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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

AIR POLLUTION

"Reactive Organic Gas Emissions from Livestock Feed Contribute Significantly to Ozone Production in Central California." By Michael J. Kleeman and others. IN: Environmental Science and Technology, vol. 44, no. 7 (April 1, 2010) pp. 2309–2314

Full text at: <http://pubs.acs.org/doi/abs/10.1021/es902864u>

["Feed for dairy cows appears to be the biggest single source of a key ozone-making gas in the smoggy San Joaquin Valley. The finding overturns a suspicion experts had several years ago that dairy air pollution mostly comes from manure and cow belching. Fermenting corn silage and other feed create almost twice as much reactive organic gas as cars do. Organic gases cook together with nitrogen oxides from cars to make some of the worst ozone problems in the country. When the rules were made several years ago, many experts considered the region's 2 million cows and their manure as the primary source of these gases..... Pollution control for feed might include better coverage of the piles and tighter compression of the feed within the piles to slow the formation of the organic gases." Fresno Bee (April 22, 2010) 1.][Request #S10-10-4796]

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Greener School Cleaning Supplies = Fresh Air + Healthier Kids: New Research Links School Air Quality to School Cleaning Supplies. By Rebecca Sutton, Environmental Working Group. (The Group, Oakland, California) November 2009. 42 p.

Full text at: <http://www.ewg.org/files/2009/10/school-cleaners/EWGschoolcleaningsupplies.pdf>

["Cleaning supplies used in 13 large California school districts release an airborne brew of chemicals, including a number that have been linked to asthma or cancer by state and federal health authorities. Tests of 21 cleaners from these schools found that when used as directed, the products released six chemicals known to cause asthma, 11 contaminants that are known, probable, or possible cancer-causing substances in humans, and hundreds of other compounds for which there is little or no hazard information. In all, air testing revealed 457 chemicals emitted by these products. While some of these airborne compounds are known to be hazardous, nothing is known about the health risks of most of them. Manufacturers' documents disclosed the presence of another 42 chemical ingredients that air testing could not pick up."]

[Request #S10-10-4484]

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"Ambient Air Pollution and the Progression of Atherosclerosis in Adults." By Nino Kunzli and others. IN: PloS One, vol. 5, no. 2 (February 2010) 10 p.

Full text at: [ambient air pollution](#)

["People living within 328 feet of an L.A. freeway were found to have twice the average progression of atherosclerosis -- thickening of artery walls that can lead to heart disease and stroke. The paper is the first to link automobile and truck exhaust to the progression of atherosclerosis in humans. The study was conducted by researchers from USC and UC Berkeley, along with colleagues in Spain and Switzerland." Los Angeles Times (February 14, 2010) 1.]
[Request #S10-10-4798]

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CLIMATE CHANGE

Climate Change Indicators in the United States. By the U.S. Environmental Protection Agency. (The Agency, Washington, DC) April 2010. 80 p.

Full text at: <http://www.epa.gov/climatechange/indicators.html>

["Deaths from heat waves, property damage from floods and rising seas from melting glaciers are a few of the things Americans can expect as a result of climate change. The report examined the impact of global warming on 24 environmental indicators, such as ice cover and ocean temperatures. It said there was scientific evidence that climate change was making 22 of the 24 indicators worse. For instance, eight of the top 10 years for extreme one-day floods or heavy snowfalls in the United States have occurred since 1990.... The report found that the science surrounding some indicators is too young to conclude climate change is making them worse." Reuters (April 30, 2010) 1.]
[Request #S10-10-4850]

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Minding The Climate Gap: What's at Stake if California Climate Law Isn't Done Right and Right Away. By Manuel Pastor, University of Southern California, and others. (The University, Los Angeles, California) April 2010. 36 p.

Full text at: <http://college.usc.edu/pere/documents/mindingthegap.pdf>

["Five refineries in the South Bay and Harbor Area top a list ranking the negative health effects created by California 's greenhouse gas emitters. While the state works to reduce greenhouse gases throughout California, it should take into account air pollution at the local level -- particularly in poor and minority communities that are disproportionately affected by emissions from oil refineries, power plants and cement facilities.... The study points to the refinery in Torrance, along with polluting facilities in the Harbor Area and Carson, as sites that have an effect on health and are broadly surrounded by low-income and minority neighborhoods. 'What we find is if we implement California climate law, many people will benefit in terms of health, but people of color and the poor will benefit the most,' said Manuel Pastor." Torrance Daily Breeze (April 15, 2010) 1A.]
[Request #S10-10-4793]

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What's the Best Way to Handle Future Climate Change? Carbon Markets, Carbon Taxes, Technological Push, or Economic Growth? By Ronald Bailey, Reason Foundation. (The Foundation, Los Angeles, California) December 8, 2009. Various pagings.

Full text at: <http://reason.com/archives/2009/12/08/whats-the-best-way-to-handle-f/singlepage>

["Unfortunately, the current model for controlling the global emissions of greenhouse gases like carbon dioxide is a cap-and-trade scheme devised under the Kyoto Protocol.... It is surely not unreasonable to argue that if one wants to help future generations deal with climate change, the best policies would be those that encourage rapid economic growth. This would endow future generations with the wealth and superior technologies that could be used to handle whatever comes at them including climate change."]
[Request #S10-10-4458]

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Federal Climate Change Programs: Funding History and Policy Issues. By Philip Webre, Congressional Budget Office. (The Office, Washington, DC) March 2010. 31 p.

Full text at: <http://www.cbo.gov/ftpdocs/112xx/doc11224/03-26-ClimateChange.pdf>

["As awareness of global climate change has expanded over the past decade, successive Congresses and Administrations have committed resources to studying climate change and reducing emissions of greenhouse gases, most notably carbon dioxide. The effort has included funding science and technology, creating tax preferences, and assisting other countries in their attempts to curtail greenhouse-gas emissions. At the direction of the Congress, successive Administrations have produced annual tabulations of the costs of the federal government's climate change programs. This study examines the government's commitment of resources to those purposes. It presents information on current spending and analyzes recent patterns and trends in spending."]

[Request #S10-10-4791]

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Reenergizing America's Defense: How the Armed Forces Are Stepping Forward to Combat Climate Change and Improve the U.S. Energy Posture. By the Pew Project on National Security, Energy and Climate. (The Project, Washington, DC) 2010. 28 p.

Full text at: <http://pewclimatesec-cdn-remembers.s3.amazonaws.com/172e73107e0952fd86378269bdeb62f6.pdf>

["The U.S. military, the government's largest fuel buyer, is leading the fight against climate change by investing in the 'Great Green Fleet' and other ways of cutting dependence on oil and coal. 'They're not having long and protracted debates about whether or not we can afford it ... they are marching into investments in everything from electric vehicles to forming strike groups that run on alternative fuels,' said Phyllis Cuttino, director of Pew Environment Group.... The military has found that climate change may lead to domestic and international instability by threatening water and food supplies. In addition, stronger storms caused by emissions could increase the need for humanitarian missions by the military both at home and abroad, which could stretch resources." Reuters (April 22, 2010) 1.]

[Request #S10-10-4792]

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U.S. Climate Action Report 2010: Fifth National Communication of the United States of America Under the United Nations Framework Convention on Climate Change. By the U.S. Department of State. (The Department, Washington, DC) January 2010. 193 p.

Full text at: <http://www.state.gov/g/oes/rls/rpts/car5/index.htm>

["The report, a draft of the Fifth U.S. Climate Action Report that will be sent to the United Nations, says bluntly: 'Global warming is unequivocal and primarily human-induced.... Global temperature has increased over the past 50 years. This observed increase is due primarily to human-induced emissions of heat-trapping gases.'... Without action to stop them, climate-warming greenhouse gas emissions will rise over 8,000 megatonnes by mid-century. By adopting measures detailed in a bill passed last year by the U.S. House of Representatives, these emissions will drop beneath 2,000 megatonnes. They're now about 6,500 megatonnes.... The effects of climate change are already evident: warming air and oceans, vanishing mountain glaciers, thawing permafrost, signs of instability in the ice sheets of Greenland and Antarctica and rising sea levels." Reuters (April 21, 2010) 1.]
[Request #S10-10-4789]

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ENDANGERED SPECIES

“Compounded Effects of Climate Change and Habitat Alteration Shift Patterns of Butterfly Diversity.” By Matthew L. Forister and others. IN: Proceedings of the National Academy of Sciences, vol. 107, no. 5 (February 2010) pp. 2088-2092.

Full text at: <http://www.pnas.org/content/107/5/2088.full.pdf>

["The new analysis gives insights on how a major and much-studied group of organisms is reacting to the Earth's warming climate. Butterflies are not only charismatic to the public, but also widely used as indicators of the health of the environment worldwide. Many lowland species are being hit hard by the combination of warmer temperatures and habitat loss.... Climate change alone cannot account in full for the deteriorating low-elevation numbers. Land-use data show that the butterfly losses have been greatest where habitat has been converted from rural to urban and suburban types." Science Daily (January 12, 2010) 1.]
[Request #S10-10-4623]

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"Endangered and Threatened Wildlife and Plants: Revised Designation of Critical Habitat for the California Red-Legged Frog." By the U.S. Fish and Wildlife Service. IN: The Federal Register, vol. 75, no. 51 (March 17, 2010) pp. 12816-12864.

Full text at: <http://edocket.access.gpo.gov/2010/pdf/2010-4656.pdf>

["The U.S. Fish and Wildlife Service designated 1.6 million acres in California as critical habitat for the endangered red-legged frog. The amphibian became endangered because of development encroaching on its habitat and the effects of pesticides and other chemicals. The habitat area is divided into 50 units across 27 California counties, including six counties that previously did not have designated critical habitat: Mendocino, Sonoma, Placer, Calaveras, Stanislaus and Kings. It was the third time the agency has attempted to assign a protected area for the frog.... The decision includes a provision formulated in 2006 that exempts ranchers and farmers from violations of the Endangered Species Act if their activities unintentionally harm protected frogs. The rule was crafted to credit private landowners for any benefit they provide for the frog." Los Angeles Times (March 17, 2010) 1.]

[Request #S10-10-4859]

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ENVIRONMENTAL JUSTICE

Environmental Justice for All: A Fifty State Survey of Legislation, Policies and Cases. Edited by Steven Bonorris, UC Hastings College of the Law. (The College, San Francisco, California) February 2010. 233 p.

Full text at: <http://www.uchastings.edu/centers/public-law/ejreport-fourthedition.pdf>

["This study represents an ongoing collaboration between UC Hastings College of the Law and the American Bar Association, to maintain a comprehensive and up to date survey of state environmental justice laws, policies and cases. Our goal is to present community members, environmental law practitioners, industry leaders, regulators, academics and others with the breadth of regulatory and policy techniques that the fifty states and the District of Columbia have developed to pursue environmental justice. We do not hold out any initiative as a best practice, nor do we assess the success of any state's program. We believe, however, that this compilation of state responses can serve as a reference point as to which techniques have become customary, which innovations have newly entered the regulatory arena, and which practices are no longer in use."]

[Request #S10-10-4853]

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ENVIRONMENTAL POLICY

Climate Change: Observations on Options for Selling Emissions Allowances in a Cap-and-Trade Program. By the U.S. Government Accountability Office. GAO-10-377. (The Office, Washington, DC) February 2010. 41 p.

Full text at: <http://www.gao.gov/new.items/d10377.pdf>

["The method of selling emissions allowances can have significant implications for a cap-and-trade program's outcomes, and therefore, it is important that the method be chosen based on well-defined goals. Goals often cited by program officials and economists include: maintaining simplicity and transparency, maximizing participation, promoting economic efficiency, generating a price that reflects the marginal cost of reducing emissions, avoiding market manipulation, raising revenues, and minimizing administrative costs.... This report is part of GAO's response to a request to review climate change policy options. This report describes the implications of different methods for selling allowances, given available information and the experiences of selected programs"]

[Request #S10-10-4855]

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FLOODS

National Flood Insurance Program: Continued Actions Needed to Address Financial and Operational Issues. By the U.S. Government Accountability Office. GAO-10-631. (The Office, Washington, DC) April 2010. 26 p.

Full text at: <http://www.gao.gov/new.items/d10631t.pdf>

["The National Flood Insurance Program (NFIP), established in 1968, provides policyholders with insurance coverage for flood damage.... Unprecedented losses from the 2005 hurricane season and NFIP's periodic need to borrow from the U.S. Treasury to pay flood insurance claims have raised concerns about the program's long-term financial solvency. Because of these concerns and NFIP's operational issues, NFIP has been on GAO's high-risk list since March 2006. As of April 2010, NFIP's debt to Treasury stood at \$18.8 billion.... In past work, GAO recommended, among other things, that FEMA take steps to help ensure that premium rates are more reflective of flood risks; strengthen its oversight of NFIP and insurance companies responsible for selling and servicing flood policies; and strengthen its internal controls and the quality of its data."]

[Request #S10-10-4856]

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FORESTRY

“Climatic Context and Ecological Implications of Summer Fog Decline in the Coast Redwood Region.” By James A. Johnstone and Todd E. Dawson. IN: **Proceedings of the National Academy of Sciences**, vol. 107, no. 10 (March 2010) pp. 4533-4538.

Full text at: <http://www.pnas.org/content/107/10/4533.full.pdf>

[“A gradual decrease in summer fog along the California coast over the past century may be endangering the region's giant redwoods and affecting the ecology of the area surrounding the trees.... Early in the 20th century, the frequency of summer fog was 33 percent greater than it has been in recent decades -- which could be enough to pose a significant threat of drought stress, particularly to younger trees. Redwoods are dependent on cool, humid summers, and without enough days of fog the heat becomes too intense for growth.” San Francisco Chronicle (February 16, 2010) 1.]

[Request #S10-10-4624]

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GREEN HOUSE GASES

U.S. Carbon Dioxide Emissions and Intensities Over Time: A Detailed Accounting of Industries, Government and Households. By the Economics and Statistics Administration, U.S. Department of Commerce. (The Administration, Washington, DC) April 2010. 42 p.

Full text at: <http://www.esa.doc.gov/co2/>

["A large number of industries in the U.S. have seen declines in emissions intensity over the past decade. These improvements at the industry level have contributed significantly to the overall pattern of greater emissions efficiency in the economy.... Manufacturing was responsible for about one-quarter of total CO2 emissions in 2006, down from 30 percent in 1998.... The level of CO2 output as well as the gain in efficiency varies significantly within the Manufacturing sector.... The Transportation Services sector, which accounts for about 15 percent of total emissions in the U.S., increased its emissions and showed only slight gains in emissions efficiency.... The Household sector, accounting for almost a third of total emissions, was the largest emitter of energy-related CO2 by 2006. Household emissions levels and intensities both increased between 1998 and 2006."]

[Request #S10-10-4857]

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Transferring Environmentally Sound Technologies in an Intellectual Property-Friendly Framework. By Charles K. Ebinger and Govinda V. Avasarala, The Brookings Institution. (The Institution, Washington, DC) November 2009. 42 p.

Full text at:

http://www.brookings.edu/~media/Files/rc/papers/2009/11_environmental_technology_ebinger/11_environmental_technology_ebinger.pdf

["Meeting any agreed environmental regulations standards will require the use of a plethora of climate change technologies, to which most developing nations do not have access. The scarcity of a distributed network of such technologies brings forth the debate of intellectual property rights (IPR)... Though IPR is hotly debated, most research finds that it is not the biggest issue facing technology transfer. IPR's infamy is likely caused by the sensitive nature of an issue saturated in nationalism. In fact, while the majority of previous research fails to arrive at a conclusion over whether patent protection stimulates or hampers technology transfer, recent research trends and opinions have found little evidence of IP encumbering such transfers."]

[Request #S10-10-4314]

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"Storing Carbon in Wood: A Cheaper Way to Slow Climate Change?" By Robert N. Stavins. IN: The Milken Institute Review. (First Quarter 2010) pp. 18-25.

Full text at: http://www.milkeninstitute.org/publications/review/2010_1/18-25mr45.pdf

["Researchers are working on ways to increase the rate at which ecosystems scrub carbon dioxide from the atmosphere and store the carbon in plant material, decomposing detritus and organic topsoil. Much of the interest in such biological carbon sequestration follows from the expectation that it could provide a lot of bang for a buck. And since Washington promises to create a market-oriented GHG reduction program that gives businesses considerable leeway in how they meet their goals, the question of how carbon sequestration compares with alternatives is now front and center.... In aligning private interests with those of the public, it is generally most cost-effective to provide outcome-based incentives. Here, this means rewarding actual increases in carbon sequestration rather than rewarding land-use practices that might (or might not) increase sequestration."]

[Request #S10-10-4519]

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The Costs of Reducing Greenhouse-Gas Emissions. By Robert Shackleton, Congressional Budget Office. (The Office, Washington, DC) November 23, 2009. 12 p.

Full text at: http://www.cbo.gov/ftpdocs/104xx/doc10458/11-23-GHG_Emissions_Brief.pdf

["Reducing emissions would impose a burden on the economy because it would require lessening the use of fossil fuels and altering patterns of land use. This issue brief discusses the economic costs of reducing greenhouse-gas emissions in the United States, describing the main determinants of costs, how analysts estimate those costs, and the magnitude of estimated costs.... The costs of reducing emissions would depend on several factors: the growth of emissions in the absence of policy changes; the types of policies used to restrict emissions; the magnitude of the reductions achieved by those policies; the extent to which producers and consumers could moderate emission-intensive activities without reducing their material well-being; and the policies pursued by other countries."]
[Request #S10-10-4438]

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LAND USE

"Did Land Protection in Silicon Valley Reduce the Housing Stock?" By Jon Christensen and others. IN: Biological Conservation, vol. 143, no. 5 (May 2010) pp. 1087-1093.

Full text at: [land protection in Silicon Valley](#)

["Land preservation efforts in Silicon Valley and surrounding areas have had only a minor effect on housing construction, according to a study that looks to end decades of squabbling between environmentalists and developers. Using a complicated measure to determine how development would have proceeded if more than 100,000 acres set aside for parks, wetlands and protected forest and wildlife areas had been left open for construction, the researchers found that only about 6.5 percent more housing units would have been built. About 41 percent of those 51,000 new dwellings would have been in areas where the typical house sells for \$1.5 million, which wouldn't provide the affordable housing the Bay Area sorely needs." San Francisco Chronicle (April 4, 2010) 1.]
[Request #S10-10-4794]

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Restructuring the Commercial Strip: A Practical Guide for Planning the Revitalization of Deteriorating Strip Corridors. By ICF International and Freedman Tung & Sasaki. Prepared for the U.S. Environmental Protection Agency. (The Agency, Washington, DC) 20 p.

Full text at:

http://www.epa.gov/smartgrowth/pdf/2010_0318_wa_328_corridor_manual.pdf

["Because of market change, arterial strip corridors have seen marked disinvestment. Strip corridors contribute to sprawling development patterns that increasingly are defined by traffic congestion. Most corridors leave much to be desired as physical places that inspire community care and pride. Restructuring corridors can provide important benefits to the community beyond the actual corridor, including new housing choices, convenience, transportation options, an improved neighborhood image, and a distinctive community identity. Restructuring can respond to market demands for more compact, livable, and vital places; economic opportunities for property owners; and the implementation of smart growth strategies that bring environmental and community benefits. But to make it happen, public leadership is essential."]

[Request #S10-10-4795]

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Sustainable Communities & Smart Growth. By Doug Myers and Sean Slone, The Council of State Governments. (The Council, Lexington, Kentucky) November 2009. 12 p.

Full text at: http://www.csg.org/policy/documents/TIA_SmartGrowth.pdf

["In March 2009, Obama administration officials announced a government partnership known as the Sustainable Communities Initiative to: Coordinate federal transportation, environmental protection and housing investments; Identify strategies to provide more choices for affordable housing near employment opportunities; Provide more transportation options to lower transportation costs, shorten travel times and improve the environment; Better coordinate transportation and land uses; and Foster safe, livable, healthy communities.... With an administration in Washington looking to encourage the development of more sustainable communities by offering consultancy expertise and grant-funding opportunities, states and municipalities may look to initiatives like the ones in this brief to guide them down the path to smarter growth."]

[Request #S10-10-4481]

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OCEAN RESOURCES

Ecosystem Concepts for Sustainable Bivalve Mariculture. By the Committee on Best Practices for Shellfish Mariculture and the Effects of Commercial Activities in Drakes Estero, Pt. Reyes National Seashore, California. (National Academies Press, Washington, DC) February 2010.

["U.S. mariculture production of bivalve molluscs -- those cultivated in the marine environment -- has roughly doubled over the last 25 years. Although mariculture operations may expand the production of seafood without additional exploitation of wild populations, they still depend upon and affect natural ecosystems and ecosystem services. Increasing domestic seafood production in an environmentally and socially responsible way will likely require the use of policy tools, such as best management practices (BMPs) and performance standards.... While performance standards can be applied for some broad ecosystem indicators, BMPs may be more appropriate for addressing parameters that change from site to site. This book takes an in-depth look at the environmental, social, and economic issues to present recommendations for sustainable bivalve mariculture."][Request #S10-10-4790]

Book. 190 p.

[book](#)

Summary. 27 p.

[summary](#)

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PESTICIDES

Impacts of Genetically Engineered Crops on Pesticide Use: The First Thirteen Years. By Charles Benbrook, The Organic Center. (The Center, Foster, Rhode Island) November 2009. 69 p.

Full text at: http://www.organic-center.org/science.pest.php?action=view&report_id=159

["The rapid adoption by U.S. farmers of genetically engineered corn, soybeans and cotton has promoted increased use of pesticides, an epidemic of herbicide-resistant weeds and more chemical residues in foods, according to a report issued by health and environmental protection groups. Herbicide use grew by 383 million pounds from 1996 to 2008, with 46 percent of the total increase occurring in 2007 and 2008. While herbicide use has climbed, insecticide use has dropped because of biotech crops. The adoption of genetically engineered corn and cotton that carry traits resistant to insects has led to a reduction in insecticide use by 64 million pounds since 1996. Still, that leaves a net overall increase on U.S. farm fields of 318 million pounds of pesticides, which includes insecticides and herbicides, over the first 13 years of commercial use." Reuters (November 18, 2009) 1.]

[Request #S10-10-4345]

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SOLID WASTE

Discontinuous Behavioral Responses to Recycling Laws and Plastic Water Bottle Deposits. By W. Kip Viscusi, Vanderbilt Law School, and others. (National Bureau of Economic Research, Cambridge, Massachusetts) December 2009. 47 p.

Full text at: <http://www.nber.org/tmp/27916-w15585.pdf>

["This article examines the effects of recycling and deposit laws on consumer recycling of plastic water bottles using a nationally representative sample of 2,550 bottled water users. Economic theory predicts individual behavior that gravitates toward extremes -- either diligent recycling or no recycling at all. This pattern is borne out in actual recycling behavior. Both water bottle deposits and recycling laws foster recycling behavior through a discontinuous effect that converts reluctant recyclers into diligent recyclers. More stringent recycling laws have a greater effect on recycling rates. The efficacy of these interventions is greatest for those who would not already recycle and especially for those in lower income groups or who do not consider themselves to be environmentalists."]

[Request #S10-10-4486]

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SUSTAINABLE DEVELOPMENT

Integrating Valuation Methods to Recognize Green Infrastructure's Multiple Benefits. By S. Wise, Center for Neighborhood Technology, and others. (The Center, Chicago, Illinois) April 2010. 21 p.

Full text at: <http://www.cnt.org/repository/CNT-LID-paper.pdf>

["Green infrastructure (GI) and Low Impact Development (LID) practices (we use these terms interchangeably) produce a range of economic and social benefits in conjunction with managing storm water. Incorporating the value of those benefits into investment decisions is essential in comparing GI and conventional infrastructure's costs and ecological, economic and social effectiveness. Recent studies also indicate that GI storm water benefits are accompanied by capital and avoided cost savings compared to conventional infrastructure.... This paper reviews current methods, tools and case studies of valuation of the economic and social benefits produced by green infrastructure practices, particularly as they are applied in urban settings. It begins to define a framework for assessing the economic benefits of LID practices on site and community scales."]

[Request #S10-10-4854]

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Leveraging the Partnership: DOT, HUD, and EPA Programs for Sustainable Communities. By the Federal Transit Administration, U.S. Department of Transportation, and others. (The Administration, Washington, DC) April 2010. 16 p.

Full text at: http://fta.dot.gov/documents/Sustainable_Communities_Programs_4-26-10.pdf

["In June 2009, the Partnership for Sustainable Communities was formed by the U.S. Department of Housing and Urban Development, the U.S. Department of Transportation, and the U.S. Environmental Protection Agency. These three agencies have pledged to ensure that housing and transportation goals are met while simultaneously protecting the environment, promoting equitable development, and helping to address the challenges of climate change.... This guide to federal programs is intended to help communities identify resources available to support their efforts to promote livable and sustainable communities."]

[Request #S10-10-4852]

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WATER POLICY

Water Markets: Australia's Murray-Darling Basin and the US Southwest. By R. Quentin Grafton, Australian National University, and others. (National Bureau of Economic Research, Cambridge, Massachusetts) March 2010. 37 p.

Full text at: <http://www.nber.org/tmp/45871-w15797.pdf>

["We examine water markets in both Australia's MDB and the western US and their prospects for addressing water scarcity. The two regions share a number of important similarities including: climate variability that requires investment in reservoirs to make water available in low-rainfall periods; the need for internal and cross-border (state) water management; an historical major allocation of water to irrigators; increasing competition among different uses (agricultural, environmental and recreational in situ uses, urban demand); and the potential for water trading to more smoothly and quickly allocate water across these competing uses. A comparison of the two regions provides important insights about how economic factors can encourage more efficient water allocation, market structure and government regulation."]

[Request #S10-10-4860]

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WATER SUPPLY

Saltcedar and Russian Olive Control Demonstration Act Science Assessment.
Edited by Patrick B. Shafroth, U.S. Geological Survey, and others. (The Survey,
Reston, Virginia) April 2010. 164 p.

Full text at:

http://www.fort.usgs.gov/Products/Publications/pub_abstract.asp?PubID=22895

["Westerners who'd like to wring more water out of their rivers and streams aren't going to do it by getting rid of saltcedar, a new federal report suggests. The report undercuts the long-held perception that the non-native shrub is the vampire of Western watersheds. For decades saltcedar, also called tamarisk, has been known as an invader with a big thirst that sucked water out of rivers and depleted aquifers, leaving less for people and livestock. But an extensive review of scientific studies found that the plant uses about the same amount of water as native trees, such as willows and cottonwoods, and isn't nearly as thirsty as it is has been portrayed in popular accounts. Federal, state and county agencies across the West have uprooted saltcedar in the belief that erasing it from riverbanks would save water." Los Angeles Times (April 28, 2010) 1.]

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WEATHER

“Have Large Dams Altered Extreme Precipitation Patterns?” By Faisal Hossain and others. IN: Eos, vol. 90, no. 48 (December 1, 2009) pp. 453-454.

Full text at: <http://pielkeclimatesci.files.wordpress.com/2009/12/r-349.pdf>

["Large dams seem to be altering rainfall patterns. In addition to providing lots of water to evaporate and then return to the ground as rainfall, dams also make local meteorological conditions more conducive to precipitation. Dams increase atmospheric instabilities in the vertical profile of temperature and humidity. Those instabilities arise because the presence of a dam increases evaporation and therefore atmospheric moisture.... It is therefore possible that a large dam may be found years later to actually have been designed for a flood with a much lower recurrence interval (or higher frequency) than originally expected because the frequency of extreme precipitation events has increased due to the reservoir's presence. Such a possibility raises concerns about dam safety." Newsweek (December 29, 2009) 1.]

[Request #S10-10-4480]

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TRANSPORTATION

AUTOMOBILES

Auto Industry: Lessons Learned from Cash for Clunkers Program. By the U.S. Government Accountability Office. GAO-10-486. (The Office, Washington, DC) April 2010. 43 p.

Full text at: <http://www.gao.gov/new.items/d10486.pdf>

["Members of Congress and administration officials articulated two broad objectives for the CARS program: (1) help stimulate the economy and (2) put more fuel-efficient vehicles on the road. The program achieved these broad objectives; however, the extent to which it did so is uncertain.... NHTSA found that the average combined fuel economy of new vehicles purchased or leased under the program was 24.9 miles per gallon, compared with 15.7 miles per gallon for vehicles traded in. However, the entire difference in combined fuel economy may not have been a direct result of the program. The CARS program and most other vehicle retirement programs GAO reviewed shared some similarities, but differed in their objectives, eligibility criteria, and incentives. Only the CARS program used fuel economy as a criterion for the trade-in vehicle."]

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BICYCLING AND PEDESTRIANS

Safe Routes to School (SRTS) Statewide Mobility Assessment Study: Phase 1 Report. By Anne Vernez Moudon and others, University of Washington. (Washington State Department of Transportation, Olympia, Washington) January 2010. 196 p.

Full text at: <http://www.wsdot.wa.gov/research/reports/fullreports/743.1.pdf>

["This report presents the results of phase one of a two phase study designed to support state-level management of the Federal Highway Administration Safe Routes to School (SRTS) program. The study aims to achieve three objectives: (1) identify and use existing tools to establish benchmarks for children walking and biking to school, (2) provide recommendations for future allocation of SRTS funds, and (3) identify methods and tools to continue to evaluate the effectiveness of SRTS investments. Phase one focused on the first objective. Rates of walking and biking to school were found to vary considerably. Therefore, benchmarks of children walking and biking to school should come from individual schools."]

[Request #S10-10-4784]

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DRIVERS

Evaluation of the Oregon DMV Medically At-Risk Driver Program. By James G. Strathman and others, Portland State University. (The Oregon Transportation Research and Education Consortium, Portland, Oregon) February 2010. 138 p.

Full text at: [medically at risk drivers](#)

["Oregon is one of six states with requirements for mandatory reporting of drivers with medical impairments. In 2003, the state's mandatory reporting program was revised to cover an extensive range of cognitive and functional impairments. This report examines the safety risk of persons treated in Oregon's revised Medically At-Risk Driver program. The incidence of crashes and traffic offense convictions before and after license suspension is documented and compared to crash and conviction incidence of persons treated in the DMV's voluntary medical reporting program. Comparisons are also made to a representative sample of the state's driver population. Interviews of program stakeholders were also undertaken to identify issues related to the program's performance. The safety analysis and interview findings provided a basis for recommendations made in the report."]

[Request #S10-10-4782]

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HIGHWAYS

California Statewide Local Streets and Roads Needs Assessment. By Nichols Consulting Engineers. (County of Los Angeles, Department of Public Works, Alhambra, California) October 20, 2009. 130 p.

Full text at: <http://dpw.lacounty.gov/gmed/slsr2/reports/finalreport.pdf>

["Cities and Counties own and operate over 81 percent of the roads in California, which on average rank in an 'at risk' category. On a 100 point scale, a Pavement Condition Index of more than 70 indicates roads are in good condition. Statewide PCI is 68, and Yolo County scored 58, both of which are expected to decrease about one point per year should current funding remain stagnant.... Maintaining the paved road network, including signage, lighting and vegetation upkeep, is critical to public safety. This is all the more true on County Roads where fatality rates exceed those on state highways. These roads remain the priority, as the county continues to cease maintenance on a number of rural roads." The Woodland Daily Democrat (February 16, 2010) 1.]

[Request #S10-10-4636]

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Road Work Ahead: Holding Government Accountable for Fixing America's Crumbling Roads and Bridges. By Travis Madsen, Frontier Group, and others. (U.S. PIRG Education Fund, Washington, DC) April 2010. 52 p.

Full text at:

<https://pinedn.s3.amazonaws.com/assets/51f120ddc2dc65377559be673f84743b/Road-Work-Ahead-vUS.pdf>

["California's major roads are among the bumpiest in the country, causing vehicle owners extra dollars in service and repair costs. The analysis determined that 76 percent of California's major roads are in less than good condition, and as a result, vehicle owners are spending on average \$590 more a year in service costs. The report calls for a national 'fix it first' policy, giving priority to maintenance and repair of existing roads and bridges.... Los Angeles, San Jose and San Francisco-Oakland rank highest among large metropolitan areas for added car costs to consumers. Sacramento ranks 11th, with \$622 in estimated additional yearly operating costs." Sacramento Bee (April 28, 2010) 1.]

[Request #S10-10-4864]

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INFRASTRUCTURE

The Construction Impact of Metro's Measure R Transportation Projects: 2009-2038. By the Los Angeles County Economic Development Corporation. (The Corporation, Los Angeles, California) April 2010. 19 p.

Full text at:

http://www.laecd.org/reports/consulting/2010_Metro_ConstructionImpact_MeasureR.pdf

["The Los Angeles County Metropolitan Transportation Authority (Metro) has proposed a series of transportation improvement projects in Los Angeles County to be funded through tax revenues generated from the voter-approved Measure R increase in sales taxes.... Total spending, budgeted to exceed \$34.7 billion, will generate \$68.8 billion in economic output (measured by business revenues) in the five-county Southern California region, adding 507,500 jobs with earnings of \$22.4 billion over the thirty year period, or an annual average of 16,900 jobs with \$746 million in annual earnings. Total tax revenues collected will exceed \$9.3 billion, or an annual average of \$310 million. Approximately 70 percent of the total, or \$6.6 billion, will be earned at the federal level. More than \$2.3 billion in state taxes will be paid over the thirty year period."]

[Request #S10-10-4866]

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Projects and Paychecks: a One-Year Report on State Transportation Successes under the American Recovery and Reinvestment Act. By the American Association of State Highway and Transportation Officials. (The Association, Washington, DC) February 2010. 40 p.

Full text at: <http://recovery.transportation.org/ARRA-1.pdf>

["Working with federal and local partners and the transportation industry, states delivered good jobs and good projects at an astonishing pace -- 11,000 projects in a year; resulting in payrolls of more than \$1.4 billion for workers on highway and transit jobs. Yet every state knows that this is only a down payment on the true investment needed in our transportation system. States have another 10,000 projects at the ready -- meaning more potential for jobs and the resulting improvements in our aging highways and bridges, transit systems, and transportation network. This can be achieved through enactment of an immediate jobs bill to keep the momentum going, but even more importantly, the enactment of a multi-year authorization of surface transportation programs."]

[Request #S10-10-4779]

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PUBLIC TRANSIT

TSA's Preparedness for Mass Transit and Passenger Rail Emergencies. By the Office of Inspector General, U.S. Department of Homeland Security. (The Department, Washington, DC) March 2010. 39 p.

Full text at: http://www.dhs.gov/xoig/assets/mgmtrpts/OIG_10-68_Mar10.pdf

["Passenger rail systems face a dynamic landscape of potential natural disasters, accidents, and terrorist attacks.... The Transportation Security Administration can better support passenger rail agencies by improving its assessments of emergency preparedness and response capabilities. The agency can also improve its efforts to train passenger rail agencies and first responders, and ensure that drills and exercises are live and more realistic to help strengthen response capabilities. The agency has focused primarily on security and terrorism prevention efforts, while providing limited staff and resources to emergency preparedness and response. As a result, passenger rail agencies and the first responders they rely upon may not be adequately prepared to handle all emergencies or mitigate their consequences."]

[Request #S10-10-4786]

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Supplement to MTI Study on Selective Passenger Screening in the Mass Transit Rail Environment. By Brian Michael Jenkins and others, Mineta Transportation Institute. (The Institute, San Jose, California) January 2010. 72 p.

Full text at:

[http://transweb.sjsu.edu/mtiportal/research/publications/documents/Selective%20Screening%20Supplement%20\(with%20Covers\).pdf](http://transweb.sjsu.edu/mtiportal/research/publications/documents/Selective%20Screening%20Supplement%20(with%20Covers).pdf)

["This supplement updates and adds to MTI's 2007 report on Selective Screening of Rail Passengers. The report reviews current screening programs implemented (or planned) by nine transit agencies, identifying best practices. The authors also discuss why three other transit agencies decided not to implement passenger screening at this time. The supplement reconfirms earlier conclusions that selective screening is a viable security option, but that effective screening must be based on clear policies and carefully managed to avoid perceptions of racial or ethnic profiling, and that screening must have public support. The supplement also addresses new developments, such as vapor-wake detection canines, continuing challenges, and areas of debate."]

[Request #S10-10-4785]

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TRANSPORTATION PLANNING

Modal Primer on Greenhouse Gas and Energy Issues for Transportation. By Peter Bryn, SeaRiver Maritime, Inc., and others. Prepared for the Transportation Research Board. (The Board, Washington, DC) April 2010. 78 p.

Full text at: <http://onlinepubs.trb.org/onlinepubs/circulars/ec143.pdf>

["The goal of this effort has been to provide transportation decision makers with an inclusive, educated, and objective overview of the current state of the transportation industry from a greenhouse gas and energy standpoint. These are neither position nor advocacy papers, and best efforts were made to include a broad spectrum of viewpoints, from academics and researchers to practitioners and policy makers alike.... This circular presents the collective results of an effort by volunteer members throughout the transportation industry to develop brief but informative overviews of the primary transportation modes focused on climate change and energy issues. The teams were varied in background, though each worked hard to provide a comprehensive discussion of the current status and potential future of its respective transportation mode."]

[Request #S10-10-4863]

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Linking Transportation Performance and Accountability. By Carlos M. Braceras and others, American Trade Initiatives. (Federal Highway Administration, Washington, DC) April 2010. 95 p.

Full text at: <http://www.international.fhwa.dot.gov/pubs/pl10011/pl10011.pdf>

["It is becoming essential in the United States for transportation agencies to demonstrate credibility with elected officials and the public. The FHWA sponsored a scanning study of how transportation agencies in other countries apply performance management programs. The scan team found that the nations it studied articulate a limited number of national transportation policy goals, negotiate intergovernmental agreements on how state, regional, and local agencies will achieve the goals, and evaluate performance by tracking the measures and reporting them in clear language appropriate to the audience. The team developed an implementation plan that includes outreach efforts to disseminate scan findings and put international best practices into use in the United States and research efforts to translate some aspects of the best practices into useful American context."]

[Request #S10-10-4870]

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