

NEWS



TRANSPORTATION RESEARCH BOARD

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News Release

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PAPER ON CAP-AND-TRADE WINS 2010 FRED BURGGRAF AWARD

The Transportation Research Board's Fred Burggraf Award, which recognizes excellence in transportation research by researchers 35 years of age or under, will be presented to Adam Millard-Ball, the author of the award-winning paper, "*Cap and Trade: Five Implications for Transportation Planner*," on January 11, 2010, at the Thomas B. Deen Distinguished Lecture and Presentation of Outstanding Paper Awards during the Board's 89th Annual Meeting. The Burggraf Award, which includes a cash prize, was established in 1966 to stimulate and encourage young researchers to contribute to the advancement of knowledge in the field of transportation. The award was named in honor of Fred Burggraf, who served as TRB's Executive Director from 1951 until his retirement in 1964. The award-winning paper has been published in the *Transportation Research Record: Journal of the Transportation Research Board*, No. 2119.

The award-winning paper identifies five potentially key implications for transportation planners of extending cap-and-trade for greenhouse gas emissions to the transportation sector. Those implications include the following: (1) cap-and-trade may increase gasoline prices as refiners and fuel importers pass on the cost of carbon allowances; (2) transit, smart growth, and other emission reduction projects may be eligible for billions of dollars in revenue from carbon

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allowance auctions; (3) as emissions would be constrained at the level of the cap, transportation projects would be unlikely to have any impact on aggregate emissions as environmental benefit would be converted into an economic benefit; (4) the converse of item 3 suggests a weakening of the potential to use the environmental review process to mitigate emissions from development projects; and (5) extending cap-and-trade to the transportation sector could eliminate the potential for revenue from the sale of offsets, as this would double count emission reductions.

Adam Millard-Ball is a Ph.D. candidate in the interdisciplinary program in environment and resources at Stanford University, where his research interests bridge urban planning and environmental economics. His current projects include incorporating the transportation sector into cap-and-trade and carbon offset programs, and evaluating the effectiveness of municipal climate action plans in reducing emissions. Millard Ball has 11 years of transportation planning experience and is a former Principal with Nelson\Nygaard Consulting Associates. His expertise includes parking policy and planning, car-sharing, climate planning, and greenhouse gas quantification methodologies for transit.

More than 10,000 policy makers, administrators, practitioners, researchers, and representatives of government, industry, and academic institutions are expected to attend the Transportation Research Board (TRB) 89th Annual Meeting, in Washington, DC, January 10-14, 2010. The meeting, held at the Marriott Wardman Park, Omni Shoreham, and Hilton Washington hotels, includes more than 3,000 presentations in 600 sessions and workshops covering all aspects of transportation.

The mission of the Transportation Research Board is to provide leadership in transportation innovation and progress through research and information exchange, conducted within a setting that is objective, interdisciplinary, and multimodal. TRB facilitates the sharing of information on transportation practice and policy by researchers and practitioners; stimulates research and offers research management services that promote technical excellence; provides expert advice on transportation policy and programs; and disseminates research results broadly and encourages their implementation. A major focal point of TRB's activities, the Annual Meeting provides an opportunity for transportation professionals from all over the world to exchange information of common interest.

Organized in 1920, TRB is a division of the National Academies, which include the National Academy of Sciences, National Academy of Engineering, Institute of Medicine, and National Research Council. The nation turns to the National Academies for independent, objective advice on issues that affect people's lives worldwide.

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