

**CALIFORNIA RESEARCH BUREAU
CALIFORNIA STATE LIBRARY**

**Studies in the News:
Environment, Growth Management and
Transportation Supplement**

Contents This Week

ENVIRONMENT & NATURAL RESOURCES

[Impact of biotechnology on farm economics](#)
[What is killing honeybees](#)
[Cities key source of toxics in bay](#)
[Climate change and Mexico-U.S. migration](#)
[Climate change and wildlife](#)
[Climate change effects on air quality](#)
[Large landscape conservation](#)
[Designing a GHG trading program](#)
[Managing cap-and-trade prices](#)
[Agency collaboration for sustainable communities](#)
[Toxic material in the gold country](#)
[Economic effect of reduced water](#)
[Debunking the detection limit myth](#)
[Colorado River water bank](#)
[Climate change and water demands](#)
[Delta tunnel proposal](#)
[Climate change and extreme heat](#)

TRANSPORTATION

[Evaluation of driver education](#)
[Transitioning to a performance-based transportation policy](#)
[Public acceptance of new toll lanes](#)
[Benefits of high-speed rail](#)
[State liability for weather information](#)
[Performance of state highway systems](#)
[The condition of major roads](#)
[An economic analysis of infrastructure investment](#)
[Investment in freight transportation](#)

[Congestion pricing case studies](#)
[Congestion pricing lessons from other countries](#)
[Transit provides more jobs than highways](#)
[Performance-based planning](#)
[Toolkit for public-private partnerships](#)
[Use of citizen advisory boards](#)

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.
- *Studies in the News* is also available as an RSS feed at <http://www.library.ca.gov/sitn/crb/>

The following studies are currently on hand:

ENVIRONMENT & NATURAL RESOURCES

AGRICULTURE

Impact of Genetically Engineered Crops on Farm Sustainability in the United States. By the Committee on the Impact of Biotechnology on Farm-Level Economics and Sustainability; National Research Council. (National Academies Press, Washington, DC) 2010.

["Since genetically engineered (GE) crops were introduced in 1996, their use in the United States has grown rapidly, accounting for 80-90 percent of soybean, corn, and cotton acreage in 2009.... This report is the first comprehensive assessment of the environmental, economic, and social impacts of the GE-crop revolution on U.S. farms. It addresses how GE crops have affected U.S. farmers, both adopters and nonadopters of the technology, their incomes, agronomic practices, production decisions, environmental resources, and personal well-being. The book offers several new findings and four recommendations that could be useful to farmers, industry, science organizations, policy makers, and others in government agencies."]
[Request #S11-2-5472]

Book. 270 p.

http://www.nap.edu/catalog.php?record_id=12804

Report in Brief. 4 p.

http://dels.nas.edu/dels/rpt_briefs/genetically_engineered_crops_report_brief_final.pdf

[\[Back to Top\]](#)

"Iridovirus and Microsporidian Linked to Honey Bee Colony Decline." By Jerry J. Bromenshenk, and others. IN: PLoS One, vol. 5, no. 10 (October 2010) 11 p.

Full text at:

<http://www.plosone.org/article/info%3Adoi%2F10.1371%2Fjournal.pone.0013181>

["Since 2006, 20 to 40 percent of the bee colonies in the United States alone have suffered 'colony collapse.' Suspected culprits ranged from pesticides to genetically modified food. Now, a unique partnership -- of military scientists and entomologists -- appears to have achieved a major breakthrough: identifying a new suspect, or two. A fungus tag-teaming with a virus have apparently interacted to cause the problem. Exactly how that combination kills bees remains uncertain, -- a subject for the next round of research. But there are solid clues: both the virus and the fungus proliferate in cool, damp weather, and both do their dirty work in the bee gut, suggesting that insect nutrition is somehow compromised." New York Times (October 6, 2010) 1.]
[Request #S11-2-5457]

[\[Back to Top\]](#)

BAY DELTA

2010 Pulse of the Estuary: Linking the Watersheds and the Bay. By the San Francisco Estuary Institute. (The Institute, Oakland, California) October 2010. 100 p.

Full text at:

http://www.sfei.org/sites/default/files/RMP_No618_2010_PulseOfTheEstuary_final4web_0.pdf

["Rainwater runoff from downtown sidewalks and suburban gardens dumps more toxic chemicals into San Francisco Bay than the large rivers that drain vast tracts of farmland in the Central Valley. City dwellers are also responsible for one of the newest scourges in the bay -- the ubiquitous plastic shopping bag.... Heavy loads of mercury and PCBs are flowing into San Francisco, San Pablo and Suisun bays through the web of culverts and creeks that carry storm water from residential and industrial areas around the nine-county region.... Ten years ago, scientists believed that California's two largest rivers, the Sacramento and San Joaquin -- which funnel most agricultural runoff from the Central Valley to the delta and San Francisco Bay -- were the primary culprits." San Francisco Chronicle (October 5, 2010) 1.]

[Request #S11-2-5455]

[\[Back to Top\]](#)

CLIMATE CHANGE

"Linkages among Climate Change, Crop Yields and Mexico–US Cross-Border Migration." By Michael Oppenheimer and others. IN: Proceeding of the National Academy of Sciences, vol. 107, no. 32 (August 10, 2010) pp. 14257–14262

Full text at: <http://www.pnas.org/content/107/32/14257.full.pdf+html?sid=2472b3d7-52af-47d3-8638-34afa466a97d>

["Continued climate change will drive Mexican farm workers to migrate to the U.S. in greater numbers, environmental experts predicted. For every 10 percent of lost crop yields, 2 percent more Mexicans will leave and most will try to come to the United States.... The team looked at Mexican census data from 1995 to 2005, along with statistics on crop production and climate data. 'We lined up the climate changes, the crop production changes ... with the census data, which allowed us to infer the emigration rate.... Although the results cannot be mechanically extrapolated to other areas and time periods, our findings are significant from a global perspective given that many regions, especially developing countries, are expected to experience significant declines in agricultural yields as a result of projected warming,' they wrote." Reuters (July 27, 2010) 1.]

[Request #S11-2-5148]

[\[Back to Top\]](#)

Rising to the Urgent Challenge: Strategic Plan for Responding to Accelerating Climate Change. By the U.S. Fish and Wildlife Service. (The Service, Washington, DC) September 2010. 36 p.

Full text at: <http://www.fws.gov/home/climatechange/pdf/CCStrategicPlan.pdf>

["Our Strategic Plan's primary purposes are to (1) lay out our vision for accomplishing our mission to 'work with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people' in the face of accelerating climate change; and (2) provide direction for our own organization and its employees, defining our role within the context of the Department of the Interior and the larger conservation community. In this plan, we express our commitment to our vision through strategic goals and objectives that we believe must be accomplished to sustain fish and wildlife nationally and internationally."]

[Request #S11-2-5467]

[\[Back to Top\]](#)

Climate Change Impact on Air Quality in California: Report to the California Air Resources Board. By Michael J. Kleeman, University of California, Davis, and others. (The Board, Sacramento, California) June 2010. 228 p.

Full text at: <http://www.arb.ca.gov/research/apr/past/04-349.pdf>

["California has persistent air quality problems that affect the health of millions of residents. Global climate change will modify long-term weather patterns in California with direct consequences to air quality and public health. California's diverse emissions sources located inside air basins bordered by mountain ranges require analysis at fine spatial resolution (<10km) while at the same time the long-term El-Nino Southern Oscillation (ENSO) patterns require 7-8 year analysis periods for meaningful analysis. Rigorous evaluations that address both of these issues are needed to accurately assess climate impacts on air quality in California. The economic consequences of known climate impacts in California are estimated to be \$31-57B, with another \$8B of estimated costs needed to offset potential air quality impacts."]

[Request #S11-2-5086]

[\[Back to Top\]](#)

CONSERVATION

Large Landscape Conservation: A Strategic Framework for Policy and Action.
By Matthew McKinney, University of Montana, and others. (Lincoln Institute of Land Policy, Cambridge, Massachusetts) 2010. 56 p.

Full text at:

https://www.lincolninst.edu/pubs/dl/1808_1037_Large%20Landscape%20Conservation%20final.pdf

["There is general agreement that the promise of large landscape conservation is its focus on land and water problems at an appropriate geographic scale, regardless of political and jurisdictional boundaries. While it is hard to define precisely what constitutes a large landscape conservation effort, there is a growing consensus that such efforts are multijurisdictional, multipurpose, and multistakeholder, and they operate at various geographic scales using a variety of governance arrangements and public-private partnerships. The common currency in large landscape conservation is regional collaboration -- the ability to work across boundaries with people and organizations that have diverse interests yet share a common place. While there is no single model for large landscape conservation, ten key elements are evident in the most successful efforts."]

[Request #S11-2-5096]

[\[Back to Top\]](#)

GREEN HOUSE GASES

Designing the Allocation Process for California's Greenhouse Gas Emissions Trading Program: The Multi-Billion Dollar Question. By David Roland-Holst, University of California Berkeley, and others. (Next 10, San Francisco, California) December 2010. 22 p.

Full text at:

http://www.next10.org/next10/pdf/trading/Next_10_Summary_Report.pdf

["Next 10 commissioned a set of five research papers from leading academic experts to examine the following questions: - What are the economic impacts of the distribution of tradable emission permits (allowances), whether by auction or distribution without charge? - If auctioned, what are the economic impacts of various distribution approaches for the resulting revenue? These important design issues will decide by whom and how tens of billions of dollars will be used, both of which will greatly influence the market incentives operating in California's greenhouse gas emissions trading program. The projected value of emission permits in 2012, the first year of California's cap-and-trade program, will be \$2.5 to \$7.5 billion. By 2020, the value will rise to an estimated \$7.3 to \$21.9 billion."]

[Request #S11-2-5465]

[\[Back to Top\]](#)

Managing Allowance Prices in a Cap-and-Trade Program. By Terry Dinan, Congressional Budget Office. (The Office, Washington, DC) November 2010. 32 p.

Full text at: <http://www.cbo.gov/ftpdocs/118xx/doc11872/11-04-2010-Cap-and-Trade.pdf>

["A cap-and-trade program would establish increasingly stringent annual limits on greenhouse gas emissions over the course of several decades. The government would distribute rights to emit such gases (allowances) by either selling them, possibly in an auction, or giving them away.... Because policymakers cannot know in advance how high or low prices will be in any given year, they might consider adding features to the design of a cap-and-trade program that would limit the range of potential allowance prices.... This study examines the potential effects of features that would help manage allowance prices, and thus the cost of complying with a cap-and-trade program, by altering the number of allowances available to firms at various prices."]
[Request #S11-2-5471]

[\[Back to Top\]](#)

SUSTAINABLE COMMUNITIES

A Year of Progress for American Communities. By Partnership for Sustainable Communities. (U.S. Environmental Protection Agency, Washington, DC) October 2010. 16 p.

Full text at: http://www.epa.gov/smartgrowth/pdf/partnership_year1.pdf

["On June 16, 2009, U.S. Secretary of Transportation Ray LaHood, U.S. Secretary of Housing and Urban Development Shaun Donovan, and U.S. Environmental Protection Agency Administrator Lisa P. Jackson announced that they were forming the interagency Partnership for Sustainable Communities. This action marked a fundamental shift in the way the federal government structures its transportation, housing, and environmental spending, policies, and programs.... The agencies plan to continue working with other interested federal partners to help them better support communities that offer more job opportunities, better housing choices, reliable and convenient transportation options, and high quality of life."]
[Request #S11-2-5466]

[\[Back to Top\]](#)

TOXICS

Gold Country Recreational Trails and Abandoned Mines Assessment: A Pilot Study to Assess Exposure Potential to Toxins from Mine Waste and Naturally Occurring Hazardous Substances. By Carrie Monohan, The Sierra Fund. (The Fund, Nevada City, California) June 2010. 60 p.

Full text at: <http://www.sierrafund.org/pdf/TrailsAssessmentREPORT.pdf>

["The report documents that outdoor enthusiasts including Off Highway Vehicle (OHV) riders, mountain bikers, hikers and equestrians are recreating in abandoned mine areas that are contaminated with dangerous levels of lead, arsenic and asbestos. In some cases, these outdoor recreationists are being encouraged to visit contaminated sites because officially sanctioned recreational trails in National Forests have been routed on, through and into abandoned mine lands, old mill sites, mine tailings and waste rock piles. 'More than 100 years after the end of the Gold Rush era, the environmental, cultural and health impacts of that time have still not been assessed or addressed,' states Elizabeth Martin, CEO of The Sierra Fund." Sierra Fund press release (June 22, 2010) 1.]
[Request #S11-2-5012]

[\[Back to Top\]](#)

WATER

A Retrospective Estimate of the Economic Impacts of Reduced Water Supplies to the San Joaquin Valley in 2009. By Jeffrey Michael, University of the Pacific, and others. (The University, Stockton, California) September 28, 2010. 15 p.

Full text at: http://forecast.pacific.edu/water-jobs/SJV_Rev_Jobs_2009_092810.pdf

["The effect of reduced water supplies as a result of drought and environmental pumping restrictions in 2009 on the San Joaquin Valley economy was, and continues to be, the subject of significant discussion. Economic effects were quantified in terms of agricultural production, revenues, and jobs and income. In the midst of a severe recession, it is no surprise that job loss estimates generated the most interest and debate. In the months following the 2009 growing season, data have been released that offer a clearer picture of the effects of reduced water supplies. As such, the purpose of this report is to take a retrospective look back at 2009 and summarize changes in agricultural production and employment in the San Joaquin Valley due to reduced water supplies."]
[Request #S11-2-5456]

[\[Back to Top\]](#)

WATER QUALITY

“Role of Detection Limits in Drinking Water Regulation.” By Ryan S. D. Calder and Ketra A. Schmitt. IN: **Environmental Science and Technology**, vol. 44, no. 21 (2010) pp. 8008-8014.

Full text at: <http://pubs.acs.org/doi/pdfplus/10.1021/es101417u>

["Critics of environmental regulations often argue that as analytical methods become more precise, policymakers push for tougher regulations, because scientists can detect smaller and smaller contaminant concentrations. But a new report concludes that this criticism, known as the 'vanishing zero effect,' is a myth -- at least when it comes to U.S. drinking water regulations. Instead, the authors find that a better understanding of a chemical's toxicology appears to be the primary driver of changes in regulatory limits... Only the regulatory limits on now banned pesticides, lindane and toxaphene, are now at their detection limits." Chemical and Engineering News (October 14, 2010) 1.]
[Request #S11-2-5464]

[\[Back to Top\]](#)

WATER RIGHTS

Colorado River Water Bank: Making Water Conservation Profitable. By Reed Watson and Brandon Scarborough, Property and Environment Research Center. (The Center, Bozeman, Montana) September 2010. 8 p.

Full text at: <http://www.perc.org/files/Colorado%20Case%20Study.pdf>

["In Colorado, a group of west slope ranchers devised a model for water banking that could make water conservation more profitable than irrigating, and now they are working with state agencies and conservation organizations to turn that idea into reality. Still in the development stage, the Colorado River Water Bank would allow municipalities on Colorado's Front Range to buy water consumption rights from irrigators on Colorado's west slope who reduce their water consumption. This market based approach to water conservation means water has value beyond irrigation -- water itself is becoming a profitable crop. This case study explains why water conservation is paramount in Colorado and how water banking is the most cost-effective approach to water conservation."]
[Request #S11-2-5367]

[\[Back to Top\]](#)

WATER SUPPLY

Evaluating Sustainability of Projected Water Demands under Future Climate Change Scenarios. By Limin Chen, Tetra Tech, Inc.. (Tetra Tech, Lafayette, California) July 2010. 40 p.

Full text at:

http://rd.tetrattech.com/climatechange/projects/doc/Tetra_Tech_Climate_Report_2010_highres.pdf

["This study presents an integration of water withdrawal projections and future estimates of renewable water supply across the United States to assess future water availability in the face of a changing climate.... We found that, under the business-as-usual scenario of demand growth, water supplies in 70% of counties in the U.S. may be at risk to climate change, and approximately one-third of counties may be at high or extreme risk. The geographic extent of potential risk to water supplies is greatly increased when climate change is considered.... As a result, the pressure on public officials and water users to creatively manage demand and supply -- through greater efficiency and realignment among competing uses, and by water recycling and creation of new supplies through treatment -- will be greatest in these regions."]
[Request #S11-2-5190]

[\[Back to Top\]](#)

Bay Delta Conservation Plan: Highlights of the BDCP. By the California Natural Resources Agency and others. (The Agency, Sacramento, California) December 2010. 92 p.

Full text at: http://resources.ca.gov/docs/Highlights_of_the_BDCP_FINAL_12-14-10_2361.pdf

["State officials recommended construction of a \$13-billion tunnel system that would carry water under the troubled Sacramento-San Joaquin Delta to southbound aqueducts, a project that would replumb a perpetual bottleneck in California's vast water delivery network. The proposal is far from final. It faces a new administration, lengthy environmental reviews and controversy over how much water should be exported from the Northern California estuary system that serves as a conduit for water shipments to Southern California and the San Joaquin Valley. The earliest completion date would be 2022.... Some water would still be pumped from the south under the new proposal, but the bulk would be drawn from the Sacramento River as it enters the north delta." Los Angeles Times (December 16, 2010) 1.]

[Request #S11-2-5470]

[\[Back to Top\]](#)

WEATHER

Extreme Heat in Summer 2010: A Window on the Future. By Amanda Staudt and Renee Curry, National Wildlife Federation. (The Federation, Reston, Virginia) 2010. 5 p.

Full text at: <http://www.nwf.org/Global-Warming/What-is-Global-Warming/Global-Warming-is-Causing-Extreme-Weather/Heat-Waves.aspx>

["The take away message is that, for each of these cities and for countless others that have been sweltering the last couple months, summer 2010 could be considered mild compared to the typical summers of the future. The climate projections for the end of the century are even more dramatic. Much of the country will have twice as many days over 90°F if emissions are not curbed. That means much of the southern United States will have at least three or four months each year with temperatures in the 90s or above."]

[Request #S11-2-5191]

[\[Back to Top\]](#)

TRANSPORTATION

DRIVERS

Large-Scale Evaluation of Driver Education; Review of the Literature on Driver Education Evaluation: 2010 Update. By Lawrence Lonero, Northport Associates, and Dan Mayhew, Traffic Injury Research Foundation. (AAA Foundation for Traffic Safety, Washington, DC) 2010. 50 p.

Full text at: <http://www.aaafoundation.org/pdf/LSEDElitReview.pdf>

["More education is always a popular prescription for improving safety in any context. However, demonstrated effectiveness in improving safety performance solely through educational measures of any form is relatively rare.... While driver education traditionally meant instruction only before the new driver was licensed to drive independently, there is a developing trend toward additional instruction either required or encouraged for drivers after they are initially licensed to drive independently.... The aims of this review are to provide a richer understanding of driver education evaluation, as well as perspectives on how beginner driver education evaluation can best be improved in the context of driver education policy, program planning, and program management."]

[Request #S11-2-5237]

[\[Back to Top\]](#)

FEDERAL POLICY

Transitioning to a Performance-Based Federal Surface Transportation Policy: Workshop Summary Report. By the Bipartisan Policy Center. (The Center, Washington, DC) June 2010. 16 p.

Full text at:

<http://bipartisanpolicy.org/sites/default/files/NTPP%20Workshop%20Summary%20Report.pdf>

["The purpose of the workshop was to determine how the U.S. can effectively move federal surface transportation policy towards a more performance-driven framework. Specific goals of the conference included: 1) Identify and discuss lessons learned from performance-based programs in other countries and other relevant U.S. policy program areas; 2) Discuss differences and commonalities of participant perspectives on the purposes and core elements of performance-based transportation policies and programs; 3) Identify and explore challenges for transitioning to performance-based surface transportation policies and programs; and 4) Chart critical elements for beginning a reliable and effective transition to performance based surface transportation policies and programs."]

[Request #S11-2-5246]

[\[Back to Top\]](#)

FINANCING

Study of Public Acceptance of Tolling with New Capacity and Credits: Concepts of FAST Miles and FEE Lanes. By Adeel Lari and Sara Aultman, University of Minnesota. (Minnesota Department of Transportation, St. Paul, Minnesota) July 2010. 57 p.

Full text at:

<http://www.cts.umn.edu/Publications/ResearchReports/reportdetail.html?id=1930>

["High-occupancy toll lanes are created by developing a pricing system for existing high-occupancy vehicle (HOV) lanes that allow single occupancy vehicles to gain access to HOV lanes by paying fee. Conversion of existing general purpose lanes to toll lanes or HOT lane operations, however, has not yet won public support as the perception persists that these 'free' lanes have already been paid for and such conversions are a take-away.... Focus groups were held in Minnesota to understand what policies, conditions, designs and operational characteristics could be considered that may satisfy concerns about general purpose lane adaptations to optional toll lanes or Flexible and Efficient Express (FEE) Lanes... These findings highlight the need for increased education and marketing about road pricing options which can assist in building support for a variety of pricing options."]

[Request #S11-2-5244]

[\[Back to Top\]](#)

HIGH-SPEED RAIL

Next Stop: California: The Benefits of High-Speed Rail Around the World and What's in Store for California. By Tony Dutzik, Frontier Group, and Erin Steva, CALPIRG Education Fund. (CALPIRG, Sacramento, California) June 2010. 47 p.

Full text at: <http://www.calpirg.org/home/reports/report-archives/world-class-public-transit/world-class-public-transit/next-stop-california.-benefits-of-high-speed-rail-around-the-world-and-whats-in-store-for-california>

["High-speed rail systems in other nations have dramatically reduced air travel and significantly reduced intercity car travel.... High-speed rail saves energy and protects the environment.... High-speed rail is safe and reliable.... High-speed rail can create jobs and boost local economies.... High-speed rail lines generally cover their operating costs with fare revenues.... Properly planned high-speed rail can encourage sustainable land use and development patterns.... To obtain the economic and transportation benefit its experienced by other nations, California should follow through on its decision to invest in high-speed rail, while taking actions to maximize the benefits of that investment."]

[Request #S11-2-5239]

[\[Back to Top\]](#)

HIGHWAY SAFETY

Weather or Not? State Liability and Road Weather Information Systems (RWIS). By Jamie Rall, National Conference of State Legislatures. (The Conference, Denver, Colorado) April 2010. 138 p.

Full text at: <http://www.ncsl.org/?tabid=20241>

["The report is intended to help state legislators and Department of Transportation (DOT) personnel understand RWIS related liability concerns and to provide a menu of strategic options for addressing those concerns. Taking such actions can not only reduce exposure to liability, but also maximize the benefits of these innovative technologies for the traveling public and the agencies that manage the nation's roadways. The report begins with an overview of RWIS technologies including their current use in the states. Specific RWIS-related liability concerns are then described, followed by an explanation of the broad legal context within which those concerns may be better understood. The report closes with a list of strategic options available to DOT personnel and legislators to help reduce a state's liability exposure related to RWIS use."]

[Request #S11-2-4943]

[\[Back to Top\]](#)

HIGHWAYS

**19th Annual Report on the Performance of State Highway Systems (1984-2008).
By David T. Hartgen, Reason Foundation, and others. (The Foundation, Los
Angeles, California) September 2010. 109 p.**

Full text at: <http://reason.org/news/show/19th-annual-highway-report.html>

["The report tracks the performance and cost-effectiveness of state-owned highway systems of the United States from 1984 to 2008. We have also included the more recent information (fatalities, bridges, travel, economic trends and stimulus projects) that is available for 2009. Eleven indicators make up each state's overall rating, and cover highway expenditures, pavement and bridge condition, urban interstate congestion, fatality rates and narrow rural lanes.... The overall condition of state-owned highways continued to improve from 2007 to 2008. All seven key indicators of system condition showed improvement, including large gains in urban interstate condition, rural arterial condition, deficient bridges and fatality rates. Even urban interstate congestion, which had been slowly improving, registered a substantial improvement."]

[Request #S11-2-5233]

[\[Back to Top\]](#)

**Hold the Wheel Steady: America's Roughest Rides and Strategies to Make our
Roads Smoother. By TRIP. (TRIP, Washington, DC) September 2010. 22 p.**

Full text at: http://www.tripnet.org/Urban_Roads_Report_Sep_2010.pdf

["In this report, TRIP examines the condition of major roads in the nation's most populous urban areas, recent trends in urban travel, the latest developments in repairing roads and building them to last longer, and the funding levels needed to address America's deteriorated urban roadways.... Nearly a quarter of the nation's major urban roads are rated in substandard or poor condition, providing motorists with a rough ride and increasing the cost of operating a vehicle. While the share of the nation's major urban roads in poor condition decreased from 2007 to 2008, potential deficits in state budgets, the completion of federal transportation stimulus projects and the failure of Congress to approve a long-term federal surface transportation program, may lead to worsening urban pavement conditions."]

[Request #S11-2-5302]

[\[Back to Top\]](#)

INFRASTRUCTURE

An Economic Analysis of Infrastructure Investment. By the Department of the Treasury and the Council of Economic Advisers. (The Office of the President, Washington, DC) October 2010. 28 p.

Full text at:

http://www.whitehouse.gov/sites/default/files/infrastructure_investment_report.pdf

["The plan includes a \$50 billion up-front investment connected to a six-year reauthorization of the surface transportation program and the creation of a National Infrastructure Bank to leverage private capital and select projects of regional and national significance. Our analysis found four key reasons why now is an optimal time to increase our investment in transportation infrastructure: Well designed infrastructure investments have long term economic benefits; The middle class will benefit disproportionately from this investment; There is currently a high level of underutilized resources that can be used to improve and expand our infrastructure; and, There is strong demand by the public and businesses for additional transportation infrastructure investments."]

[Request #S11-2-5351]

[\[Back to Top\]](#)

PORTS & SHIPPING

Transportation Reboot: Restarting America's Most Essential Operating System: Unlocking Freight. By Lance Grenzeback, Cambridge Systematics, Inc. (American Association of State Highway and Transportation Officials, Washington, DC) July 2010. 40 p.

Full text at:

http://expandingcapacity.transportation.org/unlocking_freight/images/FreightReportFinal_7710.pdf

["Little provision has been made to accelerate investment in the nation's freight transportation systems. The nation cannot afford to ignore the mounting needs of freight transportation and the consequences of inaction.... To connect America to the global economy, the capacity of the Interstate Highway System will need to be expanded.... Adding capacity for global trade means providing necessary port capacity and reliable connections between ports and international border gateways and the nation's highway and rail networks.... The intermodal freight connectors of the National Highway System (NHS) are the first and last miles of roadway used by truckers to travel between major highways of the NHS and the nation's ports, rail terminals, and air cargo hubs."]

[Request #S11-2-5247]

[\[Back to Top\]](#)

TRAFFIC CONGESTION

Advancing Congestion Pricing in the Metropolitan Transportation Planning Process: Four Case Studies. By Jeffrey N. Buxbaum and others, Cambridge Systematics, Inc. (Federal Highway Administration, Washington, DC) September 2010. 60 p.

Full text at: http://ops.fhwa.dot.gov/publications/fhwahop11002/cong_pricing.pdf

["Road pricing often has come about separate from the traditional metropolitan planning process through pilot projects and demonstrations. As pricing demonstration projects have shown road pricing to be an effective tool, there is a growing need to incorporate road pricing into long-range plans. This study examined how road pricing was incorporated into long-range planning at four metropolitan planning organizations (MPOs) to provide examples that could support other regions seeking to do the same. The study summarized the experience in the Dallas/Fort Worth region, the Puget Sound region, the Minneapolis/St. Paul region, and the San Francisco Bay area, and identified common themes and differences amongst the approaches used and the outcomes."]

[Request #S11-2-5482]

[\[Back to Top\]](#)

Reducing Congestion and Funding Transportation: Using Road Pricing In Europe and Singapore. By Robert Arnold and others, American Trade Initiatives. (Federal Highway Administration, Washington, DC) December 2010. 72 p.

Full text at: <http://international.fhwa.dot.gov/pubs/pl10030/pl10030.pdf>

["Congestion pricing use has been limited in the United States because of political, institutional, and public acceptance concerns. The FHA sponsored a scanning study of Europe and Singapore to identify ideas and models for integrating road pricing approaches into U.S. practices. The scan team found that countries with clearly defined and well-understood policy goals were able to achieve targeted outcomes most effectively. The team also learned that a large-scale demonstration project is a good tool to build public acceptance of road pricing. Team recommendations for U.S. implementation include enhanced outreach and communication on road pricing use and research on public perception issues and implementation barriers. The team also recommended a comprehensive decision analysis tool to assess the merits of road pricing options."]

[Request #S11-2-5484]

[\[Back to Top\]](#)

TRANSIT

More Transit Equals More Jobs: The Impact of Increasing Funding for Public Transit. By Todd Swanstrom and others, Public Policy Research Center, University of Missouri, St. Louis. (Transportation Equity Network, St. Louis, Missouri) September 2010. 31 p.

Full text at:

<http://www.transportationequity.org/images/downloads/MoreTransit=MoreJobs-final.pdf>

["Spending on transit generates more jobs than spending on highways. Based on data from Transportation Improvement Programs in 20 metropolitan areas, this study shows that the proportion of total transportation dollars spent on transit varies from 15 percent to 75 percent. Metropolitan areas that give a higher priority to transit generate more jobs per dollar spent on transportation. If our 20 metropolitan areas shifted 50 percent of their highway funds to transit, they would generate 1,123,674 new transit jobs over a five-year period -- for a net gain of 180,150 jobs over five years -- without a single dollar of new spending."]

[Request #S11-2-5241]

[\[Back to Top\]](#)

TRANSPORTATION PLANNING

Statewide Transportation Planning: Opportunities Exist to Transition to Performance-Based Planning and Federal Oversight. By the U.S. Government Accountability Office. GAO-11-77. (The Office, Washington, DC) December 2010. 72 p.

Full text at: <http://www.gao.gov/new.items/d1177.pdf>

["States commonly cited insufficient or uncertain funding to implement transportation projects among the primary challenges to long- and short-range planning. States also reported that involving the public and addressing transportation data limitations were significant long-range planning challenges. Short-range planning challenges included meeting federal requirements to demonstrate the availability of sufficient project funding and to update the state transportation improvement programs to reflect changes.... While states are not required to set performance outcomes in planning, most states reported using performance measurement in the areas of safety and asset condition. Several challenges limit broader use of performance measures, including identifying indicators for qualitative measures such as livability and collecting data across transportation modes."]

[Request #S11-2-5483]

[\[Back to Top\]](#)

Public-Private Partnerships for Transportation: A Toolkit for Legislators. By Jaime Rall and others, National Conference of State Legislatures. (The Conference, Denver, Colorado) October 2010. 116 p.

Full text at: <http://www.ncsl.org/default.aspx?tabid=20321>

["With the growing interest in PPPs, the debate over their use has become somewhat polarized and reasoned voices have been harder to discern.... The toolkit provides expert guidance, dependable counsel and a compilation of best practices to assist state legislatures as they consider whether and how to pursue PPPs in their states. Solid, balanced and comprehensive state enabling legislation is the key to thorough consideration and success of PPP projects, while protecting the public interest. The centerpiece of the toolkit is nine principles that promote a sound public policy approach to the consideration of PPPs. Clear explanations of PPP approaches, benefits and controversies, and roles and responsibilities also are provided. As well, the appendices have a wealth of specific state legislative information and detailed instruction on PPP issues."]

[Request #S11-2-5485]

[\[Back to Top\]](#)

Effective Use of Citizen Advisory Committees for Transit Planning and Operations. By Kristin Hull, CH2M Hill. (Transportation Research Board, Washington, DC) 2010. 76 p.

Full text at: http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_syn_85.pdf

["The purpose of this report is to provide practitioners with guidance about how their colleagues across the country are involving advisory committees and ideas for how to structure successful advisory committees.... Reported best practices tended toward organizing and planning principles rather than consistent advice about the practices that ensure well-functioning committees. As demonstrated by the survey results, practices at agencies and Metropolitan Planning Organizations (MPOs) that successfully involve advisory committees vary in many specific ways. The case studies demonstrate that successful involvement of advisory committees relies on practices that suit the community's needs and context, careful planning, and support of advisory committee process."]

[Request #S11-2-5199]

[\[Back to Top\]](#)