramento, California) March 19, 2009. 20 p.

Full text at: http://www.lao.ca.gov/2009/rsrc/Reforming_Davis-Dolwig/Davis-Dolwig_030909.pdf

["The Davis-Dolwig Act is a 47-year-old state law that specifies that the state, not water ratepayers, should fund the recreation component of the the State Water Project (SWP). The budget proposes a number of statutory reforms to the act, in part to provide a dedicated funding source for its implementation. We find that the Governor's proposal does not address a number of major problems with the implementation of the act and that the administration's approach improperly limits the Legislature's oversight role. We also find that, over many years, the Department of Water Resources has been allocating costs to the state under Davis-Dolwig that are significantly in excess of the direct costs to SWP for recreation. We also recommend that the state evaluate the potential to divest itself of SWP reservoirs that are used mainly for recreation."]

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WATER SUPPLY

Water Scarcity and Climate Change: Growing Risks for Businesses and Investors. By Jason Morrison and others, the Pacific Institute. (The Institute, Oakland, California) February 2009. 60 p.

Full text at: http://www.pacinst.org/reports/business_water_climate/full_report.pdf

["The report highlights the intensifying conflict between energy use and water availability. With increasing frequency, choosing one of these resources means undermining the other -- the other, usually being water.... This report identifies water-related risks specific to water-intensive industry sectors: High-Tech; Beverage; and Agriculture. The report also identifies water-related risks for electric power/energy, apparel, biotechnology/pharmaceutical, forest products and metals/mining firms. For companies in these and other sectors, climate change will further reduce the availability of reliable and high quality water, impacting productivity, costs, revenues, public goodwill and reputation.... Despite these looming challenges, the report concludes that businesses and investors are largely unaware of water-related risks or how climate change will likely exacerbate them."]
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TRANSPORTATION

TRANSIT

Connecting California: Key Public Transportation Projects and Their Benefits for the Golden State. By Elizabeth Ridlington, Frontier Group, and others. (CALPIRG Education Fund, Sacramento, California) Spring 2009. 45 p.

Full text at:

<http://www.uspirg.org/uploads/v7/LL/v7LLkYU12zkkqd2rkim33A/Connecting-California.pdf>

["Public transportation makes a vital contribution to California's transportation system. In many communities around the state, transit systems are inadequate and cannot keep pace with demand.... To build a 21st century transportation system that will ease congestion, reduce spending on gasoline, and reduce global warming -- California must do the following: 1) Prioritize funding for transit projects. The legislature and governor should not divert public transportation funds for other purposes; and 2) California officials must support revamped federal transportation funding law that makes a large investment in improvements to transit systems and intercity rail, while focusing federal highway investment on the need to maintain and repair existing infrastructure."]
[Request #S09-13-3558]

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FINANCING

Financing Transportation Infrastructure in California. By Martin Wachs, RAND Corporation. Testimony before the Little Hoover Commission, State of California. (The Corporation, Santa Monica, California) March 2009. 16 p.

Full text at: http://www.rand.org/pubs/testimonies/2009/RAND_CT322.pdf

["For nearly a century, California has relied on its road system users to pay fees that have been the major source for financing the construction and maintenance of the state's transportation infrastructure. But in the last decade, the state has failed to raise those fees to keep up with its needs; as a result, the state is gradually increasing its reliance on its strained sources of general revenue to finance the transportation system. In addition to heightening California's fiscal crisis, this shift away from user fees to a reliance on general revenues also worsens congestion because it does not use prices to appropriately regulate flows on the state's networks. Although the gasoline tax gradually is becoming obsolete as a user fee, new approaches are becoming available."]

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An Engine of Opportunity: A User's Guide to Advocate for Transportation Equity in the 2009 Recovery Act. By Radhika Fox and Solana Rice, Policy Link. (Policy Link, Oakland, California) April 2009. 36 p.

Full text at:

http://www.policylink.org/engineopp/Engine%20of%20Opportunity_final.pdf

["The report shows advocates and journalists how billions in transportation funding are being pumped out to the state and local level -- and spotlights the key deadlines, reporting requirements and policy targets that are still to come. 'Low-income communities need affordable, accessible, reliable transportation to thrive,' said co-author Radhika Fox. 'The stimulus must fund projects that are more than just 'shovel-ready' -- the projects must connect residents to job centers and help create new jobs in our communities. The recovery package can make good on this promise for millions of Americans.' Historically, the deck has been stacked against transportation projects that can improve the lives of low-income people and people of color." Policy Link press release (April 1, 2009) 1.]

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Beyond Highway Construction: Alternative Uses for Transportation Funding from America's Recovery and Reinvestment Act. By Jaime Rall, National Conference of State Legislatures. (The Conference, Denver, Colorado) March 2009. 8 p.

Full text at: <http://www.ncsl.org/print/transportation/HighwayConstruct309.pdf>

["Since stimulus funds cannot be used simply to replace state funding for previously scheduled transportation projects, they cannot fill immediate state budget shortfalls. Still, the funds will allow states to do much-needed repairs, upgrades, and construction that otherwise would be further deferred or unfunded altogether. It can also be used to accelerate or improve ongoing projects.... States are continuing to consider alternative transportation funding strategies such as raising the gas tax, using general sales tax revenue, continuing tolls, implementing congestion pricing, creating user fees such as the Vehicle Miles Traveled fee and entering into public/private partnerships."]

[Request #S09-13-3604]

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HIGH-SPEED RAIL

Vision for High-Speed Rail in America. By the Federal Railroad Administration, U.S. Department of Transportation. (The Administration, Washington, DC) April 2009. 28 p.

Full text at: <http://www.fra.dot.gov/Downloads/RRdev/hsrstrategicplan.pdf>

["Developing a comprehensive high-speed intercity passenger rail network will require a long-term commitment at both the Federal and State levels. The President proposes to jump-start the process with the \$8 billion down payment provided in the American Recovery and Reinvestment Act and a high-speed rail grant program of \$1 billion per year (proposed in his fiscal year 2010 budget). These first steps emphasize strategic investments that will yield tangible benefits to intercity rail infrastructure, equipment, performance, and intermodal connections over the next several years, while also creating a 'pipeline' of projects to enable future corridor development. A major reshaping of the Nation's transportation system is not without significant challenges."]

[Request #S09-13-3627]

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TRAFFIC CONGESTION

Investigation of Solutions to Recurring Congestion on Freeways. By Nicholas J. Mazzenga and Michael J. Demetsky, University of Virginia. (Virginia Transportation Research Council, Charlottesville, Virginia) March 2009. 30 p.

Full text at: http://www.virginia-dot.org/vtrc/main/online_reports/pdf/09-r10.pdf

["A strategy proposed to combat recurring congestion is to manage the current freeways so that they operate more efficiently. Reducing congestion through better managed freeways has numerous documented benefits, including reducing travel times, smoothing the traffic flow, increasing average fuel economy, shortening the rush hour period and reducing vehicle queuing. The highway operational strategies implemented to reduce recurring congestion have shown promising results abroad where there is an extensive use of active traffic management systems. The two active traffic management systems, i.e., variable speed limits and hard shoulders, showed the highest potential for reducing recurring congestion and should be considered as potential countermeasures in congested corridors."]

[Request #S09-13-3628]

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Technologies That Complement Congestion Pricing: A Primer. By the Federal Highway Administration, U.S. Department of Transportation. (The Administration, Washington, DC) October 2008. 24 p.

Full text at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop08043/fhwahop08043.pdf>

["The purpose of this volume is to consider the technology options that are available to complement congestion-pricing approaches. This primer explores how technology broadens the success for congestion pricing by supporting the traveler's decision to change travel time, travel mode, and travel route. Complementary technologies, a) extend the benefits of congestion-pricing strategies to those directly and indirectly affected, b) improve public acceptance of congestion-pricing strategies, and c) improve the value of existing travel options available to individuals.... Through the application of technology, an agency can enable greater public acceptance of congestion pricing because the public can better comprehend how the congestion-pricing scheme works as they use the transportation network."]

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