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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

AGRICULTURE

Market Potential for Organic Crops in California: Almonds, Hay, and Winegrapes. By Sonja Brodt, University of California, Davis, and others. (University of California Agriculture and Natural Resources Communication Services, Oakland, California) June 2009. 32 p.

Full text at: http://giannini.ucop.edu/InfoSeries/091_Organic.pdf

["Potential for expansion of acreage varies among the three crops. Depending on consumer reactions to the pasteurization requirement, the organic food market overall appears to offer significant room for expansion of organic almond production. However, a few large-scale conventional producers appear poised to enter the organic market with relatively large acreages, a move that could potentially flood the market in the next few years. Further expansion of organic hay acreage in California is limited by competition for land from other higher value crops that can be grown in most hay-growing areas.... In winegrapes, the growing interest in organic grapes among wineries appears to provide significant incentive for expansion, but the lack of price premiums may dampen that incentive to some extent."][Request #S09-30-4242]

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AIR POLLUTION

"6.6-Hour Inhalation of Ozone Concentrations from 60 to 87 Parts per Billion in Healthy Humans." By Edward S. Schelegle and others. IN: **American Journal of Respiratory and Critical Care Medicine**, vol. 180, no. 3 (August 2009) pp. 265-272.

Full text at: <http://ajrccm.atsjournals.org/cgi/content/short/200809-1484OCv1>

["Ozone concentrations below the current U.S. clean-air standard may still temporarily impair lung function, even in healthy young people. Ozone has been linked to inflammation in the lungs, and to breathing problems. When 31 young adults exercised at various levels of ozone exposure over several hours, participants' average lung function began to deteriorate when ozone concentrations stood at 70 parts per billion (ppb). That is below the current U.S. National Ambient Air Quality Standard, which states that people should be exposed to ozone levels of no more than 75 ppb, averaged over 8 hours. The findings essentially suggest that if healthy young adults exercise outside at ozone levels of 70 ppb for several hours -- taking a long hike, for instance -- about half will suffer respiratory symptoms like coughing or pain during deep breathing" Reuters (August 12, 2009) 1.]
[Request #S09-30-4036]

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CLIMATE CHANGE

Assessing the Costs of Adaptation to Climate Change: A Review of the UNFCCC and Other Recent Estimates. By Martin Parry and others, **Grantham Institute for Climate Change.** (Imperial College, London, United Kingdom) August 2009. 116 p.

Full text at: <http://www.iied.org/pubs/pdfs/11501IIED.pdf>

["The U.N. climate change secretariat, UNFCCC, puts the global costs of adaptation, through measures such as growing drought-resistant crops and limiting the spread of diseases, at \$40 billion to \$170 billion a year until 2030. Adapting to the effects of climate change such as floods and droughts will probably cost many times more than the United Nations estimates. The report said UNFCCC had produced its numbers too quickly -- 'in a matter of weeks' -- and covered the sectors it included only partially. The authors took six months to update the U.N. estimate, and had it reviewed by seven leading adaptation scientists, including the lead authors of the original U.N. study.... If governments are working with the wrong numbers, we could end up with a false deal that fails to cover the costs of adaptation to climate change." Reuters (August 28, 2009) 1.]
[Request #S09-30-4125]

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Climate Change in the United States: The Prohibitive Costs of Inaction. By the Union of Concerned Scientists and others. (The Union, Cambridge, Massachusetts) September 2009. 14 p.

Full text at: http://www.ucsusa.org/assets/documents/global_warming/climate-costs-of-inaction.pdf

["If global warming emissions continue unabated, every region in the country will confront large costs from climate change in the form of damages to infrastructure, diminished public health, and threats to vital industries employing millions of Americans. No region can expect a costless adaptation to a rapidly changing climate. Indeed, climate change threatens our very way of life and our legacy to future generations. The minimum costs presented here will likely outweigh the costs of dramatically reducing carbon emissions starting today. And these projected costs of climate change do not include those that are critical but hard to quantify, such as costs stemming from changes to ecosystems and the need to relocate coastal communities. Fortunately, if we act quickly and decisively, we can avoid the worst of these costs."]

[Request #S09-30-4126]

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Meeting the Climate Challenge: Core Elements of an Effective Response to Climate Change. By Glenn Prickett, United Nations Foundation, and others. (Center for American Progress, Washington, DC) October 2009. 15 p.

Full text at:

<http://www.americanprogress.org/issues/2009/10/pdf/UNclimateissues.pdf>

["Negotiations toward a new global agreement on climate change have entered a critical stage.... Achievable gains in energy efficiency, renewable energy, forest conservation, and sustainable land use worldwide could achieve up to 75 percent of needed global emissions reductions in 2020 at a net savings of \$14 billion. These actions, along with additional investments in climate adaptation, would deliver a wide range of economic, security, and environmental benefits in developed and developing countries. Greater international support for these core elements would make an immediate contribution to solving the climate problem and help to achieve a new international climate agreement."]

[Request #S09-30-4224]

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More Extreme Heat Waves: Global Warming's Wake Up Call. By Amanda Staudt and Douglas Inkley, National Wildlife Federation. (The Federation, Reston, Virginia) August 2009. 16 p.

Full text at: http://www.nwf.org/nwfwebadmin/binaryVault/8-25-09_NWF_PSR_Heatwaves.pdf

["Global warming will bring more extreme heat waves.... Urban air pollution will be exacerbated by more extreme heat.... Heat waves disproportionately impact the very old and very young, as well as people who are poor, have asthma or heart disease, or live in big cities.... Natural habitats and agriculture are also vulnerable to extreme heat.... We can reduce the severity of heat waves and their impacts on vulnerable people.... We need to take these trends toward more extreme heat waves into account when designing urban areas and public health programs. We can no longer plan based on the climate we used to have. Fortunately, there are several common-sense strategies for addressing extreme heat waves, some of which also provide other benefits such as energy cost savings, air pollution reductions, and improved urban landscapes."]

[Request #S09-30-4059]

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The Great 2006 Heat Wave over California and Nevada: Signal of an Increasing Trend. By Alexander Gershunov and others, Scripps Institution of Oceanography. (The Institute, San Diego, California) June 2009. 57 p.

Full text at: http://meteora.ucsd.edu/cap/pdf/heatwaves_aug2009.pdf

["A rash of nighttime-accentuated events in the last decade was punctuated by an unusually intense case in July 2006, which was the largest heat wave on record (1948–2006). Generally, there is a positive trend in heat wave activity over the entire region that is expressed most strongly and clearly in nighttime rather than daytime temperature extremes. This trend in nighttime heat wave activity has intensified markedly since the 1980s and especially since 2000.... Adding to the very strong synoptic dynamics during the 2006 heat wave were a prolonged stream of moisture from this southwestern source and, despite the heightened humidity, an environment in which afternoon convection was suppressed, keeping cloudiness low and daytime temperatures high. The relative contributions of these factors and possible relations to global warming are discussed."]

[Request #S09-30-4202]

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CONSERVATION

Amending Perpetual Conservation Easements: Confronting the Dilemmas of Change: A Practitioner's View. By Darby Bradley, Vermont Land Trust. (Lincoln Institute of Land Policy, Cambridge, Massachusetts) September 2009. 37 p.

Full text at: https://www.lincolnst.edu/pubs/dl/1686_900_Bradley%20Final.pdf

["As conservation easements age, land trusts have begun to confront changed circumstances that they could not have anticipated when the easements were drafted, and under which an amendment may serve conservation or other public interests. These may involve changes in law, species, technology, community needs, or even climate. The questions to be asked are: What criteria should be used to determine whether an easement amendment would be appropriate? What process should be used to make that determination? Who decides? This paper explores the legal, ethical, and public relations issues surrounding amendments and the limitations of applying the charitable trust doctrine. It proposes a legislative solution to clarify the rules for amending easements in response to changed circumstances."]

[Request #S09-30-4205]

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Private Conservation Easements: A Record of Achievements and the Challenges Ahead. By Gerald Korngold, Lincoln Institute of Land Policy. (The Institute, Cambridge, Massachusetts) October 2009. 6 p.

Full text at:

https://www.lincolnst.edu/pubs/dl/1695_907_Oct%2009%20Article%202.pdf

["Conservation easements bring many benefits, as nonprofits use market forces rather than government coercion to achieve environmental goals. Conservation easement acquisitions by nonprofits also bring efficiencies, are cost-effective, and represent the free choice of the landowners.... At the same time, though, private conservation easements raise some public policy concerns related to the tax subsidies; the absence of public process in their creation; long-term stewardship; and flexibility to adapt conserved land to emerging needs of the community. This article examines the recent achievements and benefits of conservation easements, and suggests some reforms that might make them an even stronger vehicle for land conservation in the public interest."]

[Request #S09-30-4209]

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ENDANGERED SPECIES

Economic Analysis of Critical Habitat Designation for the California Red-Legged Frog. By Industrial Economics, Incorporated and Berkeley Economic Consulting. (U.S. Fish and Wildlife Service, Arlington, Virginia) September 2009. 276 p.

Full text at:

http://www.fws.gov/sacramento/ea/news_releases/2009_News_Releases/CRLF_Draft_critical_habitat_repropose.htm

["The Service revised an economic impact analysis of its 2008 proposal to designate 1.8 million acres of critical habitat for the threatened California red-legged frog. The revised economic analysis seeks to quantify the broad range of costs linked to the critical habitat designation. The present value incremental costs directly related to a critical habitat designation could range from \$183 million to \$566 million over a 20-year period, assuming a 7 percent discount rate. The new figure is about 25 percent less than its April estimate of costs up to \$767 million in its first draft." Fish and Wildlife press release (October 7, 2009) 1.]

[Request #S09-30-4227]

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ENVIRONMENTAL ORGANIZATIONS

"The Impact of Nature Experience on Willingness to Support Conservation." By Patricia A. Zaradic and others. IN: PloS ONE, vol. 10, no. 4 (October 2009) 5 p.

Full text at:

<http://www.plosone.org/article/info%3Adoi%2F10.1371%2Fjournal.pone.0007367>

["Only people who engage in vigorous outdoor sports, like hiking and backpacking, tend later to become supporters of mainline conservation groups, while those who only go sightseeing or fishing do not.... The researchers conclude that there are effectively 'two Americas' when it comes to nature exposure and support for conservation. Environmental groups depend on a very narrow base of support from elite, active outdoor enthusiasts -- a group that is predominantly white, college-educated, higher income, and over 35. The finding is a wake-up call to environmental groups that their base is shrinking, as giving can be predicted to fall during the next decade with the decline in hiking and backpacking since their popularity peaked from 1998 to 2000." Science Daily (October 9, 2009) 1.]

[Request #S09-30-4226]

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GREEN HOUSE GASES

How Regulatory Standards Can Affect a Cap-and-Trade Program for Greenhouse Gases. By Rob Johansson, Congressional Budget Office. (The Office, Washington, DC) September 16, 2009. 6 p.

Full text at: <http://www.cbo.gov/ftpdocs/105xx/doc10562/09-16-CapandStandards.pdf>

["Some regulatory standards already exist and others have been proposed that also would affect emissions of greenhouse gases. In some cases, regulatory standards would require producers of greenhouse gases to use specific technologies, such as renewable sources for generating electricity.... Marketbased approaches rely on the interaction between producers and consumers to determine how to meet specific targets for emissions.... As a result, regulatory standards combined with marketbased approaches often will increase the cost of meeting an environmental goal. In particular, if standards forced large reductions in emissions in a specific industry or for a particular product that would not result from a cap-and-trade program alone, the standards would reduce the demand for allowances and depress market prices for them."]

[Request #S09-30-4231]

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"The Overallocation Problem In Cap-And-Trade: Moving Toward Stringency." By Lesley K. McAllister. IN: Columbia Journal of Environmental Law, vol. 34, no. 2 (July 2009) pp. 395-445.

Full text at:

http://www.columbiaenvironmentallaw.org/assets/pdfs/34.2/7. McAllister_34.2.pdf

["The environmental gains of cap-and-trade programs depend on the level of the program cap. The program cap in a cap-and-trade program is the overall regulatory goal, and its level is the key factor in the environmental success of a cap-and-trade program. If the cap is not adequately stringent, the program will not achieve its environmental goals even if sources comply with the cap. In several existing cap-and-trade programs, the caps have not been adequately stringent. These programs suffered from the problem of overallocation, with caps that allowed sources to make few, if any, emissions reductions from business-as-usual emissions. While advocates of these programs may boast about participants' overcompliance with the program cap, such overcompliance has often been the product of an overallocation of allowances."]

[Request #S09-30-4233]

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INVASIVE SPECIES

"Standards for Living Organisms in Ships' Ballast Water Discharged in U.S. Waters: Notice of Proposed Rulemaking." By the U.S. Coast Guard. IN: The Federal Register, vol. 74, no. 166 (August 28, 2009) pp. 44632-44672.

Full text at: <http://edocket.access.gpo.gov/2009/pdf/E9-20312.pdf>

["The Coast Guard issued proposed standards for ballast water treatment that had been long awaited by environmental groups, legislators and others concerned about the impact of invasive aquatic species transported via ballast water in ships. There currently is no federal requirement to treat ballast water in order to kill living organisms. Oceangoing vessels must exchange their ballast or flush out their tanks in the open seas before entering a U.S. port, but the tanks might still contain species from distant waters. The proposed regulations, open for a 90-day public comment period, would mimic the International Maritime Organization's standards for an initial phase and then become essentially 1,000 times stricter for a second phase.... California has a standard 1,000 times stricter than the IMO." The Washington Post (August 30, 2009) 1.]

[Request #S09-30-4137]

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NATIONAL PARKS

National Parks In Peril: The Threats of Climate Disruption. By Stephen Saunders, Rocky Mountain Climate Organization, and others. (The Organization, Denver, Colorado) October 2009. 64 p.

Full text at: <http://www.rockymountainclimate.org/website%20pictures/National-Parks-In-Peril-final.pdf>

["America's national parks are at risk of disappearing or being fundamentally changed as seas rise, glaciers melt, trees die and animal habitat changes as a result of climate change. The assessment focuses on the 25 most threatened parks including Yosemite. It also discusses vulnerabilities at Sequoia/Kings Canyon.... The most important action needed to protect parks is to reduce the emission of heat-trapping gases, mostly from burning fossil fuels such as coal and gasoline. The report also calls on the federal government to take other steps -- such as expanding parks and creating wildlife migration corridors.... In Yosemite and Sequoia/Kings Canyon, six glaciers (along with a seventh just outside Yosemite) lost an average of 55% of their area since 1900." Fresno Bee (October 1, 2009) 1.]

[Request #S09-30-4201]

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OCEAN RESOURCES

"Impacts of Climate Change on Marine Organisms and Ecosystems." By Andrew S. Brierley and Michael J. Kingsford. IN: Current Biology, vol. 19. (July 28, 2009) pp. 602-614.

Full text at: <http://download.cell.com/current-biology/pdf/PIIS0960982209011816.pdf?intermediate=true>

["There is mounting evidence that human activity is changing the world's oceans in profound and damaging ways. Man-made carbon emissions are affecting marine biological processes from genes to ecosystems over scales from rock pools to ocean basins, impacting ecosystem services and threatening human food security. Rates of physical change in the oceans are unprecedented in some cases, and change in ocean life is likely to be equally quick. These include changes in the areas fish and other sea species can inhabit, invasions, extinctions and major shifts in marine ecosystems. In the past, the boundaries between geological ages are marked by sudden losses of species. We may now be entering a new age in which climate change and other human-caused factors such as fishing are the major threats for the oceans and their life." Science Daily (August 11, 2009) 1.]

[Request #S09-30-4035]

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SALMON

Coho and Steelhead Smolt Outmigration from the San Geronimo Valley, Marin County, 2009. 27 p. AND: Evaluation of Coho and Steelhead Production in the San Geronimo Valley Headwaters of the Lagunitas Creek Watershed, 2006-2008. 22 p. By Christopher Pincetich and others, Salmon Protection And Watershed Network. (The Network, Forest Knolls, California) 2009.

Full text at: <http://www.spawnusa.org/pages/page-263>

["The rite of passage for young coho salmon is a glorious rendezvous with the sea, but three years of drought have left many migrating fish marooned in the drying tributaries of Marin County's San Geronimo Valley. Many of these trapped juvenile fish, commonly known as smolts, have either been plucked out of isolated pools by birds and other predators or died from lack of nutrients.... The stranding of smolt trying to reach the ocean is one of a litany of problems facing the endangered Central California coho population, which registered the lowest number of egg-laying adults in the normally bountiful Lagunitas watershed in recorded history last winter. The 102-square-mile watershed supports the largest wild run of salmon along the central coast and is considered a model for fish restoration around the state." San Francisco Chronicle (October 10, 2009) 1.]

[Request #S09-30-4232]

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WATER POLLUTION

"Reduced River Phosphorus following Implementation of a Lawn Fertilizer Ordinance." By John T. Lehman and others. IN: Lake and Reservoir Management, vol. 25, no. 3 (September 2009) pp. 307-312.

Full text at:

<http://www.informaworld.com/smpp/content~content=a913929531~db=all~jumptype=RSS>

["In an effort to keep lakes and streams clean, municipalities around the country are banning or restricting the use of phosphorus-containing lawn fertilizers, which can kill fish and cause smelly algae blooms and other problems when the phosphorus washes out of the soil and into waterways. But do the ordinances really help reduce phosphorus pollution? That's been an open question until now. 'There's been no evidence offered that these ordinances actually have a salutary effect,' Lehman said. 'Now, such evidence exists.'... Phosphorus levels in the Huron River dropped an average of 28 percent after Ann Arbor adopted an ordinance in 2006 that curtailed the use of phosphorus on lawns.... Although the science wasn't difficult, its ramifications in a political sense and in an environmental sense will not be insignificant." Science Daily (August 27, 2009) 1.]
[Request #S09-30-4139]

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WATER RIGHTS

Stockton East Water District, et al. v. United States. U.S. Court of Appeals, Federal Circuit. 2007-5142. September 30, 2009. 45 p.

Full text at: <http://www.ca9.uscourts.gov/opinions/07-5142.pdf>

["The federal government must compensate two regional water authorities for water diverted to preserve the environment, a court ruled in a landmark decision that could open the floodgates for agencies who contend the government is taking water from them for fish. The decision came down as California is coping with a drought and new environmental rules that are cutting into the water supplies of farmers and cities across the state. It appears to create an opening for districts that are lashing out at environmental regulations to seek payment for water lost to environmental needs. Whether the districts are entitled to recover damages from the government will depend on language in their water contracts, why specifically water was not delivered and issues beyond the scope of the decision." Contra Costa Times (October 3, 2009) 1.]
[Request #S09-30-4206]

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WILDFIRES

Wildland Fire Management: Federal Agencies Have Taken Important Steps Forward, but Additional, Strategic Action Is Needed to Capitalize on Those Steps. By the U.S. Government Accountability Office. GAO-09-877. (The Office, Washington, DC) September 2009. 49 p.

Full text at: <http://www.gao.gov/new.items/d09877.pdf>

["The Forest Service and the Interior agencies have improved their understanding of wildland fire's ecological role on the landscape and have taken important steps toward enhancing their ability to cost-effectively protect communities and resources by seeking to (1) make communities and resources less susceptible to being damaged by wildland fire and (2) respond to fire so as to protect communities and important resources at risk but to also consider both the cost and long-term effects of that response.... Despite the agencies' efforts, much work remains. GAO has recommended several key actions -- including development of an overarching fire management strategy -- that, if completed, would substantially improve the agencies' management of wildland fire. Nonetheless, the agencies have yet to develop a cohesive strategy."]

[Request #S09-30-4140]

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Wildfire Fuels and Fuel Reduction. By Ross W. Gorte, Congressional Research Service, Library of Congress. (The Service, Washington, DC) September 16, 2009. 18 p.

Full text at: http://assets.opencrs.com/rpts/R40811_20090916.pdf

["Abnormally high biomass levels can lead to conflagrations in ecosystems where such crown fires were rare (called frequent surface-fire ecosystems). Thus, many propose activities to reduce forest biomass fuels.... The federal land management agencies undertake all of these activities under general authorities for wildfire protection and land and resource management. Fuel reduction, primarily via prescribed burning, is funded with direct annual appropriations for wildfire management. Other activities, particularly thinning, are funded through other annual appropriations accounts, such as vegetation management.... Current reporting does not identify ecosystems being treated and the effectiveness of the treatments. Similarly, current appropriations and reporting do not distinguish thinning for fuel reduction from thinning for other purposes, such as enhancing timber productivity."]

[Request #S09-30-4211]

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TRANSPORTATION

BICYCLING AND PEDESTRIANS

School Bicycling and Walking Policies: Addressing Policies that Hinder and Implementing Policies that Help. By the Safe Routes to School National Partnership and the National Center for Safe Routes to School. (The Partnership, Fairfax, California) September 2009. 6 p.

Full text at:

http://www.saferoutespartnership.org/media/file/barrier_policy_tip_sheet.pdf

["As key partners in Safe Routes to School (SRTS) programs, schools and school districts can play a big role in establishing a culture of bicycling and walking to school. School policies that encourage and support bicycling and walking can substantially boost a SRTS program, both within individual schools and throughout the community. In contrast, a policy that discourages or prohibits bicycling or walking can stop a SRTS program in its tracks. While SRTS programs are developing and flourishing in many communities around the country, some communities are discovering barriers to active transportation due to school policies.... The tip sheet provides simple steps explaining how to approach and overturn barrier policies that prohibit walking and/or bicycling to school, and encouraging supportive policies, which support and enable bicycling and walking to school programs."][Request #S09-30-4153] [\[Back to Top\]](#)

COMMUTERS & COMMUTING

How to Ease Women's Fear of Transportation Environments: Case Studies and Best Practices. By Anastasia Loukaitou-Sideris, University of California Los Angeles, and others. (Mineta Transportation Institute, San José, California) October 2009. 96 p.

Full text at:

<http://transweb.sjsu.edu/mtiportal/research/publications/documents/Sideris.pdf>

["While the relationship between women's fear of crime and public space has been the focus of considerable research, transit environments have received less attention. This study seeks to address this gap by, 1) identifying the perspectives and needs of women regarding safety from crime in transit environments;... 2) assessing if these needs are met by transit agencies;... and 3) discussing model programs and best practices from the U.S. and overseas that address women's concerns about safe travel. We found that women transit passengers have some distinct travel needs, but these needs are not well addressed in the U.S. Other countries have adopted specific measures and policies in response to women's transit safety needs."][Request #S09-30-4241] [\[Back to Top\]](#)

DRIVERS

Driver Distraction in Commercial Motor Vehicle Operations. By Rebecca L. Olson and others, Center for Truck and Bus Safety, Virginia Tech Transportation Institute. (Federal Motor Carrier Safety Administration, Washington, DC) September 2009. 285 p.

Full text at: <http://www.fmcsa.dot.gov/facts-research/research-technology/report/FMCSA-RRR-09-042.pdf>

["Key findings were that drivers were engaged in non-driving related tasks in 71 percent of crashes, 46 percent of near-crashes, and 60 percent of all safety-critical events. Also, performing highly complex tasks while driving leads to a significant increase in risk. Eye glance analyses examined driver eye location while performing tasks while operating a commercial motor vehicle (CMV). Tasks associated with high odds ratios (increased risk) were also associated with high eyes off forward road times. This suggests that tasks that draw the driver's visual attention away from the forward roadway should be minimized or avoided. Based on the results of the analyses, a number of recommendations are presented that may help address the issue of driver distraction in CMV operations."]

[Request #S09-30-4236]

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An Examination of Driver Distraction as Recorded in NHTSA Databases. By Debra Ascone, National Highway Traffic Safety Administration, and others. (The Administration, Washington, DC) September 2009. 12 p.

Full text at: <http://www-nrd.nhtsa.dot.gov/Pubs/811216.pdf>

["Distraction from the primary task of driving could present a serious and potentially deadly danger. In 2008, 5,870 people lost their lives and an estimated 515,000 people were injured in police-reported crashes in which at least one form of driver distraction was reported on the crash report. While these numbers are significant, they may not state the true size of the problem, since the identification of distraction and its role in the crash by law enforcement can be very difficult. The National Highway Traffic Safety Administration has been researching driver distraction with respect to both behavioral and vehicle safety countermeasures in an effort to understand and mitigate crashes associated with driver distraction. In development of these countermeasures, the following data provide some perspective into the size of the problem of driver distraction."]

[Request #S09-30-4235]

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Driver Electronic Device Use in 2008. By Timothy M. Pickrell, National Highway Traffic Safety Administration, and Tony Jianqiang Ye, URC Enterprises, Inc. (The Administration, Washington, DC) September 2009. 7 p.

Full text at: <http://www-nrd.nhtsa.dot.gov/Pubs/811184.pdf>

["The percentage of drivers visibly manipulating hand-held devices has reached 1 percent while the hand-held cell phone use by drivers stood at 6 percent in 2008.... Hand-held cell phone use continued to be higher among 16- to 24-year-olds and lower among drivers age 70 and older. The use of visible headsets while driving was still less than 1 percent. The percentage of drivers visibly manipulating hand-held devices in the West significantly increased from 0.6 percent in 2007 to 2.1 percent in 2008."]

[Request #S09-30-4237]

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Long-Term Effects of Hand-Held Cellphone Laws on Driver Hand-Held Cellphone Use. By Anne T. McCartt and others, Insurance Institute for Highway Safety. (The Institute, Arlington, Virginia) October 2009. 20 p.

Full text at: <http://www.iihs.org/research/topics/pdf/r1129.pdf>

["Seven US states and the District of Columbia (DC) ban driving while talking on a hand-held cellphone. The current study examined the long-term effects of such bans on driver use of hand-held phones in DC, New York State, and Connecticut. In all of the jurisdictions, the likelihood was low that a driver violating the ban would receive a citation, and there were no publicized targeted enforcement campaigns in any of the three jurisdictions.... Jurisdictional bans on driver use of hand-held cellphones have reduced hand-held phone use and appear capable of maintaining reductions for the long term. However, it is unknown whether overall driver phone use has been reduced because many drivers may have switched to hands-free devices."]

[Request #S09-30-4238]

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RAILROADS

Fast-Forward: Key Issues in Modernizing the U.S. Freight-Transportation System for Future Economic Growth. By Richard Hillestad and others, RAND Corporation. (RAND, Santa Monica, California) June 2009.

["The long-term efficiency and effectiveness of the U.S. freight transportation system is threatened by bottlenecks, inefficient use of some parts of the infrastructure components, vulnerability to disruptions, and crucial environmental and energy concerns. The U.S. freight transportation system moves about \$40 billion worth of goods each day, with delays and uncertainty in the performance of the system translating into higher prices for consumers and reduced productivity.... Increasing the nation's freight transportation capacity can be done by using a variety of strategies, not just through a massive program of adding new roads or rail lines. Suggested strategies include regulations, pricing, technology, improved operating practices and selective infrastructure investments." RAND press release (June 9, 2009) 1.][Request #S09-30-4240]

Report. 164 p.

<http://www.rand.org/pubs/monographs/MG883/>

Summary. 20 p.

http://www.rand.org/pubs/monographs/2009/RAND_MG883.sum.pdf

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TRAFFIC CONGESTION

SAFETEA-LU 1808: Congestion Mitigation and Air Quality Improvement Program Evaluation and Assessment - Phase 1 Final Report. By Michael Grant and others, ICF International. (Federal Highway Administration, Washington, DC) October 2008. 158 p.

Full text at:

<http://www.fhwa.dot.gov/environment/cmaqpgs/safetealu1808/safetealu1808.pdf>

["Congress required the U.S. Department of Transportation, in consultation with the Environmental Protection Agency, to evaluate and assess the direct and indirect impacts of a representative sample of Congestion Mitigation and Air Quality (CMAQ)-funded projects on air quality and congestion levels. This study responds to that request by analyzing 67 CMAQ-funded projects using data supplied by States and Metropolitan Planning Organizations in the Federal Highway Administration CMAQ database.... The study team also conducted additional analysis of the selected set of CMAQ-funded projects to estimate their effectiveness at reducing emissions of each pollutant."]

[Request #S09-30-4239]

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TRANSIT

Stranded at the Station: The Impact of the Financial Crisis in Public Transportation. By Transportation for America. (Transportation for America, Washington, DC) August 2009. 32 p.

Full text at: http://www.t4america.org/docs/081809_stranded_at_thestation.PDF

["Public transportation agencies are doing everything they can to avoid imposing draconian impacts on the riders who rely on them. Already lean in most cases, they are slimming down further through innovative cost savings and taking all prudent measures to weather the current, prolonged storm. These essential service providers are no longer merely cutting 'fat' -- if there was much, if any, to cut -- but are eliminating lifeline services and raising fares for people who can ill afford it, especially now.... States, in particular, can do more to put their transit systems on a stable footing by providing more money, but also by giving agencies greater flexibility in allocating their resources and in tapping new sources of revenue. The federal government should also play a role in the solution to this problem by providing greater flexibility, fairness, and funding in the next six-year transportation law."]

[Request #S09-30-4082]

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TRANSPORTATION PLANNING

Healthy, Equitable Transportation Policy: Recommendations and Research. Edited by Shireen Malekafzalis. (PolicyLink, Oakland, California) 2009. 188 p.

Full text at: [Healthy equitable transportation policy](#)

["In an effort to further illuminate the opportunities and barriers transportation policy creates for building healthy communities, PolicyLink and Prevention Institute published an edited volume with details and depth into the intersection of transportation, equity and health. The publication is composed of chapters written by leading academics and advocates from across the nation covering topics from public transportation, walking and bicycling, to safety and economic development. The book highlights key policy solutions and provides background on the federal surface transportation policy."]

[Request #S09-30-4195]

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