

## Studies in the News

California Research Bureau, California State Library

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### **CRIMINAL JUSTICE & LAW ENFORCEMENT**

*Identifying Barriers to Diversity in Law Enforcement Agencies.* By Carl M. Matthies, et al. RAND.  
July 2012. 12 p.

[http://www.rand.org/pubs/occasional\\_papers/OP370.html](http://www.rand.org/pubs/occasional_papers/OP370.html)

“The authors describe how law enforcement agencies can use barrier analysis, a method of assessment aimed at identifying potential obstacles to obtaining resources or participating in a program, to better understand and address the challenge of creating diversity among their personnel. They examine key points in the career lifecycle, such as recruitment, hiring, promotion, and retention practices, to determine where women and racial/ethnic minorities face obstacles that might account for less-than-proportionate representation among applicants, hires, and senior leadership. They describe the barrier analysis process, illustrate how it can help law enforcement agencies increase the diversity of their workforce, and present case studies featuring police departments that have used barrier analysis.”

## CULTURE & DEMOGRAPHY

***The Rise of Residential Segregation by Income.*** By Richard Fry, et al. Pew Social and Demographic Trends. Aug. 1, 2012. 25 p.

<http://www.pewsocialtrends.org/files/2012/08/Rise-of-Residential-Income-Segregation-2012.2.pdf>

“The analysis finds that 28% of lower-income households in 2010 were located in a majority lower-income census tract, up from 23% in 1980, and that 18% of upper-income households were located in a majority upper-income census tract, up from 9% in 1980.... Despite the long-term rise in residential segregation by income, it remains less pervasive than residential segregation by race, even though black-white segregation has been falling for several decades.”

## ECONOMY

***U.S. Metro Economies: Outlook – Gross Metropolitan Product, and Critical Role of Transportation Infrastructure.*** IHS Global Insight. The United States Conference of Mayors, et al. July 2012.

**Key Findings.** 4 p.: <http://usmayors.org/metroeconomies/0712/KeyFindings.pdf>

**Full Report.** 141 p.: <http://usmayors.org/metroeconomies/0712/FullReport.pdf>

“This report forecasts that 300 of the nation’s 363 metro areas will experience real economic growth by the end of the year. But the report ... also warns that unless investment in transportation infrastructure is dramatically increased, families, commuters and businesses could see costs associated with traffic congestion double over the next decade.” (*State Net Capitol Journal*, July 23, 2012).

## EDUCATION

***Opportunity Suspended: The Disparate Impact of Disciplinary Exclusion from School.*** By Daniel J. Losen, et al. The Civil Rights Project. Aug. 2012. 57 p.

<http://civilrightsproject.ucla.edu/resources/projects/center-for-civil-rights-remedies/school-to-prison-folder/federal-reports/upcoming-ccrr-research/losen-gillespie-opportunity-suspended-ccrr-2012.pdf>

Over 3 million children a year are placed on out-of-school suspension. Out-of-school suspension is no longer a punishment of last resort and is used for minor rule infractions in some districts. It can be a predictor of dropping out as well as involvement in the criminal justice system. “The high risk of getting suspended is not borne equally by all students, which raises civil rights issues and questions about fundamental fairness. This report will demonstrate that, while children from every racial group can be found to have a high risk for suspension in some school districts, African-American children and children with disabilities are usually at a far greater risk than others. For example, one out of every six enrolled Black students was suspended, compared with about one in twenty White students.”

## EMPLOYMENT

***The Debate over the State of U.S. Manufacturing: How the Computer Industry Affects the Numbers and Perceptions.*** By Susan N. Houseman. W.E. Upjohn Institute for Employment Research. July 2012. 5 p.

[http://research.upjohn.org/cgi/viewcontent.cgi?article=1197&context=empl\\_research](http://research.upjohn.org/cgi/viewcontent.cgi?article=1197&context=empl_research)

“The rapid output and productivity growth of the manufacturing sector is largely attributable to one small industry: computers and electronic products. For most of manufacturing, output growth has been relatively weak and productivity growth modest. In addition, the extraordinary output growth in the U.S. computer industry does not signal U.S. competitiveness in manufacturing computer and electronic products, and productivity growth has not caused the steep employment declines in this industry.”

## ENERGY

**2012 Bioenergy Action Plan. California Natural Resources Agency and the California Energy Commission. Aug. 2012. 45 p.**

[http://www.resources.ca.gov/docs/2012\\_Bioenergy\\_Action\\_Plan.pdf](http://www.resources.ca.gov/docs/2012_Bioenergy_Action_Plan.pdf)

“Sustainably collected biomass can be used to produce renewable energy, such as transportation fuels, methane, or electricity. Using biomass to produce energy reduces the need for traditional disposal options for biomass such as landfill disposal or burning in place, while reducing dependence on fossil energy sources. The plan outlines state agency actions that: 1) stimulate cost-effective utilization of the state’s diverse biomass resources for conversion to “low-carbon” biofuels, biogas, and renewable electricity; 2) increase research, development and demonstration of bioenergy toward commercializing new technologies; 3) streamline the regulatory and permitting processes; and 4) quantify and monetize the benefits of bioenergy.”

## ENVIRONMENT

**Wasted: How America Is Losing Up to 40 Percent of Its Food from Farm to Fork to Landfill. By Dana Gunders. Natural Resources Defense Council. Aug. 2012. 26 p.**

<http://www.nrdc.org/food/files/wasted-food-IP.pdf>

“Getting food from the farm to our fork eats up 10% of the total U.S. energy budget, uses 50% of U.S. land, and swallows 80% of all freshwater consumed in the U.S. Yet, 40% of food in the U.S. today goes uneaten. This not only means that Americans are throwing out the equivalent of \$165 billion each year, but also that the uneaten food ends up rotting in landfills as the single largest component of U.S. municipal solid waste where it accounts for almost 25% of U.S. methane emissions. Increasing the efficiency of our food system ... requires collaborative efforts by businesses, governments and consumers.”

## GENERAL GOVERNMENT

**City of San Jose: Some Retirement Cost Projections Were Unsupported Although Rising Retirement Costs Have Led to Reduced City Services. California State Auditor, Bureau of State Audits. Report 2012-106. Aug. 2012. 47 p.**

<http://www.bsa.ca.gov/pdfs/reports/2012-106.pdf>

“During fiscal years 2009-10 through 2011-12, the City of San Jose (San Jose), the State’s third most populous city, experienced financial challenges as its budgeted revenues declined and retirement costs – consisting of pension and postemployment health benefits – increased. Although we believe that San Jose’s financial challenges are real, we found that some of the retirement cost projections reported in the city’s official documents in 2011 were not supported by accepted actuarial methodologies, nor were the underlying assumptions vetted and approved by the boards of administration of the city’s two retirement plans....”

## HEALTH

**Health Reform Law Makes Clear That Subsidies Will Be Available in States with Federally Operated Exchanges. By Judith Solomon. Center on Budget and Policy Priorities. July 16, 2012. 4 p.**

<http://www.cbpp.org/cms/index.cfm?fa=view&id=3803>

“Some health reform opponents claim that the Affordable Care Act’s (ACA) premium tax credits to help low- and moderate-income uninsured people buy coverage through the new health insurance exchanges

are only available in states that have set up their own exchanges, not in states with federally operated exchanges.... The argument that premium credits are not available to purchase coverage offered through a federally operated exchange rests on a distorted and incorrect reading of the ACA.”

## HUMAN SERVICES

***Parents and the High Cost of Child Care. Childcare Aware. Aug. 2012. 64 p.***

[http://www.naccrra.org/sites/default/files/default\\_site\\_pages/2012/cost\\_report\\_2012\\_final\\_081012\\_0.pdf](http://www.naccrra.org/sites/default/files/default_site_pages/2012/cost_report_2012_final_081012_0.pdf)

California was among ten states with the highest costs for full-time infant care in a center. While the median income for a single mother in California was just over \$27,500 annually, the average annual cost for infant care was close to \$12,000. Dual-parent households fared better, but their cost of share was still almost 15% of the median income. “States conduct market rate surveys to assess the cost of care within communities. Although states are required by law to conduct a market rate survey every other year, they are not required to use the survey to establish subsidy payment rates. This means that state-determined subsidy rates often do not reflect the current cost of child care in communities.”

## TRANSPORTATION & INFRASTRUCTURE

**“Child Passenger Safety Practices in the U.S.: Disparities in Light of Updated Recommendations.”  
By Michelle L. Macy, et al. *American Journal of Preventive Medicine*, vol. 43 no. 3 (Aug. 2012)  
pp. 272-281.**

[http://www.ajpm-online.net/webfiles/images/journals/amepre/AMEPRE\\_3475-stamped.pdf](http://www.ajpm-online.net/webfiles/images/journals/amepre/AMEPRE_3475-stamped.pdf)

Data collectors for the U.S National Highway Traffic Safety Administration’s National Survey of the Use of Booster Seats observed drivers with child passengers at a variety of locations, including daycare centers, gas stations, and fast-food restaurants, recording where the children sat in the vehicles and what, if any, child safety restraints were in use. The collectors also interviewed drivers to discover the ages, ethnicities and races of the drivers and children. “The most important finding from the current study is that although age and racial disparities exist, overall low proportions of U.S. child passengers are using the age appropriate restraint and many are placed at risk by sitting in the front seat.... Clinical encounters should serve as an opportunity to convey child passenger safety information to parents and children in relation to the child’s size....”

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