



Studies in the News

California Research Bureau, California State Library

Issue 15-106

February 11, 2015

Contents this week:

CRIMINAL JUSTICE & LAW ENFORCEMENT

Young men of color are disproportionately victims of crime

CULTURE & DEMOGRAPHY

U.S. marriage trends blurring color lines

ECONOMY

Minimum wage increases employment and family income

EDUCATION

Closing the achievement gap: recommendations for states

EMPLOYMENT

Advanced industry employment in CA and the U.S.

ENERGY

Well stimulation in California: how and where it takes place

GENERAL GOVERNMENT

State and local employee healthcare costs and impact on GDP

HEALTH

Biosimilar drugs expected to produce cost savings

HUMAN SERVICES

High rate of child welfare system involvement among homeless

TRANSPORTATION & INFRASTRUCTURE

Three CA cities lead the U.S. in access to innovative transportation

Opening a national dialogue on transportation trends

CRIMINAL JUSTICE & LAW ENFORCEMENT

Young Men of Color and the Other Side of Harm: Addressing Disparities in our Responses to Violence. By Danielle Sered. Vera Institute of Justice. Dec. 2014. 9 p.

<http://www.vera.org/pubs/men-of-color-as-victims-of-violence>

“Attention is increasingly being paid to the disparities young men of color face in our society, including their disproportionate involvement in the criminal justice system as those responsible for crime. Little recognition, however, is given to the fact that young men of color are also disproportionately victims of crime and violence. This issue brief aims to raise awareness of this large but often overlooked group of victims, and help foster efforts—both local and nationwide—to provide them with the compassionate support and services they need and deserve.”

CULTURE & DEMOGRAPHY

***Multiracial Marriage on the Rise.* By William H. Frey. Brookings. Dec. 18, 2014.**
<http://www.brookings.edu/blogs/the-avenue/posts/2014/12/18-multiracial-marriage-frey>

“In 1960, before immigration levels to the United States started to rise, multiracial marriages constituted only 0.4% of all U.S. marriages. That figure increased to 8.4% in 2010 and for recent newlyweds, 15%.... More than four in ten new marriages of each [racial/ethnic] group marry someone of a different race—with whites the most likely partners.... While multiracial marriages involving blacks are the least likely among major racial groups, the recent rise in such marriages is significant, as black-white marriages were prohibited in 16 states until 1967. The fact that nearly three in ten new black marriages are multiracial with most of them to white spouses reflects an important shift toward blurring a long-held color line in the United States.”

ECONOMY

***The Effects of a Minimum-Wage Increase on Employment and Family Income.* Congressional Budget Office. Feb. 2014. 43 p.**
<https://www.cbo.gov/sites/default/files/44995-MinimumWage.pdf>

“Increasing the minimum wage would have two principal effects on low-wage workers. Most of them would receive higher pay that would increase their family’s income, and some of those families would see their income rise above the federal poverty threshold. But some jobs for low-wage workers would probably be eliminated, the income of most workers who became jobless would fall substantially, and the share of low-wage workers who were employed would probably fall slightly.”

EDUCATION

***Closing the Achievement Gap: Four States’ Efforts.* By Micah Ann Wixom. Education Commission of the States. Jan. 2015. 11 p.**
<http://www.ecs.org/clearinghouse/01/17/10/11710.pdf>

A review of four states’ efforts to close their achievement gaps—Connecticut, Massachusetts, Washington and Wisconsin—finds that even states with good track records “still grapple with how to close persistent achievement gaps.” Some common recommendations on how state commissions and/or legislatures can work on this issue are: increased recruitment of educators and administrators of color; increased professional development for English language learner teachers and those in low-performing schools or districts; addressing housing and food insecurity problems; expanding early childhood education; and reviewing alternative disciplinary actions, rethinking suspensions and expulsions.

EMPLOYMENT

***America’s Advanced Industries: What They Are, Where They Are, and Why They Matter.* By Mark Muro, et al. Brookings. Feb. 2015. 88 p.**
<http://www.brookings.edu/research/reports2/2015/02/03-advanced-industries#/M10420>

California is number seven among all states in the percentage of jobs directly attributed to advanced industries (10.2%). These industries account for 19% of all output. On average, pay in advanced industries is \$117,000 per year. There are 13 advanced industries in California, including engineering/architecture and web search portals/Internet publishing, which “employ more workers, as a share of total

employment, than the nation as a whole.” However, “[t]he United States is losing ground to other countries on advanced industry competitiveness....The nation’s public and private sectors should commit to innovation, recharge the skills pipeline, and embrace the ecosystem.”

ENERGY

An Independent Scientific Assessment of Well Stimulation in California, Volume 1, Well Stimulation Technologies and their Past, Present, and Potential Future Use in California. By Jane C.S. Long, et al. California Council on Science and Technology. Jan. 2015. 406 p.
<http://www.ccst.us/publications/2015/2015SB4-v1.pdf>

“The California Council on Science and Technology (CCST) released the first volume of an independent scientific assessment today on well stimulation in California, including hydraulic fracturing. This volume describes how and where operators deploy these technologies for oil and gas production in the state, and where the technologies might enable production in the future.” The assessment was prepared in response to Senate Bill 4 (Pavley). It is the first in a three-volume study that will assess current and potential future practices of well stimulation technologies in the state. This study builds on the findings of the CCST report “Advanced Well Stimulation Technologies in California” of August 2014, commissioned by the Federal Bureau of Land Management.

GENERAL GOVERNMENT

State and Local Government’s Fiscal Outlook—2014 Update. By Michelle Sager. Government Accountability Office. GAO-15-224SP. Jan. 2015. 15 p.
<http://www.gao.gov/assets/670/667623.pdf>

The increasing costs of state and local employee health care and Medicaid expenditures continue to put pressure on state and local government budgets. The federal government’s models on these costs suggest that “the sector’s health-related costs will be about 3.9% of GDP in 2014 and 7.4% of GDP in 2060.” Researchers found, in contrast, that “other types of state and local government expenditures—such as wages and salaries of state and local workers—decline as a percentage of GDP and by 2060 drop below the sector’s health-related costs.”

HEALTH

The Cost Savings Potential of Biosimilar Drugs in the United States. By Andrew W. Mulcahy, et al. RAND. Nov. 3, 2014. 16 p.
<http://www.rand.org/pubs/perspectives/PE127.html>

“The introduction of biosimilars is expected to reduce prices, albeit to a lesser degree than small-molecule generics. [This report] combines prior research and recent data to estimate cost savings in the U.S. market. We predict that biosimilars will lead to a \$44.2 billion reduction in direct spending on biologic drugs from 2014 to 2024, or about 4% of total biologic spending over the same period, with a range of \$13 billion to \$66 billion.” The report predicts that “savings will accrue to a range of stakeholders in the short term—including physicians and hospitals—though patients and taxpayers will benefit in the long term.”

HUMAN SERVICES

Families at the Nexus of Housing and Child Welfare. By Amy Dworsky. State Policy Advocacy and Reform Center. Nov. 2014. 10 p.

<http://childwelfaresparc.org/brief-families-at-the-nexus-of-housing-and-child-welfare/>

“Research on the relationship between housing and child welfare has consistently found a higher rate of child welfare system involvement among families that are homeless or otherwise precariously housed than among low income families with stable housing.... This issue brief ... summarizes what we currently know about the relationship between housing and child welfare, describes some of the ways child welfare agencies are addressing the housing needs of families and explores the use (or potential use) of housing interventions to reduce child welfare involvement among families that are homeless. It concludes with a discussion of implications for policy, practice and future research.”

TRANSPORTATION & INFRASTRUCTURE

The Innovative Transportation Index: The Cities Where New Technologies and Tools Can Reduce Your Need to Own a Car. By Lindsey Hallock, et al. U.S. PIRG Education Fund. Feb. 2015. 40 p.

http://www.uspirg.org/sites/pirg/files/reports/Innovative_Transportation_Index_USPIRG.pdf

“This report reviews the availability of 11 technology-enabled transportation services—including online ridesourcing, carsharing, ridesharing, taxi hailing, static and real-time transit information, multi-modal apps, and virtual transit ticketing—in 70 U.S. cities. It finds that residents of 19 cities, with a combined population of nearly 28 million people, have access to eight or more of these services, with other cities catching up rapidly.” San Francisco, Los Angeles and San Diego rank among the top cities for abundant alternative transportation choices.

Beyond Traffic 2045: Trends and Choices. U.S. Department of Transportation. Feb. 2015. 322 p.

http://www.dot.gov/sites/dot.gov/files/docs/Draft_Beyond_Traffic_Framework.pdf

“This report is structured in three parts. The first part discusses the major trends shaping our changing transportation system. These include both trends originating from the transportation sector, such as improvements in freight logistics, and external trends impacting the transportation sector, such as population growth and climate change. The second part discusses the implications of these trends for each mode of transportation: highways, transit, pedestrian and bicycle, aviation, intercity and freight rail, maritime and pipeline. The third part presents a description of a baseline future scenario—a future that may emerge from the trends analyzed previously. It concludes with a discussion of policy options based on the implications of these trends.”

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