

# CURS Update

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## Weatherization, Rehabilitation and Asset Preservation (WRAP) Program: **An Evaluation**

Homeownership has been seen as a positive life choice. Owning a home, for example, is the primary means of wealth creation for most American families. In 2004, homeowners had a median net worth of \$184,400 compared with \$4,000 for renters. Research also indicates that homeowners enjoy better quality housing than renters, with the cost burden for mortgage payments usually

decreasing over time. Finally, homeownership has social benefits, including increased family stability and higher educational attainment for children, and homeownership is believed to make neighborhoods stronger and increase civic participation.

While the public nonprofit and private sectors have focused much of their attention on assisting lower-income and other nontraditional borrowers purchase housing, much less attention has been focused on assisting them in maintaining homeownership after the purchase. This is unfortunate because

### for information

For more information about the WRAP evaluation, contact Bill Rohe at [rohe@unc.edu](mailto:rohe@unc.edu) or 919-962-3077.

the most important benefits of homeownership, such as building wealth, only accrue over time as the home is maintained and improved.

To address this problem a number of programs have been created to assist lower-income homeowners

maintain and weatherize their homes. Two of the biggest programs are the weatherization program sponsored by the DOE and the housing rehabilitation programs sponsored by HUD. Yet these programs are poorly coordinated resulting in inefficiencies for both the homeowners and the government sponsors. Homeownership is particularly difficult for lower-income families who are more likely to own older, energy inefficient homes. Rising home energy and maintenance costs can result in the under-maintenance or loss of their homes. Programs that can assist homeowners can be divided into four types: housing rehabilitation, weatherization, post-purchase counseling, and other social programs.

In an attempt to improve the coordination between the programs, the Ford Foundation, in collaboration with the

Energy Programs Consortium (EPC), developed a demonstration project in 2002 called the Weatherization, Rehabilitation and Asset Preservation (WRAP) program. Ford and EPC selected six nonprofit organizations in five states to participate in the first phase of the program, and then selected five additional organizations for a second phase of the program which began a year later. Some organizations were picked because they were already trying to combine rehabilitation with weatherization. Others they chose because they were working with either Ford or EPC on other projects. All eleven organizations were judged to be capable, well managed, and well respected within their communities. The six organizations chosen in the first phase were: 1) the Community Renewal Team, Hartford, Connecticut; 2) the Massachusetts

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# From the Director

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One of the objectives of the Obama administration is to foster cooperation among the various executive agencies. One example of this is the recently announced Memorandum of Understanding Between the Department of Housing and Urban Development (HUD) and the Department of Energy (DOE). That agreement is designed to “minimize administrative barriers and simplify the process for residents of HUD public and assisted housing who are seeking to weatherize their homes” and in doing so reduce our carbon footprint, our dependence on foreign oil, and the cost of energy for lower-income families.

In the lead article of this issue, Spencer Cowan and I summarize the results of our recently completed study of one approach to coordinating HUD rehabilitation programs with DOE weatherization programs. Historically, HUD funding for housing rehabilitation was provided to cities which either undertook housing rehabilitation programs themselves or contracted it out to local nonprofit agencies. DOE funding for housing weatherization, on the other hand, has been distributed to the states, which then pass it along to community action or other social service-oriented organizations. These two funding streams make it very difficult to provide lower-income homeowners with the assistance they need in a coordinated and efficient way. To address this problem the Ford Foundation and the Energy Programs Consortium developed the Weatherization, Rehabilitation and Asset Preservation (WRAP) program. The Center for Urban and Regional Studies was asked to conduct the long-term program evaluation. The study identifies many of the obstacles that impede coordinating housing and weatherization programs, assesses the success of eleven demonstration programs across the country in overcoming those obstacles, and identifies the impacts of the program on the health and well-being of the program participants. The results inform the national policy debate on how these two programs can be better coordinated.

The other two articles in this edition of *CURS Update* describe recently completed research on our most important legacy: our children. In the first article Noreen McDonald summarizes her recently completed research on why many parents drive their children to school even when they are within walking or biking distance. The potential benefits of increasing walking and biking to school are numerous, including a reduction in air pollution and a decrease in childhood obesity. Based on the study findings the author provides specific recommendations on how best to get children out of cars and onto their feet or bikes. In the next article David Salvesen summarizes the results of his study of the extent to which schools in North Carolina are sited close to man-made or natural hazards such as industrial facilities, gasoline pipelines, or in floodplains. As you will read, a large number and proportion of schools are close to such hazards.

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Affordable Housing Alliance (MAHA), Dorchester, Massachusetts; 3) the Action Energy, Gloucester, Massachusetts; 4) the Community Development Corporation of Long Island, Freeport, New York; 5) the Chattanooga Neighborhood Enterprise, Chattanooga, Tennessee; and 6) the Community Action Council of South Texas, Rio Grande City, Texas. The five organizations chosen in the second phase were: 1) the Anchorage Neighborhood Housing Services, Anchorage, Alaska; 2) the St. Joseph's Carpenter Society, Camden, New Jersey; 3) the Neighborhood Housing Services of New York, Staten Island, New York; 4) the Energy Coordinating Agency, Philadelphia, Pennsylvania; and 5) the Social Development Commission, Milwaukee, Wisconsin.

The WRAP program was designed to assess the feasibility of coordinating housing rehabilitation and weatherization programs at the local level and to assess the benefits of that coordination. The goal was to learn whether that approach could do more to address the full range of needs that low-income homeowners experience. With funding from the Ford Foundation and the William Penn Foundation, the Center for Urban and Regional Studies at the University of North Carolina at Chapel Hill (the Center) conducted an implementation, output, and impact analysis of the WRAP program.

The implementation evaluation looked at key facilitators and obstacles to coordinating weatherization and rehabilitation assistance. One obstacle was that weatherization and rehabilitation programs have different income eligibility thresholds. Weatherization programs, administered by the Department of Energy (DOE) and the Department of Health and Human Services (HHS), generally used 150 percent of the poverty level, while rehabilitation programs administered by the Department of Housing and Urban Development (HUD) use 80 percent of area median income (AMI). Even with a weatherization threshold at 200 percent of poverty as specified in the American Recovery and Reinvestment Act (ARRA) of 2009, the difference between the thresholds can be substantial, especially in higher-income metropolitan areas. For example, in Philadelphia, PA—one of the WRAP sites—200 percent of poverty is \$44,100, while 80 percent of AMI is \$62,250 for a family of four. Some of the WRAP agencies were able to get around this obstacle by



using state or local funds to bridge the gap. The WRAP agency in Freeport, NY was able to get permission from state and local energy officials to use public benefit funds to weatherize homes for families whose incomes were over the federal income limit.

A second obstacle was that the different programs had different definitions of what counted as “income,” which meant that separate determinations of income were required for each funding source. Only the WRAP agencies in Gloucester and Dorchester, MA, were able to get the state energy agency to accept a single-income certification for its public benefit funds programs. None of the other WRAP agencies were able to get a similar agreement.

A third obstacle was in the form of the assistance offered by the programs. Weatherization programs typically offer grants, while rehabilitation programs typically offer loans. Several of the WRAP agencies found that clients whose incomes were low enough to qualify for weatherization grants did not qualify for loans, and clients whose incomes were high enough to qualify for loans were over the income threshold for weatherization grants. In addition, some families who could have qualified for loans were not willing to take on the additional debt or repayment obligation.

A fourth obstacle was in the timing of funding and expenditures. Weatherization funds are allocated annually by formula and have to be spent within a single year. Rehabilitation funds are distributed to local agencies on a competitive basis and can be spent over a three- to four-year period. Because the WRAP agencies in Freeport, NY and Rio Grande City, TX experienced delays in getting their rehabilitation funding, they had to spend their weatherization funds first then had to return to the same homes to do the additional work once the rehabilitation funds were available.

The impact evaluation examined the effects that program participation had on the homeowners using the data gathered in an enrollment interview and a survey mailed one year after the client had stopped working with the program. Before participating in the program, over 45 percent of WRAP clients surveyed reported having rooms they kept closed and unused due to cold in winter. That figure dropped to

less than 24 percent after weatherization, effectively increasing the useable area of the home. Participating in the WRAP program also reduced the use of space heaters thus making homes safer. Over 70 percent of the WRAP clients reported that they had either stopped using space heaters or were using them less once their homes had been improved. In addition, WRAP homeowners report that their own health and the health of all household members improved.

Finally, the WRAP clients rated the exterior, interior, HVAC, plumbing, electrical, and overall condition of their homes as better after program participation. Given the amount of work done, the improved ratings for the physical conditions of the homes is not surprising.

The findings, however, must be interpreted with an understanding of some important limitations. The first is the integrated nature of the WRAP program components: weatherization, rehabilitation, and social services were concentrated in a defined geographic area which prevents attributing the results to any specific aspect of the program. Second, each of the WRAP organizations developed its own program and there were some potentially significant differences among them. Third, there is no control group of low-income homeowners who did not participate in the program so it is not possible to rule out alternative explanations for the results.

The WRAP program showed clearly the extent of the needs that low-income homeowners have for both weatherization and rehab assistance and some of the obstacles to addressing those needs with the programs as they existed until 2007. The ARRA of 2009 addresses some of the issues by increasing the income eligibility limit for weatherization from 150 percent to 200 percent of poverty and by increasing the maximum amount that can be spent per unit from \$2,500 to \$6,500. DOE and HUD have also signed a memorandum of understanding to allow weatherization programs to accept HUD's income certification for housing assistance to determine eligibility for weatherization as well. Although the memorandum only applies to rental units and does not help low-income homeowners, it signifies progress toward a unitary determination of income for both weatherization and rehabilitation.

# When Biking and Walking Are Better for Kids, Why Do Parents Drive Children to School?

## for information

For more information on this project, contact Noreen McDonald at 919-962-4781 or [noreen@unc.edu](mailto:noreen@unc.edu).

The number of children who walk and bike to school has declined sharply in recent decades. Although Federal and state governments commit funds to reverse these trends, we need to know how successful existing programs are and why parents drive children to school when walking and biking are healthy options. In 1969, 41 percent of school transportation in the United States meant walking or

biking. By 2001, this number declined to 13 percent. Over the same time period, children being driven or driving themselves to school rose from less than 20 percent to 55 percent. Today motorized school transportation raises concerns about air quality, declining physical activity/rising obesity in children, traffic congestion around schools, and the developmental impacts of chauffeuring on children. One policy response to these concerns is the creation across the country of Safe Routes to School (SRTS) programs. The current Federal transportation bill, SAFETEA-LU, includes \$612 million to “enable and encourage children...to walk and bicycle to school” by making “bicycling and walking...a safer and more appealing transportation alternative.” These Federal funds are allocated for projects, both infrastructure and non-infrastructure, within two miles of a school.

Despite the funding for SRTS programs, there are few appraisals of the effectiveness of different SRTS strategies. A recent report on the SRTS program by the General Accounting Office identified a need for a comprehensive evaluation of the program. The few evaluations that exist provide some evidence of increased walking and biking in places that receive SRTS funding, but small sample sizes, a lack of controlled comparisons, and no rigorous program evaluations mean SRTS advocates and planners rely on assumptions about what will motivate children to walk and bike to school more frequently. Although traffic danger poses a barrier to executing successful bike/walk

initiatives, parents admit that convenience and a desire to spend time with children as reasons they drive them to school. Other research shows a sharp decline in parents’ willingness to let children travel without adult supervision. If these are the reasons for driving children to school, infrastructure improvements funded through SRTS may be for naught.

While SRTS programs are thought to increase walking and biking to school, increase physical activity, decrease congestion near schools, and decrease air pollution, these programs have received little evaluation due to the newness in Federal funding and limited time to monitor outcomes. However, California and some other states with state-funded SRTS programs and early pilot projects have seen positive evaluations of their projects.

This research aims to understand why many parents choose to drive their children even short distances to school, and what implications this has for programs such as SRTS that encourage walking and biking to school.

This study was funded by The Robert Wood Johnson Foundation’s Active Living Research program and the U.S. and California Departments of Transportation through the University of California Transportation Center. The study looked at children between the ages of ten and fourteen living in the San Francisco Bay area. The study area was chosen by zip codes, walkability, built environment, and economic and racial diversity. Only respondents with valid home and school addresses were included to allow measurement of each child’s distance to school along the street network. Initial study population size was 1,637 potential respondents with 432 interviews conducted. Of the contacts attempted, 311 parents refused to participate or spoke a language other than Spanish or English; 534 did not answer the phone after six attempts; and 360 were not eligible due to incorrect or disconnected phone numbers. This equates to a raw response rate of 26 percent and a response rate of 34 percent after adjusting for ineligible households. The cooperation rate among reachable households was 58 percent. The final sample size was 403 parents. The study’s survey asked respondents a variety of



questions about their children's travel to and from school. Questions were adapted from the National Household Travel Survey and other instruments so that the study could investigate why many parents choose to drive their children even short distances to school, and what implications this has for programs to increase walking and biking to school.

### **How are children getting to and from school?**

Approximately 75 percent of children living less than one half mile from school walked or biked. This declined to 18 percent for trips between one and one and a half miles. Overall, for trips under two miles, 42 percent walked or biked to school—a rate comparable to the overall U.S. average for this distance. Children were accompanied by a parent for one out of every three walking trips in our study. For these trips, the time costs of school travel depend not only on the child's travel time, but also on the parent's travel time. On walking trips, the parent usually must travel the full distance both ways, potentially taking twice the time. For auto trips, many parents save time by coordinating school drop-off with their own work trips.

### **Why are children driven to school?**

Forty-six percent of students in the study were driven to school. About 75 percent of the parents driving their children less than two miles to school cited convenience as a reason for driving. Their responses emphasized the relative time advantage of driving over walking. For example, some parents reported "we save 5-10 minutes driving" and "parents running late" as reasons for driving kids to school. Many parents dropped children at school on their way to work, presumably to save time. Of the group driving for convenience reasons, 46 percent did not allow their children to walk without adult supervision. Just over 30 percent of parents living within two miles of school reported safety as a reason they drove their child to school. These parents reported much greater concern about danger to their children from strangers than they did about traffic concerns. Seventy-five percent did not allow their children to walk to school without adult supervision.

### **What are the implications for Safe Routes to School programs?**

An SRTS program that would provide adult supervision and eliminate parental time costs of walking children to school could address the concerns of 60 percent of parents who currently drive children less than two miles to school. If all of these children switched modes, the share of trips of less than two miles made by walking would increase from the current level of 42 percent to just over 70 percent. In terms of the entire sample, this would represent an increase from the current level of 30 percent walking to just over 50 percent walking. While such extreme shifts are unlikely, this study suggests that the most effective way to convince drivers to allow walking is to offer supervision for children as they walk to school.

### **Can SRTS interventions and parental concerns be aligned and addressed?**

Non-infrastructure projects designed to educate and encourage address these issues more effectively. Currently, expenditures on these types of programs are limited to 10 to 30 percent of a state's SRTS budget. The *Safe Routes to School Guide* (Pedestrian and Bicycle Information Center, 2008) identifies the most common non-infrastructure SRTS interventions. Few of the policies addressed issues of supervision and convenience with the exceptions of walking school buses and possibly parental education. Walking school buses are the most promising intervention because they provide adult supervision for the entire trip to school.

### **How does a walking school bus work?**

A walking school bus is a group of children led to school by an adult that may involve informal agreements among neighbors to formal programs sponsored by the school or local community groups where trained adults called *drivers* follow an assigned route and make stops at specified times. The bus assures parents of timely arrival and supervision by an adult for the entire trip.

### **Making pupil transportation multi-modal.**

Our analysis of what it takes to increase the proportion of students walking to schools suggests that walking school bus programs could be important. However, these programs will not be successful and sustainable without administrative support



and liability coverage. Another idea is to use SRTS funds to pay a school transportation staff member to develop walking routes, coordinate volunteers, and inform parents about the programs. Going even further, school districts could hire adults to walk specified routes to pick up children along the way. Any of these changes represent a major change in the business of pupil transportation and may face opposition. However, it should be possible to develop pilot programs to test the efficacy of such programs.

To increase rates of walking to school, this study suggests that SRTS program managers should offer non-infrastructure programs that provide adult supervision and decrease the parental time costs of walking a child to school. We estimate a program addressing these concerns could affect the behavior of 60 percent of parents who currently drive their children less than two miles to school. Personal and traffic safety are important concerns for parents in urban and dense suburban areas that prevent changes in school travel behavior and modes, but the walking school bus can meet parental requirements for supervision and convenience and SRTS program managers can facilitate such programs in their areas by designating routes and recruiting volunteers. There is also an institutional aspect that needs to be considered; it may be time for school districts' transportation departments to consider other modes of transportation in addition to school buses. Finally, the SRTS program's stated goals of increasing walking and making walking safer sometime conflict. Encouraging more children to walk by choice may take resources that could otherwise be used to improve traffic safety in low-income and minority areas that have high walk rates and high pedestrian injury rates. State SRTS coordinators can work to increase access to SRTS funds in disadvantaged areas through grant evaluation criteria, application assistance, and programmatic set-asides.

# Are North Carolina Schools Safe from Environmental and Industrial Hazards?

## for information

For more information on this research, contact David Salvesen at 919-962-7045 or [dsalv@email.unc.edu](mailto:dsalv@email.unc.edu).

Every school day, nearly 50 million children spend six hours or more at one of the nation's approximately 97,000 public schools. Most of these schools are located in safe, healthy environments. However, many schools are located on or near an environmental threat such as an industrial facility, underground gasoline pipeline, Superfund site, earthquake fault zone, railroad, or floodplain—potential

dangers that threaten the health and safety of children as well as teachers, administrators, and other public school workers.

Children are more vulnerable to environmental threats than adults due to their higher respiration rates, higher ratio of skin surface area to body weight, and higher metabolism. Children consume more calories, drink more water, and breathe more air per pound of body weight than adults. In addition, children absorb, metabolize, detoxify, and excrete poisons differently than adults. Low-income children are at even greater risk. Due to their economic status, children of low-income families often have limited or no access to health care.

With funding from the Wallace Genetic Foundation, David Salvesen and Peter Zambito recently examined state policies in North Carolina that determine the guidelines for siting schools, focusing on the minimum setback distance from environmental hazards. One of the goals of the project was to demonstrate the usefulness of Geographic Information Systems (GIS) technology and existing data sources to map environmental hazards that are in close proximity to schools.

In North Carolina, the State Board of Education establishes standards and guidelines for site selection and planning for educational facilities. According to the Board's 2003 publication, *School Facilities Guidelines*, site evaluation involves factors such as size, access, traffic, soil conditions, plant life, utilities, security, and cost. The state's policies specifically address four environmental hazards, but only in advisory or suggestive language: traffic and roads, industry and manufacturing, topography, and electric power transmission lines. With few exceptions, the guidelines are not sufficiently explicit to offer measurable ways for local school planners to apply them.

### STATE POLICIES ON SCHOOLS AND ENVIRONMENTAL HAZARDS

School location decisions ultimately are the province of local school boards. In general, such

decisions are shaped by a number of factors, including the location of current and future residential growth, land availability and cost, and available infrastructure, as well as state and local policies and practices. For example, some states preclude local districts from purchasing land within a certain distance from a known environmental hazard. A 2006 report to the U.S. Environmental Protection Agency (EPA), "Not in My Schoolyard: Avoiding Environmental Hazards at School Through Improved School Site Selection Policies," found that twenty-one states have policies that direct or suggest school officials avoid siting schools on or near specified man-made or natural environmental hazards, or direct the school district to consider those hazards when selecting school sites, while twenty states have no policies of any kind affecting the siting of schools in relation to environmental hazards. Only fourteen states prohibit siting schools in locations that pose health and safety risks due to the presence of man-made or natural environmental hazards and some provide specific setbacks and procedures for mitigating a broad range of potential environmental threats, including proximity to highways, railroads, airports, and prior land uses. Other states use broad language that is advisory only in making siting choices.

The primary goals of this study were to determine the extent to which public schools in North Carolina are located close to environmental hazards and whether state policies for siting schools adequately address the potential threats posed by such hazards. The researchers chose North Carolina because of their knowledge of the state's policies on school siting, contacts with state health and environmental officials, and the availability of several nearby schools for case study.

### METHODOLOGY

Data from the North Carolina Department of Public Instruction (DPI) was used to locate every public school in the state as of 2007. Private and charter schools, for which data is not readily available, were excluded. Next, the locations of potential environmental hazards in the state were identified and these were incorporated into the GIS database.

# BIOHAZARD



With the aid of GIS, buffers were generated around all 2,225 schools. The analysis used different buffer sizes or zones, depending on the nature of the hazard. From this process, the total number of schools that had at least one environmental hazard within the defined buffer zone was identified.

## RESULTS AND DISCUSSION

### Proximity of Schools to Environmental Hazards

- About half the schools in the state, or 1,143 schools, are located within the defined buffer zone of at least one environmental hazard. These schools enroll a total of over 620,000 students. Approximately 42 percent of those enrolled are minority students.
- There are 1,109 schools without environmental hazards in buffer zones. Thirty-seven percent are minority while statewide, minorities comprise about 46 percent of public school enrollees.
- Several schools were located near multiple hazards.
- Eighty-six schools in North Carolina were located within one-quarter mile of a hazardous facility. This includes thirty-seven schools within 300 meters of a Superfund site. Sixteen schools were within 150 meters of a Superfund site.
- There are 521 schools, or 23 percent, located within 300 meters of a major road (interstate highway or U.S. route) and 305 schools, or 13 percent, located within 150 meters of a major road. The Environmental Defense Fund found that about 50 percent of North Carolina public schools are within one-quarter mile of a major roadway.
- There are 334 schools within 300 meters of a railroad. One hundred and twenty-one schools are within 150 meters of a railroad.
- In the central and eastern parts of the state, fifty-three schools were located in the 100-year flood zone.

### Adequacy of State Policies on School Siting

- North Carolina lacks clear policies or guidelines on school siting. The North Carolina Department of Public Instruction offers advice and guidelines to local school districts on selecting sites for schools, but DPI is an advisory body with little authority over local school districts.
- Most North Carolina state siting guidelines use suggestive language that is open to interpretation rather than mandates. Local school officials are not bound to act on the state's guidance.
- The state's guideline for electric power transmission lines setback distances from schools are clearly established.

### USEFULNESS OF EXISTING DATA RESOURCES

A limitation of the GIS analysis is the way schools and industrial facilities are geo-referenced. Using GIS to geo-code the addresses of facilities is a very efficient process, but the resulting spatial representations are often inaccurate.

Secondary data sources accessible from the web were used, such as EPA's Envirofacts database—easy to access and use—but it contains significant errors and poses problems due to the way it places geographic coordinates of physical structures. This can distort the distances between schools and environmental hazards by making them appear closer together or farther apart than they really are.

Another source of information on environmental hazards is EPA's Tier 2 reports. These provide an annual inventory of hazardous chemicals stored at certain facilities. Although the Tier 2 data would have provided a useful check on the Envirofacts data, we decided not to include it in our analysis given the time-consuming and cumbersome process for obtaining it.

We excluded from our analysis smaller facilities yet, in many communities, these are the most egregious environmental

offenders. The small polluters, which cumulatively may be creating more of an environmental burden than one large facility, are virtually unregulated and undetected. Also, for purposes of mapping and identifying facilities within defined buffer areas, we treated all potentially noxious facilities as equal, whereas in reality, the type and amounts of hazardous or toxic materials released, and the level of exposure, varies considerably from one facility to another. We were unable to verify the accuracy of the data from EPA's Envirofacts.

We did not measure exposure to environmental hazards, but instead used proximity as a surrogate. Proximity to a hazard, however, does not prove that children are at risk, although research indicates that distance from highways may be a valid surrogate for traffic-related air pollution. In addition, at some sites, the presence of multiple environmental hazards does increase the risk of exposures, negative health affects, and missed school days.

### CONCLUSION

Given scientific uncertainty about the health risks posed by certain environmental hazards, the study concludes that states should establish school siting standards sufficient to ensure at least a bare minimum of safety for school children. Local school boards need better guidance from the states on school siting and they need simple, affordable, accessible tools to help them make informed decisions about where to locate schools. At the national level, EPA is in the process of developing school siting guidelines. The difficulty with national guidelines, of course, is that there is no one-size-fits-all standard for siting. What works in North Carolina or Arkansas may not work in California or New Jersey. Finally, and in some instances, schools have been built near environmental hazards. However, in other cases, the hazards were allowed to locate near the schools. Local governments must play a bigger role to sufficiently regulate the location of facilities that may pose a health threat to school children.

# FACULTY Fellows UPDATE

**E**ighty-five faculty members from twenty-one academic departments, schools, and curricula are currently affiliated with the Center as Faculty Fellows. Collectively, the Center's Fellows have an active interest in the issues that affect our cities and regions, and they conduct extensive basic and applied research that is designed to help us better understand and improve communities across our state, nation, and around the world. The Center provides this diverse and accomplished group with support services, as well as opportunities for research, collaboration, and ongoing communication.

## The Center welcomes four new Faculty Fellows:

- **Kia Lilly Caldwell**
- **Pervin Banu Gökariksel**
- **Michele Hoyman**
- **Nikhil Kaza**



**Kia Lilly Caldwell**

**Assistant Professor  
African & Afro-American Studies  
Adjunct Assistant Professor  
Anthropology**

Dr. Caldwell's research interests include black feminism(s), African diaspora, HIV/AIDS, citizenship, and human rights. She is currently conducting research on black women and HIV/AIDS in Brazil and the United States and is an investigator for LinCS 2 Durham, a research study focusing on HIV prevention in black communities in Durham, North Carolina. Her book *Negras in Brazil: Re-envisioning Black Women, Citizenship, and the Politics of Identity* was published by Rutgers University Press in 2007. She is a co-editor of *Gendered Citizenships: Transnational Perspectives on Knowledge Production, Political Activism, and Culture* (forthcoming from Palgrave). Articles by Dr. Caldwell have appeared in *Frontiers*, *Transforming Anthropology*, *The Journal of Negro Education*, and *Revista Estudos Feministas*, a Brazilian journal. Dr. Caldwell earned her Ph.D. in social anthropology/African diaspora from the University of Texas at Austin in 1999.



**Pervin Banu Gökariksel**

**Assistant Professor  
Geography  
Curriculum in International Studies**

The research of Dr. Gökariksel contributes to three main areas: urban geography of modernity, neo-liberalism, and globalization; social geography of contested spaces; and the formation of identities and subjectivities with a focus on gender. Her theoretical examinations of these areas are grounded in extensive empirical research in Turkey and she is interested in tracing connections to Indonesia and Europe. This fieldwork highlights the significance of modern Islamic and secular movements in all three areas. Through this research, she engages central debates in cultural, social, and urban geography that entails a critical re-assessment of neo-liberal globalization, dimensions of public space, and identity formation through contemporary, everyday Islamic and secular practices and ideologies. Her new research projects focus specifically on the veiling fashion industry and women's Islamist activism that is nonetheless transnational and contextualized in the seemingly paradoxical discourses of human rights, faith, and free market capitalism. Dr. Gökariksel earned her Ph.D. in geography from the University of Washington at Seattle in 2003. She earned her M.A. in sociology and cultural anthropology (1998) from Boğaziçi University, Istanbul, Turkey and her B.A. (1994) in economics, also from Boğaziçi University.



**Michele Hoyman**  
**Associate Professor**  
**Political Science**

Michele Hoyman, received her Ph.D. in political science from the University of Michigan in 1978. After graduating she went on to become a faculty member at the University of Illinois' Institute of Labor and Industrial Relations where she taught labor-related subjects and research methods from 1978 to 1981. She then went to the University of Missouri–St. Louis where she taught public-sector personnel and labor relations graduate and undergraduate levels. Her research includes union democracy, civil rights compliance of labor unions, litigiousness of workers, and training, including joint labor-management training programs and economic development. Dr. Hoyman has been a professional labor arbitrator since 1987 and has published in labor journals such as *Industrial and Labor Relations Review*. She joined the University of North Carolina in 1998. Her most recent research areas have included a project on gender and arbitration and a project looking at prisons as rural economic development trophies. A recent article she wrote with Chris Faricy, and published in the *Urban Affairs Review* in January 2009, tested Richard Florida's creative class supposition that argues the "creative class" is inextricably connected with surges in urban growth. Florida's work has led to a proliferation of policy prescriptions for economically failing areas to adopt creative class friendly strategies and to invigorate urban economies. Hoyman and Faricy's research tests the creative class theory against two other major explanations of growth—human capital and social capital. The results show that the rise of the creative class is not related to growth, but rather capital predicts economic growth and development measures and social capital predicts average wage but not job growth.



**Nikhil Kaza**  
**Assistant Professor**  
**City & Regional Planning**

Trained both as an architect and a mathematician, Nikhil Kaza is focused on the nature of plans, the complexity of urban systems, and the institutional responses to them. To this end, he studies them in various ways including building and integrating simulation models of various urban systems and formulating standards for planning information. He is actively collaborating on a number of projects in Maryland to analyze the efficacy of various public actions in multiple yet plausible futures. Prior to joining the University of North Carolina at Chapel Hill, he was a post-doctoral fellow at the National Center for Smart Growth Research and Education. Dr. Kaza earned his Ph.D. in regional planning from the University of Illinois at Urbana-Champaign where he also earned double Master's degrees in mathematics and urban planning. His Bachelor's degree is in architecture and was earned with honors from the Indian Institute of Technology at Kharagpur, India.

**scholar-in-residence**



**Neal Caren**  
**Assistant Professor**  
**Sociology**

Dr. Neal Caren has been named the CURS Scholar-in-Residence for the

Spring 2010. Dr. Caren's research interests center on social movements, environmental justice, political sociology, political engagement, and urban politics. His project while at CURS is entitled "Reducing Environmental Disparities: Movements, Policies, and Toxins." According to Caren: "This project is a hybrid of four parts of my existing research agenda. First, it builds on my work on social movement outcomes. In a series of publications, I have explored the conditions under which social movements are able to successfully mobilize for state-related benefits. Working with co-authors, we have advanced a political mediation model, which holds that the type of mobilization tactics, the degree of bureaucratic autonomy, and the degree of political support are the most critical factors for social movement success. This project would advance this previous line of research theoretically and empirically by moving beyond favorable governmental policies to the implementation and impact of those policies. Second, I have recently completed a manuscript that provides new data on the degree of environmental inequalities in contemporary America. In this project, I link EPA estimates of toxic air levels to neighborhood demographics, and employ a novel methodology for distinguishing between neighborhood racial and economic compositional factors, analysis of which had preciously suffered from difficulties with high levels of variable co-linearity. This measurement project develops the measurement of environmental disparities that will be expanded in the proposed project. I am also completing a project that explains variation in the tactical choices made by social movements, using local environmental justice organizations as the cases. Here, I find that the level of elite support and the institutional networks that the challenging social movement organizations are embedded in are the most critical factors in determining the degree of confrontational tactics. Finally, my dissertation work on variation in the level and type of political action across U.S. cities will provide a theoretical basis for exploring variation across cities in their demographic, economic, and political configurations." Dr. Caren's data from earlier projects on environmental disparities and environmental justice organizations has enabled him to begin preliminary work on this project.

# FACULTY Fellows UPDATE *continued*

**Pete Andrews**, Public Policy and Environmental Sciences, continues to serve as a member of the North Carolina Legislative Commission on Global Climate Change and on the Committee on Human Dimensions of Global Climate Change of the National Research Council (NRC). He has been appointed to a new NRC Panel on Addressing the Challenges of Climate Change Through the Behavioral and Social Sciences. He recently revised his course in Environmental Decision Making to focus on decision-making behavior related to climate change in order to contribute to the new course cluster on climate change. His research increasingly focuses on state-level energy and climate policies.



**Maureen Berner**, School of Government, a recipient of a 2008 UNC Center on Poverty, Work and Opportunity Seed Fund Grant for her research on food pantries, co-authored two papers on her research findings, which will appear in professional journals this fall. She and her co-authors will write a book on food policy in the U.S. to be published by an academic press.

**Judith Blau**, Sociology, announced that the Human Rights Center of Chapel Hill and Carrboro opened its doors this year with 501c3 status, as a bridge between UNC undergraduates and the immigrant community, many of whom live precarious lives and routinely experience discrimination. Dr. Blau's students who are engaged in Human Rights Center activities successfully petitioned the Town of Carrboro to adopt the Universal Declaration of Human Rights as a perspective on laws, policies, and practices.

**Thomas Campanella**, City and Regional Planning, is a recipient of a 2009 Guggenheim Fellowship. Professor Campanella is an urbanist and historian whose work focuses primarily on the evolution of the urban civic landscape of the United States. The prestigious Guggenheim Fellowship program helps provide Fellows with blocks of time in which they can work with as much creative freedom as possible. One aspect of the Fellowship is that grants are awarded with no special conditions attached to them, allowing Fellows to spend their grant funds in any manner they deem necessary to further their work. Campanella will use his Guggenheim term to work on two projects: *The Last Utopia and Designing the American Century*. *The Last Utopia* chronicles the rise and fall of Soul City, North Carolina, an intentional "new town" planned and partially built in the 1970s by civil-rights lawyer Floyd B. McKissick. *Designing the American Century* will examine the careers of two of the most important American landscape architects of the twentieth century—Gilmore D. Clarke and Michael Rapuano—creators of many of the parks and public works associated with Robert Moses in New York.



**Martin Doyle**, Geography, is a 2009 recipient of a Guggenheim Fellowship. Professor Doyle's research and writing is focused on rivers. Spending his childhood in southern Mississippi and part of his education at Ole Miss, he developed a long-term interest specifically in the rivers of the U.S. South. He has designed rivers, blown up dams, and flooded wetlands, all in the name of science. He teaches and conducts research at the interface of science, engineering, economics, and policy of environmental management and restoration. He works in collaboration with ecologists, engineers, and economists, as well as with state and federal agencies, and private industry. In addition to basic research on biophysical processes that occur in rivers, he also tries to understand how science, policies, and markets interact to destroy or restore natural ecosystems. He has developed long-term research programs in which he and his students work alongside environmental entrepreneurs to more fully appreciate the realities and financial motivations for private investment in environmental markets. Martin Doyle will use his time as a Guggenheim Fellow to complete a book on the history and political economy of rivers of the U.S. South.

**Dave Godschalk**, Professor Emeritus, City and Regional Planning, is the lead author of “Estimating the Value of Foresight: Aggregate Analysis of Natural Hazard Mitigation Benefits and Costs,” in *Environmental Planning and Management*, 2009. He co-authored with Philip Berke “Searching for the Good Plan: A Meta-Analysis of Plan Quality Studies,” in the *Journal of Planning Literature*, February 2009 and “Best Practice Standards for Regional and Land Use Planning,” a chapter in *The Dynamics of Land Use and Ecosystem Services: A Transatlantic, Multidisciplinary and Comparative Approach* (Springer: Warren, MI, 2009). Dr. Godschalk published two book chapters: “Coastal Zone Management,” in the *Encyclopedia of Ocean Sciences 2e Online* (Elsevier Limited: Oxford, England, 2008), and “Planning and the Community Context,” in *Local Planning: Contemporary Principles and Practice*, (ICMA Press: Washington, D.C., 2009). His recent book reviews include *Last Harvest: From Cornfield to New Town* by Witold Rybcznski (*Urban Land*, October 2008); *Positive Development: From Vicious Circles to Virtuous Cycles Through Built Environment Design* by Janis Birkeland (*Urban Land*, 2009); and *To-Morrow: A Peaceful Path to Real Reform* by Ebenezer Howard (*Journal of the American Planning Association*, Spring 2009). His op-ed piece, “Keep NC Coast Natural,” appeared in the *Raleigh News and Observer* (5/23/08). He is working on a chapter with Tom Campanella on “Urban Adaptability and Resilience” for the Oxford University Press *Handbook of Urban Planning*; a chapter on “Implementation Tools for Natural Hazard Mitigation” for the APA PAS Report, *Integrating Hazard Mitigation into Local Planning*; and “Safe Growth Audits” for *Zoning Practice*, 2009. He made a presentation at the National Building Museum symposium, Sustaining the Lasting Value of American Planning, in Washington, D.C. in May 2009: “2009-2109: Sustainable Planning for Today and Tomorrow.”

**Melissa Jacoby**, School of Law, recently spoke on home mortgage delinquency at conferences at Pepperdine Law School and Loyola Law School in New Orleans. She moderated a discussion of using personal bankruptcy law to manage the foreclosure crisis at the annual meeting of the Association of American Law



Schools. In addition, she discussed mortgages, homeownership, and bankruptcy at a forum on the financial crisis at the UNC School of Law and at UNC’s Festival of Legal Learning educational program. Jacoby presented her research on the use of consumer credit to finance medical care and fertility treatments at workshops at UNC, Duke, and American University. She spoke about the American bankruptcy system at the Universidad Complutense de Madrid in Spain. This spring, Jacoby was the inaugural winner of the Robert G. Byrd Award for Excellence and Creativity in Teaching at UNC’s School of Law.

**IN MEMORIAM**

## Deil Wright

Professor Emeritus and CURS Faculty Fellow Deil Wright passed away this summer after a brief illness.

Deil joined UNC’s Department of Political Science in 1967, just a year after the Masters in Public Administration (MPA) program was founded. He was named Alumni Distinguished Professor of Political Science in 1983 and in 2002 was named Professor Emeritus. He served as director of the MPA program from 1973 to 1979. MPA alumni have honored Deil by endowing both a lecture series and a scholarship in his honor, and he was awarded the MPA Alumni Distinguished Public Service Award on his retirement. Each year, an MPA graduate is awarded the Deil Wright Capstone Paper Award.

Deil made immense contributions to the state and to UNC, but he served on the national level as well. He sat on the Director’s Advisory Committee of the National Institutes of Health, the North Carolina State Internship Council, the Executive Council of the National Association of School of Public Affairs and Administration (NASPAA), and he was elected to membership in the National Academy of Public Administration.

# FACULTY Fellows UPDATE *continued*

**Catherine Marshall**, School of Education, received the 2009 Stephen K. Bailey Award from the Politics of Education Association at the association's fortieth anniversary celebration in San Diego, California. The award, presented every three years, recognizes an outstanding scholar who has "shaped the intellectual and research agenda of the field." Named for a Syracuse University political scholar, it seeks to recognize theorists in the field of the politics of education. In presenting the award, James Cibulka, chair of the selection committee, said, "We believe that Catherine Marshall has provided intellectual leadership on a range of issues. She made early and important contributions to the study of state education policymaking. She has promulgated and made advancements in qualitative research methods. Also, her research on gender issues, and the interpretation of cultural dimensions of school politics and policy formation, has had an important and salutary impact on our field." A member of the School of Education's faculty since 1991, Marshall has received national recognition for her contributions to several professional areas. Marshall is the author or editor of eleven books, eighty-five book chapters and journal articles, and innumerable invited talks, symposia and conference presentations that address significant issues. She has mentored and taught numerous doctoral students, including service as the longtime director of the School of Education's Smallwood Fellowship Program, which is devoted to recruiting talented minority females for doctoral study and to go into high-level educational leadership positions. Professor Marshall is working on the fifth edition of her widely-used text *Designing Qualitative Research*.

**Krista Perriera**, Public Policy, has released a dataset entitled *Latino Adolescent Migration, Health, and Adaptation Data*. Collected between September 2004 and May 2006, this dataset contains survey data on migration, mental health, mental health service use, and family background for a random sample of 560 first-generation Latino immigrants (280 adolescents and 280 primary caregivers) in North Carolina and over 600 pages of qualitative interview data from twenty adolescents and fourteen primary caregivers. Articles recently published or accepted for publication this year include: "Obesity in the Transition to Adulthood: Predictions across Race-Ethnicity, Immigrant Generation, and Sex" with Kathleen Mullen Harris and Dohoon Lee, *Archives of Pediatrics and Adolescent Medicine*; "Trajectories of Delinquency from Adolescence to Adulthood" with Darci Powell and Kathleen Mullen Harris, *Youth and Society*; "Challenges and Strategies to Maintaining Emotional Health: Qualitative Perspectives of Mexican Immigrant Mothers" with India J. Ornelas, Linda Beeber, and Lauren Maxwell, *Journal of Family Issues*; "Fitting In: The Roles of Social Acceptance and Discrimination in Shaping the Academic Motivations of Latino Youth in the U.S. Southeast" with Andrew J. Fuligni and Stephanie Potochnick, *Journal of Social Issues*; "Immigration and Adaptation" with Andrew J. Fuligni in Josefina M. Grau, Francisco A. Villaruel, Margarita Azmita, Natasha J. Cabrera, Gustavo Carlo (eds.) *Handbook of U.S. Latino Psychology* (Thousand Oaks, CA: Sage Publications, 2009); "Preparing the Way: Early Head Start and the Socio-Emotional Health of Infants and Toddlers in Latino Immigrant Families" with Linda Beeber, Todd Schwartz, Diane Holditch-Davis, India Ornelas, and Lauren Maxwell, in Elena L. Grigorenko and Ruby Takanishi (eds.) *Immigration, Diversity, and Education* (New York, NY: Routledge/Taylor and Francis Group, in press). Dr. Perriera is the principal investigator in the ongoing study, "Dietary Patterns and Obesity Risks Among Latino Infants and Toddlers in North Carolina" funded by the Center for Excellence in Children's Nutrition Small Research Grants Program.



**Gavin Smith**, City and Regional Planning, and Director, University of North Carolina Center for the Study of Natural Hazards and Disasters, served as a panel member of several roundtables and conferences this year: the Roundtable of the National Research Council, "Achieving Sustainability in Recovery Strategies," in February 2009, Irvine, California; Emergency Management Institute Annual Higher Education Project Conference, "Long-Term Recovery from Disasters: The Neglected Phase of Emergency Management," and "Catastrophe Readiness and Response," June 2009, Emmitsburg, Maryland; Hazards Research and Applications Workshop, "Long-Term Recovery: A Neglected Component of Emergency Management," July 2009, Boulder, Colorado. While at the workshop in Boulder, Smith served as moderator for the discussion of "Bridging the Gap: Where's the Applied Multidisciplinary Research?" and presented "The Disaster Recovery Assistance Framework: Planning for Recovery" paper to the International Research Committee on Disaster meeting. He is in the process of completing *The United States Disaster Assistance Network: Planning Recovery* to be published by the Public Entity Risk Institute (PERI) in 2010. Dr. Smith will serve as a co-editor on a future book focused on the global assessment of adaptation to climate change. The text will apply a conceptual model to a number of case studies which will assess the various institutional mechanisms (policies, programs, and plans) used by differing nations to address the problems associated with sea level rise.

# CAROLINA Transportation PROGRAM

The Carolina Transportation Program (CTP) is an interdisciplinary transportation research collaborative at the University of North Carolina at Chapel Hill with support from the College of Arts and Sciences, the Vice Chancellor for Research and Economic Development, the Center for Urban and Regional Studies, and the Department of City and Regional Planning. For more information on program activities and seminars, please visit <http://ctp.unc.edu/>.

## Students in the News

- **Robert Edgcombe** and **Paul Winn**, Master's Degree Candidates, took first and second place in the Southeastern Transportation Center Poster Session during the 88th annual Transportation Research Board (TRB) Meeting.
- Graduate Degree Scholarships: **Katherine Hebert** / UNC Highway Safety Research Center (HSRC); and **Monica Leap** / Women in Transportation.
- **Jennifer Rogers** / Best DCRP Master's Paper "The Effect of Bundled Housing and Accessibility Information on Residential Location Choice and Travel Behavior: An Experimental Study" investigates whether the provision of accessibility information bundled with housing information is an influence on location decisions and travel behavior. Jennifer's investigation used incoming graduate and undergraduate transfer students at North Carolina State University (NCSU) and the University of North Carolina at Chapel Hill (UNC) with a control group that received study information. Her findings: The average student at NCSU traveled between 4.2 and 6.2 fewer miles per day by car when going to school as a result of being exposed to bundled housing and accessibility information. Foreign students and those who were previously familiar with transit seemed particularly receptive to the bundled information.
- UNC senior **Parfait Gasana** (Sociology/Economics) presented his undergraduate honors thesis, "The Transportation Crossroads: Influence of Urban Area Form and Composition on Mass Transit," at the Transportation Research Forum's 50th Annual Meeting in Portland Oregon.

## Transportation Seminars 2008/2009

- CONGESTION PRICING IN NEW YORK CITY: LESSONS LEARNED / WHERE DO WE GO FROM HERE?  
**Thomas Maguire**, Director, Congestion Mitigation, New York City Department of Transportation
- PUBLIC PARTICIPATION, COALITION BUILDING, AND PARTNER BUY-IN  
**Peter Lagerwey**, Senior Transportation Planner, Seattle Department of Transportation
- ACTIVITY AND TRAVEL CHOICE MODELS: EXTENSIONS FOR EVALUATING ENERGY CONSUMPTION  
Professor **Kelly Clifton**, National Center for Smart Growth, University of Maryland
- QUALITY FOR PEDESTRIANS: PITFALLS IN POLICY MAKING  
**Robert Methorst**, Senior Adviser, Rijkswaterstaat Centre for Transport and Navigation, Dutch Ministry of Transport
- THE IMPACT OF PARKING FACILITIES VS. DEVELOPMENT ON RAIL TRANSIT RIDERSHIP  
Professor **Michael Duncan**, Department of Geography, UNC-Charlotte

## Faculty Research

- **Noreen McDonald**  
Dr. McDonald's current research focuses on the ways children get to school and the connection to adult travel behavior. Dr. McDonald will soon have an article published in the *Journal of Safety Research* from her long-term project that analyzes how the location of a teenager's home influences when they get their licenses and how much they drive. Dr. McDonald's recent publications have been featured in the *American Journal of Health Promotion, Transportation, and American Journal of Preventive Medicine*.
- **Yan Song**  
Dr. Song and Dr. Philip Berke recently worked on an NSF study on how neighborhood designs incorporate hazard mitigation practices differently. Results from this research have been published in the *Journal of Planning Education and Research* and the *International Journal of Mass Emergencies and Disasters*.
- **Daniel A. Rodríguez**  
Dr. Rodríguez served as Interim Director of the Center for Urban and Regional Studies for spring semester 2009. His most recent research on the built environment and walking was published this year by the *American Journal of Preventive Medicine and Transportation Research Part D*. Dr. Rodríguez's updated work on the relationship between segment-level built environment attributes and pedestrian activity around Bogotá's BRT stations appears in *Transportation Research Part A* (Volume 43, Number 5, 2009).

# NEWS FROM CURS

SPENCER COWAN, Senior Research Associate, is working with colleagues Bill Rohe, Daniel Rodríguez, and Peter Zambito on a study of the need for workforce housing and the environmental impact of long-distance commuting in Asheville and western North Carolina. With Bill Rohe and Research Associate Zakia Barnes, Dr. Cowan is developing a multi-year evaluation of the Charlotte Housing Authority's Moving to Work program. This long-term study will assess the impacts of public housing management innovations—including rent reforms and work requirements—on the tenants and their families. Cowan and co-author Bill Rohe presented their paper on the impact of participation in the Weatherization, Rehabilitation and Asset Preservation (WRAP) program (see page 1 for more information about the WRAP program) at the 2009 Annual Conference of the Urban Affairs Association.

TODD OWEN, Associate Director, participated as a member of the Citizen Advisory Working Group on Crime Control and Criminal Justice. This group was one of several convened by Governor Perdue to produce a series of state government policy recommendations.

BILL ROHE, Director, is working on a book on the history, current issues, and future prospects of the Research Triangle metropolitan area for the Metropolitan Portraits book series published by the University of Pennsylvania Press. His article "From Local to Global: One Hundred Years of Neighborhood Planning" was published in the special centennial issue of the *Journal of the American Planning Association* (Vol. 75, No.2, spring 2009). In June Bill presented an article entitled "A Socialist Growth Machine: The Evolution of Urban Revitalization Programs in Barcelona" at the European Urban Research Association meetings in Madrid, Spain.

## THE CENTER WELCOMES ZAKIA BARNES

Zakia Barnes joined the Center for Urban and Regional Studies as a Research Associate in the spring of this year. Her work at CURS is focused primarily on developing data gathering instruments and evaluation methods for the Charlotte Housing Authority's Moving to Work Demonstration project. She will also interview key participants and write and present interim and final project reports. Before joining CURS, she interned at Regional Technology Strategies, a nonprofit research organization that focuses on evaluating innovative regional economic development strategies. While at RTS, she contributed to a study of the development of clustered firms in rural communities. Ms. Barnes has collaborated with Dr. Spencer Cowan on a study of the impact of residential growth on the need for affordable housing in Chapel Hill. Skilled in SAS programming and statistical analysis, Zakia is a recent graduate of the Department of City and Regional Planning at the University of North Carolina at Chapel Hill where she specialized in economic development.



## BILL ROHE Elected Chair of the Urban Affairs Association Governing Board

At its annual conference in Chicago, the board of the Urban Affairs Association elected Bill as its chair. The Urban Affairs Association is the international professional organization for urban scholars, researchers, and public service providers. The membership is both institutional and individual with about 600 members throughout North America, Europe, and Asia. Among other activities, the association sponsors an annual conference and publishes the *Journal of Urban Affairs*. As chair of the association, Rohe will act as its CEO. For more information on the Urban Affairs Association and its activities please see [www.udel.edu/uaa](http://www.udel.edu/uaa).



## Join the CURS Mailing List

For up-to-the-minute news, events, and publication information from the Center for Urban and Regional Studies, join our email list by making a request at [urbanstudies@unc.edu](mailto:urbanstudies@unc.edu). As soon as we get your name and email, we'll add you to our list.

# CENTER Projects

## New research

### HOUSING & COMMUNITY DEVELOPMENT

#### Analysis of Impact Fees and Housing Affordability

**EMIL MALIZIA—PI.** Sponsored by the National Association of Home Builders (NAHB), this project will analyze *Impact Fees & Housing Affordability: A Guide for Practitioners*, a 2008 report that was sponsored by the U.S. Department of Housing and Urban Development's Office of Policy Development and Research. First, the research will determine whether the analysis itself is logical and internally consistent by paying special attention to the last three chapters of the study where the methodology is justified and applied. Second, available data sources on housing characteristics will be examined to determine whether these data corroborate or undermine the conclusions of the HUD study. The research will draw from these sources to examine the relationships between house size, persons per dwelling unit, and impact on public facilities. The research will address these relationships to make the connections. On the basis of this internal and external analysis, the analysis will make the soundest inferences possible about the conclusions drawn by the authors of the report. Finally, the completed research will initiate a conversation with NAHB staff about the implications of the work and how to help local governments find alternative ways to promote affordable housing other than imposing impact fees and ways that local home building associations could respond to impact fee structures that exceed a single fee per dwelling unit.

To get more information contact Emil Malizia at 919.962.4759 or malizia@email.unc.edu.

#### Marginalized Males Intervention Program: Practitioners Network

**MARK MCDANIEL—PI.** Over the last few years, public officials, practitioners, and foundations have begun leveraging their resources in response to statistics showing that health, economic, and social indicators for young males of color, and most significantly black males, have been precipitously declining compared to those of their peers and the rest of the nation. Dr. McDaniel will work with Public/Private Ventures to create a practitioners' network specifically designed for those working with marginalized males of color. For policymakers focused on related policy and advocacy, this partnership seeks to establish an important national resource for stakeholders that will foster peer exchange, skills acquisition, and policy recommendations. This network is intended to leverage the expertise and wisdom of seasoned professionals currently working in various fields and to move this emerging work into a place of greater national prominence and priority.

The overall aim of the Marginalized Males Intervention Project is to identify innovative and effective practices and advance the understanding of how to serve vulnerable young males of color. The programs' goals include delaying premature family formation, increasing the attainment of education, and getting young men into the labor force.

For additional information contact Mark McDaniel at 919.843.2120 or mcdaniem@email.unc.edu.

#### State Anti-Predatory Lending Laws

**ROBERTO QUERCIA, JANNEKE RATCLIFFE, and LEI DING—CO-PIs.** State anti-predatory lending laws were enacted to eliminate the origination of loans with characteristics considered detrimental to consumers. To the extent that such loan characteristics depleted the equity held by borrowers, these characteristics were expected to increase the exposure of borrowers to negative equity and thus to increase default and foreclosure risks. North Carolina was the first state to enact such a law in 1999. However, the Federal



government responded by exempting many financial institutions from these state and local laws. This research, supported by the North Carolina Department of Justice and the Trustees of Columbia University, will examine the benefits of state anti-predatory lending laws and the costs of federal pre-emption of those laws.

Contact Roberto Quercia for more detail at 919.843.2493 or quercia@email.unc.edu.

#### Facilitating Savings for Low-Income Workers

**JANNEKE RATCLIFFE and MICHAL GRINSTEIN-WEISS—CO-PIs.** Funding from the Ford Foundation will support an evaluation of the SaveNYC program. SaveNYC tests the potential impact of short-term, non-goal-directed savings on family financial stability. Low-income tax filers make a commitment upon receiving notice of their refund to save by directing a portion of their refund to a twelve-month restricted account with the potential of earning a match if they continue saving for one year. This research will follow participants in the program for one year following receipt of their refund, along with two comparison groups of non-participants. The study will further understanding of the experiences of low-income households with regard to savings, the impact of the simple matched savings offer on savings behavior, and the implications of the program for scale and replication. The research will draw from telephone surveys, focus groups, key informant interviews, and tracking of data from third parties.

Contact Janneke Ratcliffe at 919.843.4968 or jannek\_ratcliffe@email.unc.edu for more information.

## New research

### Measuring the Impact of the Charlotte Housing Authority's Moving to Work Program

**WILLIAM ROHE and SPENCER COWAN—CO-PIs.** The U.S.

Department of Housing and Urban Development's (HUD) Moving to Work program offers public housing authorities great flexibility and exemptions from numerous HUD rules in order to design and test innovative, locally-designed housing and self-sufficiency strategies for low-income families. CURS researchers will conduct a carefully designed evaluation of the Charlotte Housing Authority's (CHA) Moving to Work program (MTW) to monitor its implementation, assess its outputs (such as the number of new units being built in high-opportunity neighborhoods), and assess its outcomes and impacts (such as the number of residents who have full-time employment or who are able to move out of assisted housing into private market housing). The information from the evaluation will help the CHA make mid-course corrections in their initiatives by addressing questions and concerns raised about the MTW program by others in the Charlotte community and providing HUD with the information on the impact of the housing authority's MTW program. The evaluation will also help inform other public housing authorities who may be considering similar innovations. Research questions to be addressed include: 1) What is the model of change behind the MTW innovations and what are the key output and outcome measures? 2) What are the major obstacles to implementing MTW innovations and how were they overcome? 3) To what extent has the MTW program achieved greater cost efficiencies, increased housing choices, resident assistance in achieving self-sufficiency and improved resident quality of life? 4) What impact has participating in the MTW program had on the CHA and its operations?

For more information contact Bill Rohe at 919.962.3077 or rohe@unc.edu.

### The Impact of Foreclosure on Latino Children and Families

**ROBERTO QUERCIA—PI.** This research project, funded by the National Council of La Raza, will examine the impact of foreclosures on Latino families and children. As the housing and economic crises sweep the nation, many families are losing their homes to foreclosure. Minority and low-income families are affected more severely by the current mortgage foreclosure crisis. During the period of rampant subprime lending in the mid 2000s, loans made in minority and low-income neighborhoods were more likely to be high-cost than those made in white neighborhoods. As these unsustainable loans go bad, minorities and lower-income families are bearing the brunt of the foreclosure crisis. A 2009 study by the Pew Hispanic Center found that nine percent of Latinos had missed a mortgage payment and three percent had received a foreclosure notice. Latinos are faring poorly in the current economic downturn. The Pew study found that three-quarters of Latinos rate their economic situation as either fair or poor and that 36 percent of Latino homeowners feared that they could face foreclosure in the next year. Further, Latino families already demonstrate lower rates of homeownership than non-Hispanic whites. According to data compiled by the U.S. Census, Latino homeownership rates hovered just below 50 percent in 2005, compared to over 75 percent for non-Hispanic whites. Past research demonstrates positive impacts of homeownership on children. Children of homeowners at all income levels have higher educational achievement and fewer behavior problems at home and school. Although recent years have seen gains in Latino homeownership, there is concern that the current foreclosure crisis will reverse those gains. Families who go through foreclosure face multiple challenges. Some of these challenges result from the trauma, uncertainty, and disruption that occurs with the involuntary abandonment of a home. This study will look for evidence of the stress caused to families and children, including loss of stability in housing, strain on family relationships, and

disruption of social and employment networks. In addition, it will look for evidence that children specifically have been affected by changes in the educational or other social services available to them as a result of moving from their home. Some research suggests that children who move more often are less likely to meet grade-level standards in reading and math. The study will specifically explore changes parents notice in their children's academic performance after a foreclosure. Other challenges facing families who have experienced foreclosure result from the financial impacts of foreclosure. Families lose equity in their homes and receive a serious hit to their credit scores, causing them to face difficulty in future borrowing for a home purchase or for other expenses. This research seeks specifically to find out how the financial impact of foreclosure has affected family decisions relating to children, particularly parental plans to help finance future education for children.

Contact Roberto Quercia for more detail at 919.843.2493 or quercia@email.unc.edu.

### Evaluation Design for the Assets for Independence Program

**MICHAL GRINSTEIN-WEISS—PI.**

Dr. Grinstein-Weiss will work with the Urban Institute to provide the U.S. Department of Health and Human Services' Administration for Children and Families (ACF) with assistance in designing the next evaluation of the Assets for Independence (AFI) program and individual development accounts (IDAs). This project will build upon ACF's recent evaluation of the AFI program. AFI is a Federal program that provides grants to State, local, and Tribal government agencies and community-based nonprofits to support asset building programs that help low-income people move toward greater self-sufficiency by accumulating savings and purchasing long-term assets. The project includes consulting experts and stakeholders in this area, reviewing extant and emerging literature and data sources and related IDA

programs and evaluations, exploring ACF evaluation priorities, formulating evaluation options and highlighting their relative advantages, and producing an evaluation plan based on ACF's selection of options.

Examination of the long-term outcomes of a cohort of AFI grantees and IDA participants is a priority to carry out this work. Other considerations include the impacts of the AFI program on participants; the financial returns from IDAs to the government and other investors; and the civic, psychological, and social effects of savings; lessons learned from promising innovations in AFI program design; the significance of the local housing market and financing opportunities for AFI participants purchasing a home; the use of IDAs by couples and the connections between the AFI program and programs promoting healthy marriage; and the use of IDAs by low-income populations such as recent immigrants or refugees.

For additional information contact Michal Grinstein-Weiss at 919.962.2446 or [michalgw@email.unc.edu](mailto:michalgw@email.unc.edu).



### Community-Based Reentry: Promoting Employment Pathways to Economic Security

**MARK MCDANIEL—PI.** This project is designed to assist the Annie E. Casey Foundation in the development of an employment pathway concept targeted to assist the soon-to-be-released incarcerated who will return to the work force. The study will also test program implementation in a few select states. The Foundation's main premise assumes the need to redefine the process by which inmates are prepared

for return to their home communities. The Foundation hopes to develop a set of tools to guide stakeholders in developing innovative partnerships for employing this underserved population. Based on the Foundation's experience and feedback to date, this will complete a framework which represents a conceptualization of an employment pathway strategy starting in prison to inmates transitioning back into the community. The framework will represent realistic strategic responses that institutions and communities can undertake to support successful reentry. Components of the framework will likely include identifying strategies for connecting inmates to appropriate case managers and services that improve their employability potential; identifying common barriers to reentry and offering a range of strategic interventions to address these challenges; and identifying the intangibles that impact success (i.e., family supports, pro-social networks, mentoring). Key deliverables/performance measures include: 1) A framework document to be completed that incorporates evidenced-based/promising models components of an employment pathway; 2) a revised and completed presentation to be used at an upcoming consultative session; and 3) a document that provides guidance to implementing the employment pathway and an organizational chart that describes operational challenges that may effect implementation. Working in collaboration with Casey staff, researchers will assist in the identification of approximately twenty individuals with expertise in different domains including corrections, community-based supervision, community-based programs and policy. These individuals will be invited to attend a meeting aimed at refining the framework to ensure that all the necessary components have been addressed. The framework will ultimately serve as a blueprint for implementing a process by which state institutions and community-based organizations collaborate to create new strategies and pathways that lead to better economic outcomes and lower recidivism rates for former prisoners.

For additional information contact Mark McDaniel at 919.843.2120 or [mcdaniel@email.unc.edu](mailto:mcdaniel@email.unc.edu).



## TRANSPORTATION

### The Equity of Federal Safe Routes to School Investments

**NOREEN MCDONALD—PI.** The federal government is supporting efforts to increase the number of children that walk and bike to school by providing \$612 million over five years for the national Safe Routes to School (SRTS) program. Under the program, communities can use federal funds to make it safer to walk or bike near elementary and middle schools. We know that low-income and minority children walk to school more frequently, but have higher pedestrian fatality rates than white students. Despite this need, we do not know if SRTS funds are benefiting children from low-income and minority households. Anecdotal evidence suggests that disadvantaged communities find it difficult to apply for SRTS funds because of the complexity of the application process and restrictions on the use of the funds. With funding from the Robert Wood Johnson Dr. McDonald will evaluate whether SRTS projects are benefiting low-income and minority areas and the institutional and regulatory factors that could lead to equitable allocation of SRTS funds. The results will be useful to advocates, policymakers, and researchers when the SRTS program is reauthorized in 2010.

For more project detail contact Noreen McDonald at 919.962.4781 or [noreen@unc.edu](mailto:noreen@unc.edu).

## Completed research

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### HOUSING & COMMUNITY DEVELOPMENT

#### Community Advantage Panel Study III: A Longitudinal Study of Low- and Moderate-Income Homeowners and Renters

**ROBERTO QUERCIA—PI.** This research began in order to find a key balance between good business and good policy for the affordable mortgage market. For the past seven years research has been conducted on loans made to low- and moderate-income (LMI) borrowers through a groundbreaking partnership between the Self-Help Credit Union (a leading Community Development Financial Institution), the Ford Foundation, and Fannie Mae known as The Community

Advantage Program or CAP. The program grew out of Self-Help's goal of creating a secondary market for affordable mortgage loans. The Ford Foundation and Fannie Mae provided the capital and capacity to make Self-Help's vision a reality. Launched in 1988, CAP had two objectives: to help tens of thousands of low-income households build wealth through homeownership and to show that lending to low-income homeowners presents an acceptable level of risk. By 2003, the program exceeded its initial \$2 billion goal, and the participating organizations decided to expand it indefinitely. The commitment of the Ford Foundation, Fannie Mae, and Self-Help presents an unparalleled investment in affordable mortgage lending that has generated substantial positive outcomes for nearly 47,000 homeowners nationwide. During its first eight years, only 2% of CAP loans were charged off. This period saw strong property appreciation, no doubt contributing to CAP loans' performance. However, it remains to be seen how these loans fare in today's soft real estate market. The research team has been collecting CAP data during a time of unprecedented housing appreciation followed by an abrupt and devastating downturn related to unsustainable lending practices. The Ford Foundation has extended CAP analysis in order to assess the impacts of the housing downturn on borrowers and gauge how CAP respondents are dealing with the economic crisis. Analysis of CAP panel data has revealed that homes purchased with a CAP loan between 1999 and 2003 appreciated at an average annual rate of 2.3% between the time of purchase and January 2009—more than the Dow Jones Index and the prevailing average rate on a six-month certificate of deposit. The initial investment by the median CAP panel borrower of \$1,947 has grown to \$19,681. Gains vary according to length of home tenure and geographic region, but for all borrowers, the median annual equity gain has been 39%. Even families with weak credit histories or who were new to the

credit system have been able to build significant wealth through homeownership. Wealth data gathered in 2005 and 2008 reveals that the median net worth of CAP owners increased from \$36,999 in 2005 to \$53,983 in 2008. Home equity was a driving force behind this increase; between 2005 and 2008, owners' median home equity rose from \$8,025 to \$26,223. The study found that homeowners in economically disadvantaged neighborhoods are more active in local politics than both renters in similar areas and homeowners in more affluent areas. Further, renters who become homeowners become more likely to join local civic groups. Homeowners also have wider social networks than renters, partially as a result of their increased involvement in civic groups. Finally, the researchers found that LMI homeowners are more likely than LMI renters to engage in positive parenting practices, experience neighborhood satisfaction, and have greater social capital.

Contact Roberto Quercia for more detail at 919.843.2493 or [quercia@email.unc.edu](mailto:quercia@email.unc.edu).



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## Evaluation of the Weatherization, Rehabilitation, and Asset Preservation Partnership (WRAP) Programs in Philadelphia and Camden

**WILLIAM ROHE—PI.** See page 1 of this issue for the WRAP story.

## Pathways to Prosperity: IDA and EITC Project Demonstration

**MARK MCDANIEL—PI.** Launched in 2007, the Pathways to Prosperity demonstration project explored mechanisms for increasing access to the financial mainstream and opportunities to build assets for low- and moderate-income households. The project grew out of an initiative of the North Carolina Commissioner of Banks (NCCOB) to bring together agencies, employers, banks, and government to build strategies to serve “under-banked” and/or “unbanked” individuals in North Carolina. Working with a targeted set of households through the Charlotte Housing Authority’s (CHA) Family Self-Sufficiency (FSS) program, participants worked intensively with case managers to increase their earned income and build skills to climb the economic ladder. The Pathways project supplemented these efforts and worked to link FSS households to financial services including financial counseling and education workshops tailored to various need levels, access to affordable banking products, information on free tax preparation, and other appropriate services. The research assessed the impact of various efforts along the way and UNC’s Center for Community Capital is currently assisting CHA in refining its programming to reflect the lessons learned from Pathways to Prosperity.

For more information on this project contact Mark McDaniel at 919.843.2120 or [mcdaniem@email.unc.edu](mailto:mcdaniem@email.unc.edu).



## The Nocturnal Negotiations of Youth Spaces in Havana

**ALTHA CRAVEY and MATTHEW REILLY—CO-PIs.** Funded by the National Science Foundation, and based on ethnographic fieldwork conducted in Havana, this project explored the linkages between youth, public space, and how young people in Havana use public space to reveal that young Cubans are negotiating the current period of change and uncertainty by creating new social spaces and identities. This project focused on a thirteen-block area of Calle G—a centrally located boulevard in Havana—that is appropriated every weekend by youth from all over the city. This public space serves as a venue in which to display the various lifestyles of Cuban youth, choices that are often predicated on access to hard currency. The impact of broader socioeconomic changes underway in Cuba is clearly reflected in the discourse of these young people and the identity politics in which they engage. These young people are creating their own social space outside the

sphere of state regulation and influence, and this venue provides Cuban youth with a space to explore and create their own identities in relation to local as well as transnational cultural flows. Much of this project evaluated the capacity of public space to empower a form of associational life for the youth in the city and addresses the role of urban culture through both music and fashion in the evolution of youth subcultures. Findings reveal the importance of these cultural flows in the lives of youth and the ways that youth adapt and appropriate these cultural references for their own identities. In this way, Cuban youth are also actively transforming and appropriating global flows of information, culture, and technology and not simply negotiating conditions of socioeconomic uncertainty. The study documents the fact that youth cultures are spatially open and are one of the main entry points for cultural globalization. Via their nocturnal negotiations—their play and their imagination—the young people of Havana have transformed this abstract space of Calle G into a collectively created alternative social space. They are, in effect, claiming their right to the city.

For more information on this research contact Matthew Reilly at [mjreilly@email.unc.edu](mailto:mjreilly@email.unc.edu).

# AbouttheCenter

The Center for Urban and Regional Studies in the College of Arts & Sciences at the University of North Carolina at Chapel Hill is a multi-disciplinary research center focusing on issues and problems faced by our nation's cities and regions. It is one of the oldest university-based research centers of its kind in the country. Created in 1957, the Center supports research activity and collaboration across campus through its Faculty Fellows program that draws on the expertise of eighty-one faculty members from twenty-one schools, departments, curricula, and research centers across the campus. The Center's mission is to promote and support high-quality basic and applied research on planning, policy, and interdisciplinary social issues required to tackle the complex challenges faced in urban, regional, and rural settings alike.

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