

**CALIFORNIA RESEARCH BUREAU
CALIFORNIA STATE LIBRARY**

**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 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 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

FDA and Fresh Spinach Safety. By the Staff of the Committee on Oversight and Government Reform, U.S. House of Representatives. (The Committee, Washington, DC) March 2008. 12 p.

Full text at: <http://oversight.house.gov/documents/20080312103036.pdf>

["U.S. regulators found 'objectionable conditions' in almost half of their inspections of packaged fresh spinach producers but took no 'meaningful enforcement action,' a report said. The Food and Drug Administration listed poor sanitation and other deficiencies in 47% of 199 inspections from January 2001 to February 2007. None of the cases was referred to the FDA's enforcement arm for further action.... Inadequate funding may be a reason that the FDA failed to act against spinach producers, according to the committee.... During the period reviewed by the committee, the FDA provided 199 inspection reports for 67 packaged fresh spinach facilities, about one inspection of each facility every 2.4 years." Los Angeles Times (March 13, 2008) 1.]
[Request #S08-15-1894]

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AIR POLLUTION

Pacific Merchant Shipping Association v. James Goldstene, Executive Officer of the California Air Resources Board. U.S. Court of Appeals, Ninth Circuit. 07-16695. February 27, 2008. 15 p.

Full text at:

[http://www.ca9.uscourts.gov/ca9/newopinions.nsf/5B4B6E612240C77B882573FB0083CD50/\\$file/0716695.pdf?openelement](http://www.ca9.uscourts.gov/ca9/newopinions.nsf/5B4B6E612240C77B882573FB0083CD50/$file/0716695.pdf?openelement)

["California must get the federal government's approval before limiting sulfur emissions from ocean-going ships that enter the state's waters. The court barred the state from enforcing a rule that would require ships to use low-sulfur fuel, instead of dirtier bunker fuel, on auxiliary diesel engines within 24 miles of the coast. Auxilliary engines run electric genertors on the ships. The state board has also been considering rules that would limit pollution from the diesel engines that power the ships themselves but has not yet formally proposed those regulations....The state is loath to apply to the EPA because the agency is slow to act and 'they're very lax in their enforcement of the Clean Air Act.'" San Francisco Chronicle (February 28, 2008) 1.]

[Request #S08-15-1817]

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AIR POLLUTION

National Ambient Air Quality Standards for Ozone: Final Rule. By the U.S. Environmental Protection Agency. (The Agency, Washington, DC) March 2008. 312 p.

["The Environmental Protection Agency announced it was tightening the amount of ozone, commonly known as smog, that will be allowed in the air. EPA Administrator Stephen Johnson called the new limits 'the most stringent standards ever,' and he said they will require 345 counties -- out of more than 700 that are monitored -- to make air quality improvements because they now have dirtier air than is healthy to breathe.... The new standard goes counter to the recommendations of two of the agency's scientific advisory panels -- one on air quality and the other on protection of children. The new EPA standard will lower the allowable concentration of ozone in the air to no more than 75 parts per billion, compared with the old standard of 80. The science boards had told the agency that limits of 60 to 70 parts per billion are needed to protect the nation's most vulnerable citizens, especially children, the elderly and people suffering from asthma and other respiratory illnesses." San Francisco Chronicle (March 14, 2008) 1.]

[Request #S08-15-1986]

Regulation. 312 p.

http://www.epa.gov/groundlevelozone/pdfs/2008_03_finalrule.pdf

Press Release. 1 p.

<http://yosemite.epa.gov/opa/admpress.nsf/6424ac1caa800aab85257359003f5337/325164c014b3b8538525740a00745786!OpenDocument>

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CLIMATE CHANGE

Climate Change and California's Local Public Health Agencies. By Louise Wells Bedsworth, Public Policy Institute of California. (The Institute, San Francisco, California) February 2008. 40 p.

Full text at: http://www.ppic.org/content/pubs/op/OP_208LBOP.pdf

["This paper presents the results from a survey of local public health officials conducted between August and October 2007. The survey found that although most public health agencies have a number of programs in place to help mitigate the health risks associated with a changing climate, local health officials generally feel ill-prepared, both in terms of information and resources, to respond to the public health threat posed by climate change."]

[Request #S08-15-1877]

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CLIMATE CHANGE

Climate Change: the Cost of Inaction and the Cost of Adaptation. By Paul Watkiss, Paul Watkiss Associates. (European Environment Agency, Copenhagen, Denmark) 2007. 72 p.

Full text at:

http://reports.eea.europa.eu/technical_report_2007_13/en/Tech_report_13_2007.pdf

["The information on the economic costs of climate change impacts (if no further action is taken) provides a means to monitor and predict the changing state of the environment likely to be affected in Europe. This information is still developing, and major issues remain. Nonetheless, expressing such impacts in monetary terms provides a common metric to assess across sectors, and can help identify the key areas of concern, as well as providing a key indicator suite for measurement and monitoring. At the same time, there is a need for an economic perspective in European adaptation policy, to ensure cost effective and proportionate adaptation, and to consider the wider economic costs and benefits of adaptation."]

[Request #S08-15-1774]

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CLIMATE CHANGE

Urban Planning for Climate Change. By Edward J. Blakely, City of New Orleans. (Lincoln Institute of Land Policy, Cambridge, Massachusetts) 2007. 29p

Full text at: http://www.lincolninst.edu/pubs/dl/1310_Blakely%20Final.pdf

["Even if greenhouse gas emissions could be sharply curtailed tomorrow, the atmosphere will continue to warm and temperatures and sea levels will rise over the next 50 years, scientists believe. Cities, particularly coastal settlements, will take the brunt of these impacts. Yet there is little research on how urban planning should be re-oriented to focus on adaptation....Climate change is already becoming a concern of insurance and actuarial industries as they begin to assess risk to human settlement, construction and other risks associated with atmospheric conditions. These cannot be anticipated and need to be examined with a new paradigm for urban problem solving which is outlined in this paper."]

[Request #S08-15-1812]

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ENVIRONMENTAL PROTECTION

Environmental Decision Making: Supply-Chain Considerations. By Corinne Reich-Weiser and David Dornfeld, Laboratory for Manufacturing and Sustainability, University of California, Berkeley. (The University, Berkeley, California) February 27, 2008. 10 p.

Full text at:

<http://repositories.cdlib.org/cgi/viewcontent.cgi?article=1090&context=lma>

["Water use, energy use, and global warming potential are investigated to assess the environmental impact of the manufacturing supply-chain in the interest of developing sustainable manufacturing systems. Because a major component of the supply chain is transportation, four methods of transportation are investigated: shipping, rail, trucking, and air freight. Additionally, location-specific manufacturing considerations such as water scarcity, resource availability, and energy mix are discussed. Finally, a tool is introduced to enable the visualization and computation of manufacturing supply-chain environmental impacts. This information enables decision making for designing and implementing sustainable supply-chain networks."]

[Request #S08-15-1896]

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ENVIRONMENTAL TECHNOLOGY

Green Building in North America: Opportunities and Challenges. By the Secretariat of the Commission for Environmental Cooperation. (The Secretariat, Montreal, Quebec) March 2008.

["'Green' construction could cut North America's climate-warming emissions faster and more cheaply than any other measure, environmental experts from Canada, Mexico and the United States reported. Besides energy efficiency and a reduction in greenhouse gas emissions, environmentally-conscious buildings are healthier for the people who use them.... The investments made for climate change benefit in buildings have direct payback, generally from the point of view of reduced energy costs and water costs as well the indoor health environment and increased productivity of the inhabitants of those buildings." Reuters (March 14, 2008) 1.]

[Request #S08-15-1909]

Report. 80 p.

http://www.cec.org/files/PDF//GB_Report_EN.pdf

Press Release. 1 p

<http://www.cec.org/news/details/index.cfm?varlan=english&ID=2788>

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FARM LAND

Paving Paradise: A New Perspective on California Farmland Conversion. By American Farmland Trust. (The Trust, Washington, DC)) November 2007. 15 p

Full text at:

http://www.farmland.org/programs/states/ca/Feature%20Stories/documents/PavingParadise_AmericanFarmlandTrust_Nov07.pdf

["As California's population grows and urban areas expand, farmland is being converted into housing subdivisions, commercial development and other non-agricultural uses at a rapid rate... A sixth of all the farmland conversion since the Gold Rush nearly 160 years ago occurred between 1990 and 2004 -- a half-million acres -- and development appears to concentrate on the highest quality farmland. Roughly one acre of land is converted for every 9.4-person gain in population. The study calls for more concentrated development in existing urban areas rather than additional farmland conversion." Sacramento Bee (February 19, 2008) 1.]

[Request #S08-15-1792]

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FORESTRY

California Resources Agency, et al. v. U.S. Department of Agriculture, et al. U.S. District Court, Northern District of California. Complaint for Declaratory and Injunctive Relief. February 28, 2008.

["California sued the U.S. Forest Service over plans that would open more than 500,000 acres to roads and oil drilling in the state's largest national forests.... The suit alleges that the Forest Service violated the federal National Environmental Policy Act and the National Forest Management Act by not informing the state of potential environmental impacts of its plan, and by not working with the state's laws and policies. Since 2006, California has had a moratorium on road construction in pristine areas of its national forests. State officials also took issue with the roughly 500,000 acres the Forest Service has set aside as wilderness land, an amount that environmentalists and scientists said is half of what would be necessary to protect habitat. The issue of roadless areas in national forests has long been contentious." Los Angeles Times (February 29, 2008) 1.]
[Request #S08-15-1867]

Complaint. 24 p.

http://ag.ca.gov/cms_attachments/press/pdfs/n1528_lawsuitagainstforestservicedf

Press Release. 1 p.

<http://caag.state.ca.us/newsalerts/release.php?id=1528>

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GREEN HOUSE GASES

Greenhouse Gas Return on Investment: A New Metric for Energy Technology. By Corinne Reich-Weiser, Laboratory for Manufacturing and Sustainability, University of California, Berkeley, and others. (The University, Berkeley, California) February 27,2008. 8p.

Full text at:

<http://repositories.cdlib.org/cgi/viewcontent.cgi?article=1089&context=lma>

["The greenhouse gas return on investment (GROI) metric is introduced as a compliment to the energy return on investment (EROI). Unlike EROI, GROI accounts for the life cycle energy mix, the efficiency, circularity, and supply chain of energy distribution, and the energy offset by a new energy installation. The average greenhouse gas emissions of labor and electricity are calculated for multiple countries to be used in GROI calculations. GROI is applied to a case study of SolFocus Inc. solar panels, and the potential extension of GROI

methodology to a modified EROI and to decision making beyond energy is discussed.”]

[Request #S08-15-1895]

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GREEN HOUSE GASES

Policy Options for Reducing CO2 Emissions. By Terry Dinan, Congressional Budget Office. (The Office, Washington, DC) February 2008. 42 p.

Full text at: <http://www.cbo.gov/ftpdocs/89xx/doc8934/02-12-Carbon.pdf>

["The report explores programs designed to create incentives for businesses and individuals to reduce CO2 emissions. The report examines a tax on emissions, a cap on the total annual level of emissions combined with a system of tradable emission allowances, or a modified cap-and-trade program that includes features to constrain the cost of emission reductions that would be undertaken in an effort to meet the cap. The report compares these policy options on the basis of their potential to reduce emissions, their administrative costs, and their consistency with incentives in other countries." TRB Newsletter (February 12, 2008) 1.]

[Request #S08-15-1799]

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GREEN HOUSE GASES

Technologies and Policies to Consider for Reducing Greenhouse Gas Emissions in California. By the Economic and Technology Advancement Advisory Committee. Submitted to the California Air Resources Board. (The Committee, Sacramento, California) February 11, 2008. 307 p.

Full text at: <http://www.arb.ca.gov/cc/etaac/ETAACFinalReport2-11-08.pdf>

["The initial AB 32 target of reducing California's GHG emissions back to 1990 levels by 2020 is the critical first step toward reducing emissions and placing the state on a trajectory to meet long-term GHG reduction goals. The long-term reduction goals for 2050 and beyond are equally important and will require fundamental changes in consumer behavior, in energy use, and in the infrastructure that supports virtually all economic activity. In some cases, the state will encounter tradeoffs between the actions necessary to bring about the wide scale transformation of a carbon-free economy with those that may bring about the lowest cost emission reductions in the short term.”]

[Request #S08-15-1875]

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HABITAT PROTECTION

South Bay Salt Pond Restoration Project: Final Environmental Impact Statement/Environmental Impact Report. By Philip Williams and Associates and others. Submitted to the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, and the California Department of Fish and Game. (South Bay Salt Pond Restoration Project, San Francisco, California) December 2007.

["The report is the long-term plan for reversion of man-made evaporation ponds to natural tidal habitats, while providing for flood protection and recreational uses....The first steps, planned for 2008, will return three regions -- Eden Landing, Alviso and Ravenswood -- to tidal habitat and shorebird habitat. This early phase will include almost eight miles of new waterside trails in areas long off-limits to most people, including the edge of Moffett Field. There will also be a boat launching area.... This unusual back-to-nature experiment will take more than \$1 billion and 50 years of close supervision to roll back the clock to the bay's pre-industrial conditions." San Jose Mercury News (December 13, 2007) 1.]
[Request #S08-15-1585]

Report. Various pagings.

<http://www.southbayrestoration.org/EIR/downloads.html>

Executive Summary. 58 p.

http://www.southbayrestoration.org/pdf_files/SBSP_EIR_Final/00%20Executive%20Summary%20Final%20EIS_R.pdf

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MINING

Hardrock Mining: Information on Abandoned Mines and Value and Coverage of Financial Assurances on BLM Land. Testimony of Robin M. Nazzaro, U.S. Government Accountability Office, before the Senate Committee on Energy and Natural Resources. GAO-08-574T. (The Office, Washington, DC) March 12, 2008. 33 p.

Full text at: <http://www.gao.gov/new.items/d08574t.pdf>

["This testimony provides information on, 1) the federal funds spent to clean up abandoned hardrock mine sites since 1998, 2) the number of abandoned hardrock mine sites and hazards, and 3) the value and coverage of financial assurances operators use to guarantee reclamation costs on BLM land. To address these issues, GAO, among other steps, asked 12 western states and Alaska to provide information on the number of abandoned mine sites and associated features in their states using a consistent definition."]

[Request #S08-15-1916]

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OCEAN RESOURCES

"Emergence of Anoxia in the California Current Large Marine Ecosystem" By F. Chan and others. IN: Science, vol. 319, no. 5865 (February 15, 2008) p. 920.

Full text at: <http://www.sciencemag.org/cgi/content/abstract/319/5865/920>

["Video images scanned from the seafloor revealed a boneyard of crab skeletons, dead fish and other marine life smothered under a white mat of bacteria... Upon further study, marine ecologists concluded that that the undersea plague appears to be a symptom of global warming. These low-oxygen waters have expanded north into Washington and crept south as far as the California state line. What's happening off Oregon, scientists believe, is that as land heats up, winds grow stronger and more persistent. Because the winds don't go slack as they used to do, the upwelling is prolonged, producing a surplus of phytoplankton that isn't consumed and ultimately dies, drifts down to the seafloor and rots." Los Angeles Times (February 15, 2008) 1.]

[Request #S08-15-1785]

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WATER RESOURCES

Presenting Uncertainty About Climate Change to Water-Resource Managers: A Summary of Workshops with the Inland Empire Utilities Agency. By David G. Groves and others, RAND. (RAND, Santa Monica, California)

["Water-resource managers have long strived to meet their goals of system reliability and environmental protection in the face of many uncertainties, including demographic and economic forecasts, intrinsic weather variability, and short-term climate variability. Now water managers also face a new uncertainty -- the potential for longer-term and more persistent climate change. Information about the future effects of climate change is deeply uncertain and likely to remain so for the foreseeable future. Thus, the scientific community is debating how to most usefully characterize this important yet uncertain information for decisionmakers, and water planners are looking for new methods to support their long-term planning in the face of this new uncertainty."]

[Request #S08-15-1868]

Report. 102 p.

http://www.rand.org/pubs/technical_reports/2008/RAND_TR505.pdf

Summary. 9 p.

http://www.rand.org/pubs/technical_reports/2008/RAND_TR505.sum.pdf

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WATER RESOURCES

"Human-Induced Changes in the Hydrology of the Western United States" By Tim P. Barnett and others. IN: Science Express, DOI: 0.1126/science.1152538. (January 31, 2008)

Full text at: <http://www.sciencemag.org/cgi/content/abstract/1152538>

["Human-caused global warming has been shrinking the snowpack across the mountain ranges of the West for five decades, suggesting that the region's long battle for water will only get worse... To trace the cause of the trend, the researchers used computer climate models to simulate a world with greenhouse gases held at preindustrial levels. They factored in the known fluctuations in solar radiation and changing concentrations of volcanic dust, which reflects the sun's heat back into space, over the second half of the 20th century. Based on their simulations, along with historical data on snowpack, temperature and river flow, the researchers concluded that there was a less than 1% chance that the last 50 years constituted a natural aberration." Los Angeles Times (February 1, 2008) 1.]
[Request #S08-15-1705]

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WATER RESOURCES

Detection and Measurement of Land Subsidence Using Global Positioning System Surveying and Interferometric Synthetic Aperture Radar, Coachella Valley, California, 1996–2005. By Michelle Sneed and Justin T. Brandt, U.S. Geological Survey. (The Survey, Sacramento, California) December 2007.

["The region that water built suddenly finds itself on shifting ground and in danger of drying up. Parts of the Coachella Valley have sunk more than a foot in a decade as groundwater was sucked up to feed a thirsty economy. A study has left officials scrambling to keep the tap on without jeopardizing more than 120 world-class golf resorts or slowing a population that has ballooned by 25 percent in just five years.... And though there hasn't been any damage, there are fears that if more isn't done, the uneven turf eventually could fracture sewer lines, crack roads and crumble foundations, costing taxpayers millions of dollars in repairs." Associated Press (December 19, 2007) 1.]
[Request #S08-15-1537]

Report. 44 p.

http://pubs.usgs.gov/sir/2007/5251/pdf/sir_2007-5251.pdf

Press Release. 21 p.

<http://ca.water.usgs.gov/news/release071217.pdf>

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WETLANDS

An Evaluation of Compensatory Mitigation Projects Permitted Under Clean Water Act Section 401 by the California State Water Resources Control Board, 1991-2002. By Richard F. Ambrose, University of California, Los Angeles, and others. Prepared for the California State Water Resources Control Board. (The Board, Sacramento, California) August 2007.

["A report on wetland replacement projects required of California developers shows the program has produced mixed results. Developers, for the most part, comply with requirements to replace lost wetlands with other acreage, but the biological health of replacement wetlands is seldom optimal.... The wetland permits, required under the federal Clean Water Act, are issued by regional water boards and can be required for a wide variety of rural and urban projects that affect wetlands, rivers, streams or other waters. Affected projects can run the gamut from bridges or dams to single-family homes." Monterey County Herald (December 14, 2007) 1.]

[Request #S08-15-1545]

Report. 184 p.

http://www.swrcb.ca.gov/cwa401/docs/mitigation_finalreport_wo_app081307.pdf

Executive Summary. 16 p.

http://www.swrcb.ca.gov/cwa401/docs/mitigation_finalreport_execsum081307.pdf

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WILDFIRES

Greenhouse Gas Emissions from Four California Wildfires: Opportunities to Prevent and Reverse Environmental and Climate Impacts. By Thomas M. Bonnicksen. Prepared for the Forest Foundation. (The Foundation, Auburn, California) March 2008. 20 p

Full text at: <http://www.calforestfoundation.org/pdf/FCEM-2.pdf>

["A new study has found that California wildfires emit more greenhouse gases than previously believed largely through the post-fire decay of dead wood, a finding that is raising questions about how effective the state's forests are at storing carbon and slowing global warming.... Overall, California fires are producing so much CO₂ that they will defeat the state's pioneering efforts to respond to climate change by reducing emissions elsewhere.... Mark Nechodom, climate science policy coordinator for the U.S. Forest Service who reviewed Bonnicksen's study, said the numbers seem high." Sacramento Bee (March 12, 2008) A3.]

[Request #S08-15-1910]

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TRANSPORTATION

HIGHWAY SAFETY

Crashes vs. Congestion: What's the Cost to Society? By Cambridge Systematics, Inc. Prepared for the American Automobile Association. (The Association, Heathrow, Florida) March 2008. 56 p.

Full text at:

<http://www.aaanewsroom.net/Assets/Files/20083591910.CrashesVsCongestionFullReport2.28.08.pdf>

["When American motorists talk about transportation problems, they generally key in on traffic... Yet there's a more costly problem to be addressed on America's roads: motor vehicle crashes. In 2006, traffic crashes killed 42,642 people in the United States -- about 117 deaths per day, and nearly 5 every hour. Most Americans would be surprised to learn the societal costs associated with motor vehicle crashes significantly exceed the costs of congestion.... The study, along with recommendations for improvements, is designed to raise awareness of the importance of transportation investments, and provide policy-makers, departments of transportation, and the public with information on the magnitude of the safety problem."]

[Request #S08-15-1915]

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PUBLIC TRANSIT

A Better Way to Go: Meeting America's 21st Century Transportation Challenges with Modern Public Transit. By Phineas Baxandall, U.S. PIRG Education Fund, and others. (CALPIRG, Sacramento, California) March 2008. 82 p.

Full text at: <http://www.calpirg.org/uploads/pQ/18/pQ18Wu1k2jV-pDPxFnFKoQ/A-Better-Way-to-Go.pdf>

["The Bay Area's top seven transit agencies help prevent more than 2 million metric tons of greenhouse gases and save 251 million gallons of oil each year.... The nonprofit group's findings were based on several calculated assumptions, among them that cars carry an average of 1.5 passengers per mile driven, that gas mileage for private automobiles averages slightly more than 20 mpg, and that 1 gallon of gasoline produces 19.6 pounds of carbon dioxide.... Factors, such as population growth and worsening traffic congestion on Bay Area roadways, also can contribute to more people opting for alternatives to the car.... Reliability, safety and comfort also serve as key lures." San Francisco Chronicle (March 7, 2008) 1.]

[Request #S08-15-1889]

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PUBLIC TRANSIT

Understanding How to Motivate Communities to Support and Ride Public Transportation. By Mindy Rhindress, SRBI, Inc., and others. Prepared for the U.S. Federal Transit Administration. (Transportation Research Board, Washington, DC) 2008. 92 p.

Full text at: http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_122.pdf

["This report provides a comprehensive discussion on the methods and strategies used by public transportation agencies in the United States and Canada to enhance their public images and motivate the support and use of public transportation. Additionally, the report identifies and describes methods and strategies used by other industries (comparable to public transportation) to enhance their public image and to motivate the support and use of their products and services. Also, this report examines the perceptions, misperceptions, and use of public transit, and the extent to which these affect support. Finally, the report identifies effective communication strategies, campaigns, and platforms for motivating individuals to action in support of public transportation, and it recommends ways to execute those communication strategies, campaigns, and platforms. This report will be helpful to transit agencies; elected officials; community leaders; business leaders; and federal, state, and local funding agencies."]

[Request #S08-15-1981]

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SURFACE TRANSPORTATION

Potential Impacts of Climate Change on U.S. Transportation. By the Committee on Climate Change and U.S. Transportation, Transportation Research Board. (The Board, Washington, DC) 2008. 234 p.

Full text at: <http://onlinepubs.trb.org/onlinepubs/sr/sr290.pdf>

["Flooded highways, railroads and airport runways are among the transportation snarls looming as the world's climate changes, and officials should plan with this in mind.,,, An expected rise in sea levels would hit roads, pipelines and airports in US coastal areas where population is concentrated.... In addition to sea-level rise -- projected to be 7 to 23 inches this century -- other effects of climate change also could hit transportation hard. These include an increase in extremely hot days and heat waves, which would affect thermal expansion joints on bridges and cause more rapid degradation of pavement surfaces. Railroad tracks can become deformed in extreme heat and road asphalt can soften." Reuters (March 12, 2008) 1.]

[Request #S08-15-1893]

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TRUCKING INDUSTRY

Incentivizing Truck Retrofitting in Port Drayage: A Study of Drivers at the Port of Los Angeles and Long Beach. By Kristen Monaco, California State University, Long Beach. Prepared for the California Department of Transportation. (The Department, Sacramento, California) February 2008. 46 p.

Full text at:

http://www.dot.ca.gov/newtech/researchreports/reports/2008/finaltruck_retrofit_port_drayage.pdf

["Using data from detailed surveys of truck drivers, the wages and working conditions of drivers involved in port drayage were analyzed. Focus was on drivers' willingness to pay for retrofitting and their preferences regarding different truck replacement programs. It was found that drivers are willing to pay a portion of truck retrofitting costs. It was also found that though a grantbased truck replacement program was ranked highest among drivers, they were somewhat polarized on this program; many drivers also ranked this program as their least favorite. A subsidized interest rate program had the most cumulative first and second rankings."]

[Request #S08-15-1980]

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