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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:

ENERGY

ALTERNATIVE FUELS

National Biofuels Action Plan. By the Biomass Research and Development Board. (The Board, Washington, DC) October 2008. 24 p.

Full text at: <http://www1.eere.energy.gov/biomass/pdfs/nbap.pdf>

["This Action Plan outlines areas where interagency cooperation will help to evolve bio-based fuel production technologies from promising ideas to competitive solutions. In developing the plan, the Board used a five part supply-chain framework. Feedstock production comprises the cultivation of biomass resources. Feedstock logistics consists of harvesting or collecting feedstock from the area of production. Conversion is the transformation of the processed feedstock to liquid fuels. End use is the purchase of biofuels by the consumer. In addition, the Board has identified two crosscutting action areas: Supporting the sustainability of biofuels production and use; and ensuring the environment, health, and safety of the public."]

[Request #S08-53-3110]

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ENERGY CONSERVATION

Measuring and Reducing Americans' Indirect Energy Use. By Kenneth P. Green and Aparna Mathur, American Enterprise Institute. (The Institute, Washington, DC) December 2008. 6 p.

Full text at: http://www.aei.org/docLib/20081204_EEONo2g.pdf

["Most Americans think of energy use in terms of big-ticket items such as gasoline, heating oil, and natural gas. But a great deal of the energy we use is indirect, embedded in the things we buy. Cutting down on indirect energy would produce substantial energy savings and allow Americans to continue to enjoy the lifestyle choices they have made.... Those who want to reduce their energy consumption but are unable or unwilling to forego the roomier house or car can cut down on discretionary medical purchases; minimize pharmaceutical waste; cut back on air travel; and replace high-energy foods (beef and refined grain products) with lower-energy foods such as poultry, legumes, and fresh fruits and vegetables. Can we both preserve consumer choice and expand options for energy conservation? Yes, we can."]

[Request #S08-53-3138]

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ENERGY POLICY

The Case against Government Intervention in Energy Markets. By Richard L. Gordon, Cato Institute. (The Institute, Washington, DC) December 2008. 32 p.

Full text at: <http://www.cato.org/pubs/pas/pa-628.pdf>

["Many politicians and pundits are panicked over the existing state of the oil and gasoline markets. Disregarding past experience, these parties advocate massive intervention in those markets... The prevailing policy proposals are premised on a misunderstanding of energy economics and market realities. The interventionists do not distinguish between problems that government can remedy and those that it cannot. They ignore lessons that should have been learned from past experience. They embrace at best second- and third-best remedies rather than first-best remedies for the alleged problems. Moreover, they ignore the extreme difficulty associated with ensuring efficient policy response even when it seems to be theoretically warranted."]

[Request #S08-53-3086]

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GASOLINE AND DIESEL

The Implications of a Gasoline Price Floor for the California Budget and Greenhouse Gas Emissions. By Severin Borenstein, University of California Energy Institute. (The Institute, Berkeley, California) December 2008. 18 p.

Full text at: <http://www.ucei.berkeley.edu/PDF/csemwp182.pdf>

["California is faced with an unprecedented budget crisis. The state is also committed to significant reductions in greenhouse gases that cause climate change. Meanwhile, the price of gasoline is plunging as the world economic slowdown cuts oil demand. At the intersection of these three situations lies an opportunity. In this policy paper, I analyze the effects of a transportation fuel surcharge that moves inversely to the price of oil. Such a surcharge could stabilize gasoline prices at levels that a few months ago would have been celebrated by consumers and still significantly reduce California's budget deficit. It would also slow the return of gas-guzzling vehicles that will otherwise result if oil prices remain at current levels."]

[Request #S08-53-3105]

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PETROLEUM

Energy Markets: Refinery Outages Can Impact Petroleum Product Prices, but No Federal Requirements to Report Outages to Exist. By the U.S. Government Accountability Office. GAO-09-87. (The Office, Washington, DC) October 2008. 35 p.

Full text at: <http://www.gao.gov/new.items/d0987.pdf>

["There are no federal requirements for refiners to report planned or unplanned refinery outages. The Energy Information Administration (EIA) collects data regarding the amounts of crude oil refineries receive and process, and has used the data to estimate outages indirectly. This method has a number of limitations; it does not identify whether the outage was planned or unplanned, and it is important to make this distinction... Unplanned outages have a different impact on gasoline prices than planned outages. EIA is independently exploring whether to collect data directly on planned and unplanned outages from refiners, which might provide more comprehensive and detailed information."]

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ENVIRONMENT & NATURAL RESOURCES

AGRICULTURE

Genetically Engineered Crops: Agencies Are Proposing Changes to Improve Oversight, but Could Take Additional Steps to Enhance Coordination and Monitoring. By the U.S. Government Accountability Office. GAO-09-60. (The Office, Washington, DC) November 2008. 109 p.

Full text at: <http://www.gao.gov/new.items/d0960.pdf>

["More oversight and coordination is needed among federal agencies to prevent unapproved releases of genetically modified crops into the environment and food and feed supply. Since 2000, there have been six known unauthorized releases of GMO crops into the food supply involving GMO corn and rice.... To boost oversight, the GAO recommended that the FDA make the results of its early food safety evaluations of GMO crops public.... The GAO suggested developing a formal agreement to share information on GMO crops that could have adverse health implications. The last recommendation involved all three agencies collaborating to monitor GMO crops on the market. More than 70 percent of processed foods sold in the United States have ingredients from GMO crops." Reuters (December 8, 2008) 1.]

[Request #S08-53-3115]

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AIR POLLUTION

The Benefits of Meeting Federal Clean Air Standards in the South Coast and San Joaquin Valley Air Basins. By Jane V. Hall, California State University Fullerton, and others. (The University, Fullerton, California) November 2008. 108 p.

Full text at:

<http://business.fullerton.edu/centers/iees/reports/Benefits%20of%20Meeting%20Clean%20Air%20Standards.pdf>

["California has the worst air in the country according to a new study. These economic costs, from breathing soot swirling in the air in the winter and smog in the summer, are the highest in the Los Angeles Basin and San Joaquin Valley. The cost of air pollution in the two regions is estimated at \$28 billion a year.... Researchers found that when children miss school - parents miss work, productivity falls, costs increase and prices rise for goods and services that come from that region. Those costs are passed on to the rest of the state. By meeting federal air quality standards, the regions could avoid annually 3,860 premature deaths among those age 30, 13 premature deaths in infants and 1,950 cases of adult onset chronic bronchitis." San Francisco Chronicle (November 13, 2008) 1.]
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"Air Tests Reveal Elevated Levels of Toxics Around Schools." By Brad Heath and Blake Morrison. IN: USA Today. (December 8, 2008) 1 p.

Full text at: <http://www.usatoday.com/news/nation/environment/school-air-monitoring1.htm>

["Three Berkeley schools are on top of a nationwide list for bad air quality, according to a report on 127,800 schools conducted by a national newspaper using data from the U.S. Environmental Protection Agency. USA Today spent eight months examining the impact of industrial pollution on the air outside American schools. What the investigation found was that Black Pine Circle School, a private school for kindergarten to eighth-graders on Seventh Street, Nia House Learning Center, an early childhood learning and day care center on Ninth Street, and Via Center, a school for developmentally disabled students on Sixth Street, all ranked in the first percentile. That means that the air is only worse at 377 of the 127,800 schools that were studied." Oakland Tribune (October 8, 2008) 1.]
[Request #S08-53-3118]

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"Lung Cancer and Vehicle Exhaust in Trucking Industry Workers" By Eric Garshick and others. IN Environmental Health Perspectives, vol. 116, no. 10 (October 2008) pp. 1327-1332.

Full text at: <http://www.ehponline.org/members/2008/11293/11293.pdf>

["Trucking company workers who have been regularly exposed to diesel exhaust from vehicles on highways, city streets and loading docks have a higher risk of lung cancer than other workers. The study, based on 31,135 worker records, found that drivers who do short-haul pickups and deliveries, including loading and unloading containers at ports and working at freight-delivery companies, had the highest rate of deaths and disease. Dockworkers were also at a higher risk." San Francisco Chronicle (December 9, 2008) 1.]

[Request #S08-53-3119]

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CLIMATE CHANGE

Beyond Adaptation: The Legal Duty to Pay Compensation for Climate Change Damage. By Roda Verheyen and Peter Roderick. (WWF-UK, Godalming, Surrey, United Kingdom) November 2008. 38 p.

Full text at: http://assets.wwf.org.uk/downloads/beyond_adaptation_lowres.pdf

["The world may need a new U.N. pact to compensate victims of climate change or risk a tangle of billion-dollar lawsuits linked to heatwaves, droughts and rising seas. The report said the world already had compensation deals for accidents from nuclear power, oil spills, or even objects launched into space. But there were no U.N. schemes for damage from climate change. 'The likelihood of legal action against major-emitting countries is increasing,' according to the study of options written by two climate lawyers. 'The science is progressing far enough to make these kinds of claims legitimate. It makes more sense to come up with a system, rather than people starting to litigate.'" Reuters (December 4, 2008) 1.]

[Request #S08-53-3109]

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International Climate Change Programs: Lessons Learned from the European Union's Emissions Trading Scheme and the Kyoto Protocol's Clean Development Mechanism. By the U.S. Government Accountability Office. GAO-09-151. (The Office, Washington, DC) 69 p.

Full text at: <http://www.gao.gov/new.items/d09151.pdf>

["According to available information and experts, the Clean Development Mechanism (CDM) has provided flexibility to industrialized countries with emission targets and has involved developing countries in efforts to limit greenhouse gas emissions, but the program's effects on emissions are uncertain, and its effects on sustainable development have been limited. Nonetheless, the CDM's effects reveal key lessons that can help inform congressional decision making. Specifically, the CDM has provided a way for industrialized countries to meet their targets that may cost less than reducing emissions at home; however, available evidence suggests that some offset credits were awarded for projects that would have occurred even in the absence of the CDM, despite a rigorous screening process."]

[Request #S08-53-3103]

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ENDANGERED SPECIES

Interagency Cooperation Under the Endangered Species Act. By the U.S. Fish and Wildlife Service, Department of the Interior. IN: Federal Register, vol. 73, no. 242 (December 16, 2008) pp. 76272-76287

Full text at: <http://frwebgate1.access.gpo.gov/cgi-bin/PDFgate.cgi?WAISdocID=472003194740+1+2+0&WAIAction=retrieve>

["Among the last-minute initiatives critics say the Bush administration is speeding through or launching:... cutting the public-comment period from 60 to 30 days on rule changes to the Endangered Species Act by removing a Fish and Wildlife Service review that is intended to assure that key species are not jeopardized.... The change frees federal agencies overseeing projects -- such as dams and pipelines -- from having to consult with the Fish and Wildlife Service to assure that key species are not adversely affected. Agencies will assess species themselves. The aim is to streamline and simplify the process, Interior officials said." Denver Post (December 15, 2008) 1.]

[Request #S08-53-3144]

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Investigative Report: The Endangered Species Act and the Conflict between Science and Policy. By the Inspector General, U.S. Department of the Interior. (The Department, Washington, DC) December 10, 2008. 146 p.

Full text at:

http://www.doi.gov/upload/Endangered%20Species%20FINAL%20REDACTED5%20w_TOC_encryption.pdf

["The inspector general has found that agency officials often interfered with scientific work in order to limit protections for species at risk of becoming extinct, reviving attention to years of disputes over the Bush administration's science policies. The report to Congress found serious flaws in the process that led to 15 decisions related to policies on endangered species..... The wildlife service report is likely to function as a road map for the Obama administration as it reviews the Bush administration's decisions on whether to add species to the endangered list or to protect habitat. In some cases, however, the decision has already been changed by a judge or the agency itself. In others, agency scientists prevailed despite efforts at interference, the report said. The report also recommended new rules to limit the discretion wildlife service officials have on endangered species." New York Times (December 16, 2008) 1.]
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Formal Endangered Species Act Consultation on the Proposed Coordinated Operations of the Central Valley Project (CVP) and State Water Project (SWP). By Region 8, U.S. Fish and Wildlife Service. (The Service, Sacramento, California) December 15, 2008. 410 p.

Full text at: http://www.fws.gov/sacramento/es/documents/SWP-CVP_OPs_BO_12-15_final_OCR.pdf

["Officials released new restrictions on pumping water from Northern California, further tightening the spigot on flows to Southern California cities and San Joaquin Valley farms. The curbs are intended to keep the tiny delta smelt from extinction and stem the ecological collapse of California's water crossroads. The cutbacks will vary depending on conditions in the Sacramento-San Joaquin River Delta. In a typical year, the smelt protections will slash California State Water Project deliveries 20% to 30% -- essentially maintaining the level of cuts ordered this year by a federal judge. Under the worst conditions, that figure could climb to 50%. The new opinion reversed the agency's stance, essentially continuing the temporary curbs and adopting additional ones to improve smelt habitat and keep the fish away from the pumps." Los Angeles Times (December 16, 200) 1.]
[Request #S08-53-3146]

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ENVIRONMENTAL POLICY

Transition to Green: Leading the Way to a Healthy Environment, a Green Economy and a Sustainable Future. By the Natural Resources Defense Council and others. (The Council, New York, New York) November 2008. 391 p.

Full text at: http://docs.nrdc.org/legislation/files/leg_08112401a.pdf

["A united and diverse coalition of environmental advocacy groups has sent President-elect Barack Obama its roadmap for change.... Many of the suggestions in the report released echo what Obama has said on the campaign trail and signaled during the transition: capping the gases blamed for global warming; basing environmental decisions on sound science; and taking a more cautious approach to energy production on federal lands. Other recommendations appear to be more aggressive than Obama's stated policies. The groups call for cutting funding for nuclear energy, reinstating a moratorium on drilling off the Atlantic and Pacific coasts and reconsidering recent oil and gas leases in some parts of Alaska." Associated Press (November 25, 2007) 1.]

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ENVIRONMENTAL PROTECTION

Review of Federal Strategy for Nanotechnology-Related Environmental, Health, and Safety Research. By the Committee for Review of the Federal Strategy to Address Environmental, Health, and Safety Research Needs for Engineered Nanoscale Materials, Committee on Toxicology, National Research Council. (National Academies Press, Washington, DC) December 2008.

["The US government needs a more comprehensive plan for studying the risks of nanotechnology. While the committee did not evaluate the safety of nanomaterials, it was critical of current research efforts into the health and environmental safety of the technology.... Consumer advocates and others have raised questions about potential risks from these materials and the National Nanotechnology Initiative was set up to coordinate safety research. But the report said the NNI plan fails to provide a clear picture of the current understanding of these risks or where it should be in 10 years.... And though the research needs listed in the plan are valuable, they are incomplete. It called for a new plan going beyond federal research to include research from universities, industry, consumer and environmental groups and others." San Francisco Chronicle (December 11, 2008) 1.]

Report. 97 p.

http://www.nap.edu/catalog.php?record_id=12559

Summary. 26 p.

http://www.nap.edu/nap-cgi/report.cgi?record_id=12559&type=pdfxsum

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FISH

"Evidence for Harvest-Induced Maternal Influences on the Reproductive Rates of Fish Populations." By Paul A. Venturelli and others. IN: Proceedings of the Royal Society B. (November 25, 2008) Various pagings.

Full text at:

<http://journals.royalsociety.org/content/v50774662p735gh0?p=c21f2303fe1f4a3fa787065786b7dab4&pi=0>

["Scientists analysed Canadian fisheries data to determine the effect of the 'keep the large ones' policy that is typical of fisheries. What they found is that the effect of this policy is an unsustainable fishery. In fact, the opposite policy (keep the small young ones and throw back the large old ones) would result in a more sustainable fishery. In short -- a big fish in the water is worth two in the net. Put simply, a fish population will produce more young -- and therefore sustain more fishing -- if it is made up of big, old fish." Science Daily (December 1, 2008) 1.]

[Request #S08-53-3096]

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GREEN HOUSE GASES

Emissions of Greenhouse Gases in the United States 2007. By the U.S. Energy Information Administration. (The Administration, Washington, DC) December 2008. 64 p.

Full text at: <ftp://ftp.eia.doe.gov/pub/oiaf/1605/cdrom/pdf/ggrpt/057307.pdf>

["Emissions of carbon dioxide from energy consumption and industrial processes, which had risen at an average annual rate of 1.1 percent per year from 1990 to 2006, increased by 1.3 percent in 2007. Unfavorable weather patterns, where both heating and cooling degree-days were higher in 2007 than 2006, and an increase in the carbon intensity of electricity generation, driven by decreased availability of hydropower, both contributed to higher energy-related carbon dioxide emissions in 2007. Methane emissions increased by 1.9 percent, while nitrous oxide emissions rose by 2.2 percent. Emissions of HFCs, PFCs, and SF6, a group labeled collectively as 'high-Greenhouse Warming Potential GWP gases' because of their high heat-trapping capabilities, increased by 3.3 percent."]

[Request #S08-53-3148]

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Political Institutions and Greenhouse Gas Controls. By Lee Lane, American Enterprise Institute, and David Montgomery, Charles River Associates. (The Institute, Washington, DC) November 2008. 50 p.

Full text at: <http://aei-brookings.org/admin/authorpdfs/redirect-safely.php?fname=../pdffiles/phpjd.pdf>

["Institutions limit the extent to which efficient policies to reduce greenhouse gas (GHG) emissions are likely to be adopted. Most analyses of the costs of making steep GHG emission cuts conflict with these realities. Problems arise at both the international level and within nations. Internationally, no third party institutions exist to enforce agreements, and nations differ widely in their interest in restricting GHG emissions.. The most likely course for future climate policy is drift and fragmentation.... Exploring these options will require a new, broader focus for climate policy analysis. To achieve this wider view, the lessons of political economy must become central to the study of climate policy."]

[Request #S08-53-3061]

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LEAD

Illegal and Unhealthy: Lead in California Jewelry. By Caroline Cox, Center for Environmental Health. (The Center, Oakland, California) December 2008. 10 p.

Full text at:

<http://www.ceh.org/storage/cehca/documents/jtf%20report%2012.8.2008.pdf>

["The center tested 400 jewelry pieces from 32 retailers and found that 21 pieces from seven retailers -- or about 5 percent of all the jewelry tested -- had lead content that exceeded the state's Proposition 65 anti-toxics laws.... 'The good news is when we started testing jewelry five years ago, it was relatively easy for us to find high level of lead,' said Charles Margulis, spokesman for the center, adding that 20 to 30 percent of jewelry tested was not in compliance. Margulis said the companies may have improved but should not be selling jewelry that has too much lead. 'It's still much too high,' he said. 'There is a law about this, and the industry needs to clean up.'" San Francisco Chronicle (December 10, 2008) 1.]

[Request #S08-53-3123]

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PESTICIDES

The North Coast Rivers Alliance, et al. v. U.S. Environmental Protection Agency. U.S. District Court, Northern District of California. Complaint for Declaratory and Injunctive Relief. November 25, 2008. 23 p.

Full text at:

<http://www.volkerlaw.com/httpdocs/cases/COMPLAINT%20%5BFINAL%5D%2011-25-08.pdf>

["Two city mayors, an environmental group and several citizens filed a lawsuit asking a federal court to halt a pesticide spraying program aimed at getting rid of a pest moth. The pesticide was sprayed over Santa Cruz and Monterey counties last year. [The plaintiffs] allege that the EPA unlawfully approved two unsafe pheromone pesticides to fight the light brown apple moth, causing widespread harm to people, pets and wildlife. The EPA acted improperly because it failed to conduct certain safety tests or issue exemptions on two Checkmate products before it approved the eradication program led by the U.S. Department of Agriculture, the suit said." San Francisco Chronicle (November 26, 2008) 1.]
[Request #S08-53-3080]

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SOLID WASTE

“Can Phytocapping Technique Reduce Methane Emission from Municipal Landfills?” By Kartik Venkatraman and Nanjappa Ashwath. IN: International Journal of Environmental Technology and Management, vol. 10, no. 1 (2009) pp. 4-15.

Full text at:

http://www.inderscience.com/search/index.php?action=record&rec_id=21573

["Biodegradation of organic matter in a landfill site occurs most rapidly when water comes into contact with the buried waste.... Conventional approaches to reducing this effect involve placing compacted clay over the top of a landfill to form a cap that minimizes percolation of water into the landfill. The use of clay capping has generally proved ineffective in trials in the USA.... Hence, a new technique, known as phytocapping, which involves placing a layer of top soil and growing dense vegetation on top of a landfill. Selected plant species are established on an unconsolidated soil placed over the waste. The soil acts both as 'storage' and 'sponge' and the plants as 'bio-pumps' and 'rainfall interceptors.'"
Science Daily (December 3, 2008) 1.]
[Request #S08-53-3104]

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WATER CONSERVATION

Efficient Water Management: Irrigation District Achievements. By the Agricultural Water Management Council. (The Council, Sacramento, California) December 2008. 64 p.

Full text at: http://www.agwatercouncil.org/images/stories/pdfs/AWMC_final.pdf

["A new survey of farm water districts debunks criticism that water is flowing unmeasured to California farms. Improved measurement systems are used on more than 87 percent of the irrigated acreage from surveyed districts, resulting in very efficient management and delivery of farm water.... Almost 90 percent of irrigated acreage represented in the survey utilizes volumetric pricing as a component of the water pricing structure. Volumetric pricing guarantees that farmers are paying for every drop of water delivered to their farms. More than half of the transportation systems that move farm water are either pipelines or concrete-lined canals. Other transportation systems utilize earthen canals to deliver water and at the same time recharge the groundwater supply. Almost two-thirds of the irrigated acreage in the responding water districts has an active program to reuse tailwater. Western Farm Press (December 15, 2008) 1.]

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WATER POLLUTION

Urban Stormwater Management in the United States. By the Committee on Reducing Stormwater Discharge Contributions to Water Pollution, National Research Council. (National Academies Press, Washington, DC) October 2008.

["Radical changes to the U.S. Environmental Protection Agency's stormwater program are necessary to reverse degradation of fresh water resources and ensure progress toward the Clean Water Act's goal of 'fishable and swimmable' waters. Increased water volume and pollutants from stormwater have degraded water quality and habitats in virtually every urban stream system. To provide meaningful regulation, all stormwater and other wastewater discharge permits should be based on watershed boundaries instead of political boundaries. Moreover, the program should integrate stormwater management and land management practices, and focus less on chemical pollutants in the stormwater and more on the increased flow of water." Science Daily (Oct. 31, 2008) 1.]

Report. 624 p.

http://www.nap.edu/catalog.php?record_id=12465

Executive Summary. 23 p.

http://www.nap.edu/nap-cgi/report.cgi?record_id=12465&type=pdfxsum

Report in Brief. 4 p.

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

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"Can Urban Tree Roots Improve Infiltration through Compacted Subsoils for Stormwater Management?" By Julia Bartens and others. IN: Journal of Environmental Quality, vol. 37, no. 6 (October 2008) pp. 2048-2057

Full text at: <http://jeq.scijournals.org/cgi/reprint/37/6/2048>

["Traditional stormwater management focuses on regulating the flow of runoff to waterways, but generally does little to restore the hydrologic cycle disrupted by extensive pavement and compacted urban soils with low permeability. The lack of infiltration opportunities affects groundwater recharge and has negative repercussions on water quality downstream. Researchers know that urban forests, like rural forest land, can play a pivotal role in stormwater mitigation, but developing approaches that exploit the ability of trees to handle stormwater is difficult in highly built city cores or in urban sprawl where asphalt can be the dominant cover feature.... Urban tree roots have the potential to penetrate compacted subsoils and increase infiltration rates in reservoirs being used to store stormwater." Science Daily (November 28, 2008) 1.]

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TRANSPORTATION

AIRPORTS

Applying Smart Growth Principles and Strategies to Resolving Land Use Conflicts Around Airports. By Richard W. Lee and others, Mineta Transportation Institute, San José State University. Prepared for the California Department of Transportation. (The Department, Sacramento, California) September 2008. 488 p.

Full text at:

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

["This report presents the findings and conclusions from a research project to explore how the principles and strategies of smart growth can be applied to resolving land use conflicts around airports.... Based on the research, nine specific recommendations are made. Key among these are that Caltrans Division of Aeronautics should work to ensure adequate funding, staffing and training for planners charged with land use planning around airports. Airport Land Use Commissions should also be encouraged (and provided with incentives) to better disseminate their policies and decisions, and to track and report changes in land use on an annual basis. Caltrans Division of Aeronautics should also coordinate with other relevant state agencies to develop explicit guidelines that address smart growth planning in the vicinity of airports.]

[Request #S08-53-3075]

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BICYCLING AND PEDESTRIANS

Pedestrian Safety: Report to Congress. By the Federal Highway Administration, U.S. Department of Transportation. (The Administration, Washington, DC) August 2008. 42 p.

Full text at:

http://safety.fhwa.dot.gov/ped_bike/pedrpt/pedrpt_0808/pedrept_0808.pdf

["The report found that nearly all of the technologies and improvements assessed are in some stage of development and are not yet market ready. They almost universally require additional research and extensive field testing to demonstrate and evaluate the benefits and feasibility of deploying the systems in a live environment.... Once proven, these technologies may be incorporated into education and enforcement efforts, including outreach programs needed to increase public awareness of how the technologies work and how they are used to improve pedestrian safety. Law enforcement officials will also need to be educated as to how the technologies tie into enforcement efforts, and enforcement of the pedestrian right-of-way within the context of these new technologies should be encouraged to reinforce proper motorist and pedestrian behavior."]

[Request #S08-53-3141]

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San Francisco Bicycle Plan: Draft Environmental Impact Report. By the San Francisco Planning Department. (The Department, San Francisco, California) November 2008. Various pagings.

Full text at: <http://www.sfmta.com/cms/bproj/bikeplan.htm>

["The long-awaited document, if approved, will uncork implementation of a far-reaching proposal to make biking in the city safer and more convenient. For 2 1/2 years, the city has been prevented from creating new bike lanes, adding more sidewalk bike racks, changing traffic signal timing to benefit cyclists and other recommended improvements because of a 2006 Superior Court decision. Under the ruling, the city had to complete a thorough analysis of the proposed projects' potential impact on things such as traffic flow, parking and transit.... San Francisco Planning Director John Rahaim defended the document, calling it 'the most comprehensive impact analysis for bicycle improvements that has been prepared in California.'" San Francisco Chronicle (November 27, 2008) 1.]

[Request #S08-53-3097]

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DRIVERS

Cell Phones and Driving: Research Update. By the AAA Foundation for Traffic Safety. (The Foundation, Washington, DC) December 2008. 16 p.

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

["Think you're safer using that hands-free cell phone instead of driving one-handed? Think again. Whether it's hands-free or hand-held, drivers yakking on phones are four times as likely to crash. In fact, dialing and talking on cell phones is the worst of all behind-the-wheel offenses -- even ranking above shaving and applying mascara -- because motorists spend more time overall doing it... The study warns that today's crowded roads are becoming more dangerous because the proportion of drivers using cell phones is soaring. Despite the grim statistics, 46 percent of motorists surveyed said driving and using cell phones is an extremely serious problem -- although most admitted to doing it anyway." The Daily News of Los Angeles (December 15, 2008) 1.]

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"Telephone Conversation Impairs Sustained Visual Attention Via a Central Bottleneck." By Melina Kunar and others. IN: Psychonomic Bulletin & Review, vol. 15, no. 6 (December 2008) pp. 1135-1140

Full text at: <http://pbr.psychonomic-journals.org/content/15/6/1135.full.pdf+html>

["Mobile telephone conversations impair drivers' visual attention to such a degree that it can add over 5 metres to the braking distance of a car travelling at 60 miles per hour and causes almost twice as many errors as drivers driving without the distraction of a mobile phone conversation.... Hands free telephone conversations requires people to carefully consider the information they hear and then to make complex cognitive choices. Interestingly the researchers also examined what the effect would be of simply listening to a story while carrying out the task -- an experience not unlike listening to speech radio while driving. The researchers found that in fact this activity made very little difference to the test participants response times or accuracy." Science Daily (December 3, 2008) 1.]

[Request #S08-53-3107]

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TRANSIT

Transit Ridership, Reliability, and Retention. By Victoria Perk and others, National Center For Transit Research. (The Center, Tampa, Florida) September 2008. 178 p.

Full text at: <http://www.nctr.usf.edu/pdf/77607.pdf>

["This project explores two major components that affect transit ridership: travel time reliability and rider retention. It has been recognized that transit travel time reliability may have a significant impact on attractiveness of transit to many current and prospective riders.... A good understanding of these riders is necessary to develop and implement strategies for retaining them. Armed with an understanding of why people stop using transit and what makes a loyal transit customer, transit agencies can focus their planning and marketing efforts in ways that retain and increase ridership. Finally, infrequent riders represent a promising potential growth market."]

[Request #S08-53-3046]

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TRANSPORTATION PLANNING

Places and Networks: The Changing Landscape of Transportation and Technology. By Richard Bolan and others, Universtiy of Minnesota. (The University, Minneapolis, Minnesota) October 2008. 16 p.

Full text at:

<http://www.cts.umn.edu/Publications/ResearchReports/reportdetail.html?id=1698>

["We have studied the many ways in which transportation and technology intersect. Our work has explored these intersections from many perspectives, from ways intelligent transportation systems can help police, ambulance, and other public safety providers communicate more accurately and save lives, to the use of agent-based modeling to predict how high-technology workers will influence city form -- and therefore, transportation needs - -through their choices about work and home location. Two other areas of study are whether and how the Internet will replace travel demand and the potential loss of privacy related to advanced transportation technologies and the public policy issues surrounding privacy."]

[Request #S08-53-3076]

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Intelligent Transportation Systems Benefits, Costs, Deployment, and Lessons Learned: 2008 Update. By Robert P. Maccubbin and others, Oak Ridge National Laboratories. (U.S. Department of Transportation, Washington, DC) September 2008

["Intelligent transportation systems (ITS) improve transportation safety and mobility, and enhance productivity through the use of advanced communications, sensors, and information processing technologies encompassing a broad range of wireless and wireline communications-based information and electronics. When integrated into the transportation system's infrastructure, and into vehicles themselves, these technologies relieve congestion, improve safety, and enhance American productivity. This report presents information on the performance of deployed ITS, as well as information on the costs, deployment levels, and lessons learned regarding ITS deployment and operations."]

[Request #S08-53-3045]

Report. Various pagings

http://www.itsdocs.fhwa.dot.gov/JPODOCS/REPTS_TE/14412_files/print_es.htm

Executive summary. 24 p.

http://www.itsdocs.fhwa.dot.gov/JPODOCS/REPTS_TE/14412_files/its_bcdll_2008_000.pdf

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