

ENERGY & ENVIRONMENT PROGRAM

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RESEARCH BRIEF

Three-City Survey of African Americans on EPA Regulations, Climate Change and Health

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INTRODUCTION

The recent rules proposed and finalized by the U.S. Environmental Protection Agency (EPA) under the Clean Air Act present opportunities to improve public health in vulnerable communities and to restore the right to clean air and good health to these disproportionately affected populations. This effort should be of particular interest to African Americans and other vulnerable populations because it will noticeably impact the health and environment of these communities and begin to relieve burdens that have been disparately borne by these communities. Low-income communities of color are disproportionately sited in close proximity to truck and bus depots and power plants, which each produce a considerable amount of air pollution. In turn, neighboring residents are assaulted by the pollutants that can cause cancer, heart disease, respiratory problems, and other ailments, which seriously threatens the health of the community.

Three of the four deadliest illnesses in America—heart disease, respiratory illness and cancer—are linked to smog and air pollution. All three also have an overwhelming impact on the poor and vulnerable communities, which makes EPA's regulations immensely important to vulnerable populations. African Americans visit the emergency room for asthma at nearly 350% the average rate of whites, mortality rates for cancer are higher for African Americans than for any other group, and heart disease is the most fatal illness in the black community. The reduction of air pollution from vehicles, power plants and refineries that will be attained as a result of EPA rules will be of enormous benefit to public health across the country and specifically in vulnerable communities.



The Joint Center for Political and Economic Studies commissioned this report, *“Three-City Survey of African Americans on EPA Regulations, Climate Change and Health.”* The overall study consists of three samples of 500 African American adults from the cities of Atlanta, Cleveland and Philadelphia. The survey results are based upon random digit dialing telephone interviews with 1500 African American adults and were conducted between September 22, 2011 and October 10, 2011. The results of this survey should be interpreted with a statistical margin of error of “4.4 percentage points for each city, and “2.5 percentage points for the total sample of 1500. There is a methodological appendix describing the procedures used in the survey.

SUMMARY

This three-city survey builds on earlier Joint Center national surveys that looked at the views of African Americans on climate change, health and conservation behaviors. In the national surveys, clear majorities said they believed climate change and global warming were a major problem, and they believed that global warming will have significant adverse effects on public health, economic instability, fires, and droughts—and that these problems will be worse for future generations. Strong majorities of African Americans also believed government at all levels can take actions to limit these problems and that individuals can take action. Previous studies have found that a majority of African Americans recycle, purchase energy saving appliances and bulbs, and that close to half of all African Americans purchased products in the last year that were better for the environment even though the products were more costly than similar non-environmentally friendly items.

In this study, the Joint Center focused on African Americans living in three cities with large black populations and a variety of air quality issues. The survey questions probed respondents about the air quality where they lived, the sources of pollution, and their views of EPA regulations that seek to reduce health risks and costs. The questions about EPA regulations were clearly framed to present both costs and benefits to the American public.

While there were significant differences between respondents in the three cities, their assessment of environmental quality where they lived, the sources of air quality problems where they lived and their support for strong government action to deal with these problems were remarkably similar. In all three cities, majorities of African Americans described their air quality as only fair or poor with more than a fifth of them saying their air frequently has an unpleasant polluted smell. Few described the traffic where they live as light, a majority indicated there is a lot of heavy truck and bus traffic where they live, and 15 percent reported that they lived near power plants, refineries, or factories. A majority in all three cities believe that vehicle emissions are the most important source of air pollution where they live.



A majority of black adults in all three cities believe that global warming is causing serious problems now, and more than 80 percent want the federal government to take strong action to deal with it.

Finally, about four-in-five African American adults in these cities support EPA action to reduce greenhouse gas emissions from cars and trucks, toxic emissions from industrial facilities, and soot and smog forming emissions from utilities and other industrial facilities.

AIR QUALITY AND SOURCES OF EMISSIONS

Overall, 40 percent of the 1500 respondents in the three cities described the air quality where they lived as excellent or good, while 59 percent said the air quality where they lived was fair or poor [Table 1]. African Americans in Philadelphia were most negative (-30) about their air quality with only a third describing it as excellent or good, and 64 percent describing it as fair or poor. Atlanta residents were more evenly divided (-8) with 46 percent describing their air quality as excellent or good, and 54 percent describing it as fair or poor. Responses from African Americans in Cleveland were midpoint between Atlanta and Philadelphia. There were no significant differences in responses based on gender, age or education.

The respondents in the three cities were asked if the air where they lived generally smelled clean or frequently had an unpleasant polluted smell. Overall, three-in-four African Americans in the three cities said their air smelled clean, while 22 percent said it frequently smelled polluted [Table 2]. Black residents of Philadelphia clearly stood out in their negative judgments of air quality there with 65 percent indicating their air generally smelled clean and 32 percent reporting frequently smelling pollution. Atlanta residents again reported the most positive responses (81 vs. 16 percent), with Cleveland residents again falling in between the two other cities, albeit closer to Atlanta than Philadelphia (78 vs. 18 percent). While there were no gender or age differences in the responses, there was a modest monotonic relationship between education and reports of polluted smelling air with respondents with less education more likely to report polluted smelling air; this is likely a reflection of income with those with more education living in better neighborhoods than those with less.

Overall, respondents were equally split in describing the traffic where they lived with 44 percent describing it as heavy (14 percent very heavy) and 44 percent describing it as moderate; only 11 percent described traffic where they lived as being light [Table 3]. African Americans in Atlanta were most likely to describe their traffic as heavy with 58 percent (26 percent very heavy) giving that response. Cleveland residents were much less likely to describe heavy traffic with only 30 percent giving that response (and only five percent saying very heavy) and almost twice as many describing their



traffic as moderate. Philadelphia residents were somewhat more likely to describe their traffic as moderate (49 percent) than heavy (44 percent). There were no significant differences in responses based on gender, age or education.

Overall, a small majority (54 percent) of African Americans in the three cities reported living where there is a lot of heavy truck and bus traffic; 46 percent said they did not [Table 4]. Philadelphia residents were by far the most likely to report living where there is heavy truck and bus traffic, with two-thirds of them reporting such traffic and only one-third saying they did not live with heavy truck and bus traffic. In Atlanta and Cleveland, identical small majorities (52 percent) of African American residents reported that they did not live in an area with a lot of heavy truck and bus traffic. Men were slightly more likely than women to report living with heavy truck and bus traffic (58 vs. 52 percent), and there was a monotonic relationship based on age with younger residents most likely to report heavy truck and bus traffic (62 percent) and seniors least likely (43 percent). Respondents of differing education levels gave similar responses except for those who had some college or technical vocational training who were more likely to report (60 percent) living in an area where there is a lot of heavy truck and bus traffic.

Overall, only 15 percent African Americans in the three cities reported that they lived near a power plant, factory or refinery; 84 percent indicated they did not [Table 5]. Only one in ten respondents from Atlanta said they lived near such facilities, while 17-18 percent of black residents in Cleveland and Philadelphia said they lived near such facilities. There was no significant subgroup differences except those in the youngest (18-24) age cohort were somewhat more likely to report living near a power plant or other polluting facility. Of those reporting that they lived near a power plant or polluting facility, half said they lived more than a mile for the facility and another 40 percent said they lived between one-half mile and one mile from the facility; about eight percent said they lived about a block from such a facility.

Overall, 62 percent of the respondents said that they thought the most important source of air pollution where they lived was vehicle emissions and 18 percent said factories, power plants or refineries; other reported sources were trains and planes (five percent) and landfills, garbage and sewage (eight percent) [Table 6]. Residents of Philadelphia were the most likely (68 percent) to say that vehicle emissions were the most important source, and those from Cleveland the least likely (55 percent); 61 percent of Atlanta residents identified vehicle emissions as the top source. African American living in Cleveland (23 percent) closely followed by those in Philadelphia (21 percent) were the most likely to identify industrial facilities as the top source of air pollution; only eight percent of Atlanta residents gave that response. There was a monotonic relationship between education and identifying vehicle emissions as the top source of pollution with African Americans with less than a high school education (48 percent) being least likely to identify vehicle emissions as the top source of air pollution and those with a college degree or more (72 percent) being most likely to identify vehicle emissions as the top source of air pollution.

African Americans in the three cities generally (83 percent) believe that environmental factors such as air pollution play a major role in causing asthma in children [Table 7]. There were no significant differences between residents of the three cities as well as no material subgroup differences.

EMISSIONS, THE EPA AND GOVERNMENT ACTION

Overall, a solid majority (59 percent) of African Americans in the three cities believe that global warming is an environmental problem that is causing serious problems now [Table 8]. In addition, about one quarter of all respondents thought global warming would cause problems in the future, and only nine percent said they believed global warming would cause no serious problems. Black residents of Atlanta (63 percent) and Philadelphia (62 percent) were more likely to believe that global warming is causing problems now than black residents of Cleveland (52 percent). There also was a strong monotonic relationship between education and belief that global warming is causing problems now with only 39 percent of respondents

FIGURE 1. Sources of Pollution (%)

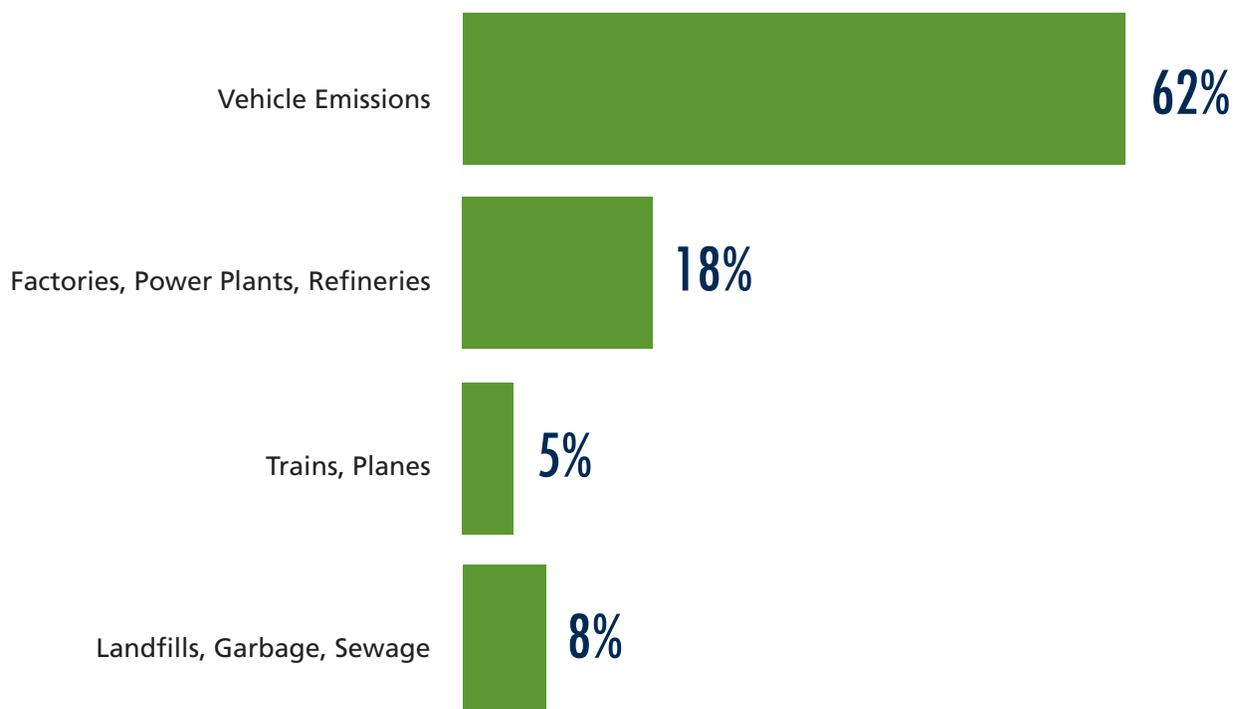
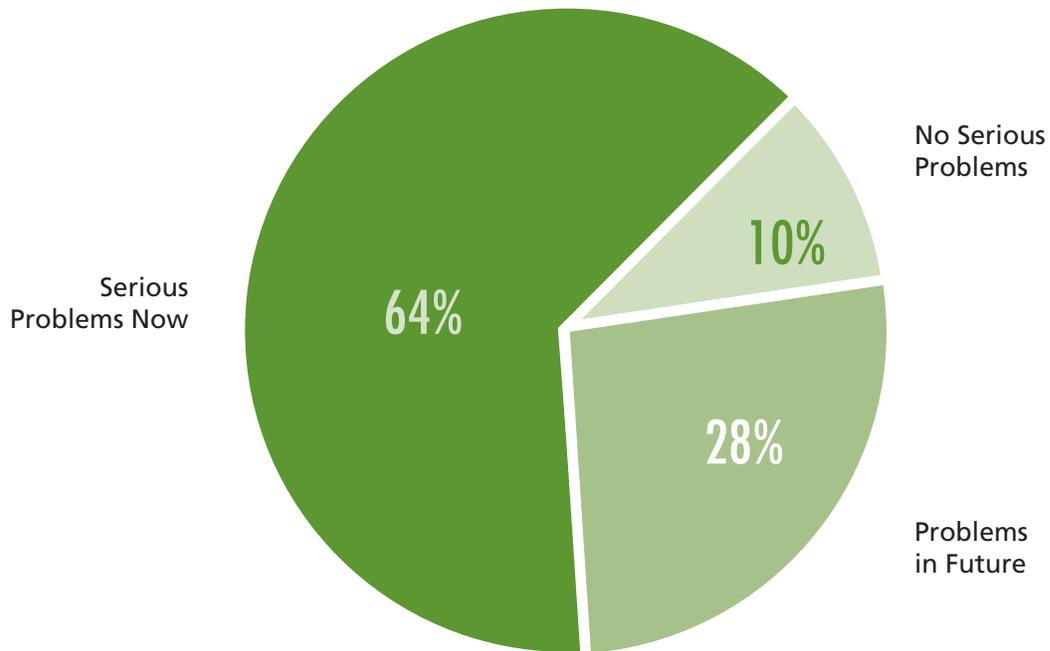


FIGURE 2. Views on Global Warming as an Environmental Problem



without a high school degree believing that global warming is causing problems now, while those with at least a college degree were most likely to believe it (73 percent). Respondents between ages 25 and 64 were the most likely to believe global warming is causing problems now (61 to 66 percent) and seniors were the least likely to agree with that (46 percent). While only 49 percent of African Americans in the youngest age cohort believe global warming is causing problems now, an additional 35 percent of them believe global warming will cause problems in the future, and thus 84 percent of them believe global warming is a problem.

In a Joint Center national survey of African Americans conducted in the summer of 2009, 54 percent of African Americans believed that global warming is causing serious problems now and an additional third of those surveyed thought the problems from global warming will happen in the future, and one-in-nine did not think global warming would cause any serious problems.

African Americans in the three cities generally (84 percent) want the federal government to take strong action to deal with global warming [Table 9]. There were no significant differences between residents of the three cities as well as no material subgroup differences.

The respondents in all three cities were told: “The Environmental Protection Agency (EPA) has issued new standards to reduce greenhouse gas emissions from cars and trucks, which will improve the fuel efficiency of those vehicles and reduce oil imports. These regulations will increase the costs of these vehicles, but will save money by reducing fuel expenses and also reducing health care costs by improving air quality”. When asked whether they supported or opposed the new regulations, most (83 percent) African Americans in the three cities supported the new EPA regulations; they were opposed by only nine percent of those interviewed [Table 10]. There were no significant differences between residents of the three cities as well as no material subgroup differences. When the nine percent of respondents who opposed the regulations were asked why they opposed them, about 25 percent said they opposed the rule because it would increase prices, eight percent said that they didn’t believe it, and nine percent gave some variant of ‘waste of money’, ‘won’t go where they claim’ or ‘won’t change anything’; almost half of the nine percent could not explain their opposition.

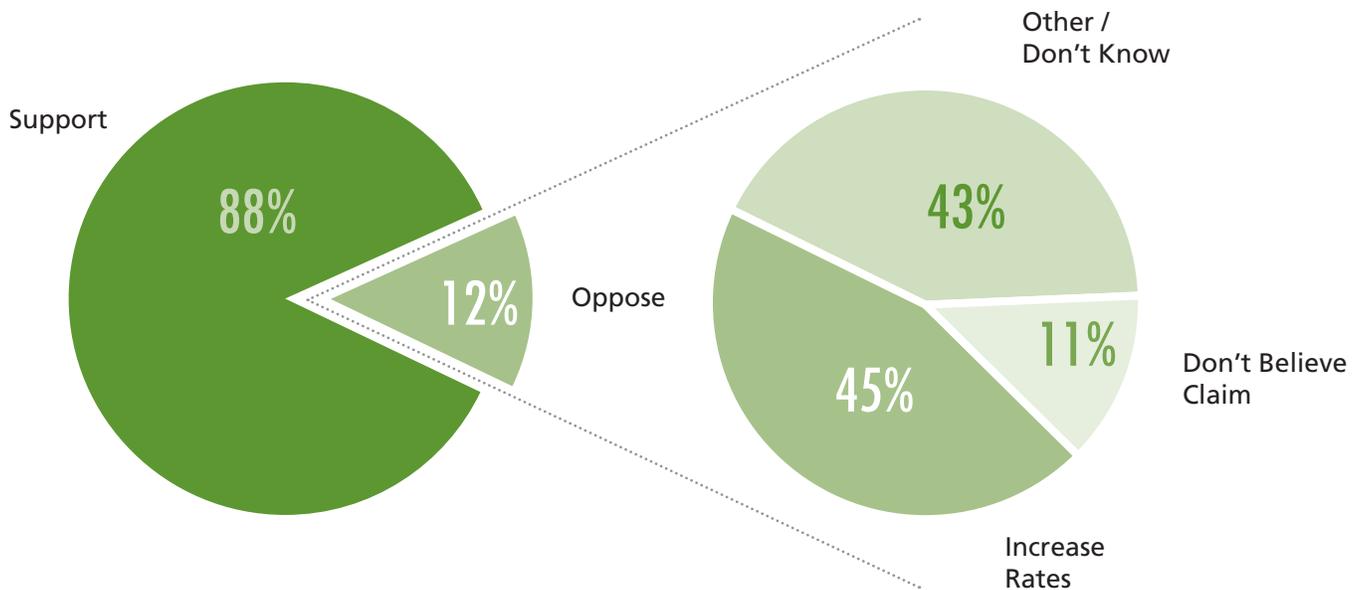
Next, the respondents in all three cities were told: “The EPA is developing new standards to reduce toxic emissions. These standards will reduce emissions from power plants and other industrial facilities, and insure that all facilities meet the same safety standards. These regulations may increase electricity rates and other costs, but will save money on health care costs by improving air and water quality”. When asked whether they supported or opposed the new regulations, most (80 percent) African Americans in the three cities supported the new EPA regulations; they were opposed by only 11 percent of those interviewed [Table 11]. There were no differences in responses from the residents of the three cities, and no subgroup differences except for education. There was a monotonic relationship between educational level and support for the EPA regulations with respondents without a high school degree expressing the least support (69 percent) and respondents with at least a college degree (84 percent) express the most support. When the 11 percent of respondents who opposed the regulations were asked why they opposed them, about 46 percent said they opposed the rule because it would increase electricity cost, and 11 percent said that they didn’t believe it.

Lastly, the respondents in all three cities were told: “The EPA has also issued new standards that require utilities and other industrial facilities to reduce soot and smog-forming emissions. These regulations may increase electricity rates and other costs, but will save money on health care costs by reducing costs for medical care for asthma and cardiovascular diseases”. When asked whether they supported or opposed the new regulations, again, most (79 percent) African Americans in the three cities supported the new EPA regulations; they were opposed by only 12 percent of those interviewed [Table 12]. There were no significant differences between residents of the three cities as well as no material subgroup differences. When the 12 percent of respondents who opposed the regulations were asked why they opposed them, 50 percent cited increased costs, seven percent said that they didn’t believe it, and about 30 percent were unable to cite a reason.

FIGURE 3. EPA Regulations on Toxic Emissions and Reasons for Opposition

SUPPORT FOR EPA REGULATIONS

REASONS FOR OPPOSITION



CONCLUSION

While there were significant differences between respondents in the three cities, their assessment of environmental quality where they lived, the sources of air quality problems where they lived and their support for strong government action to deal with these problems were remarkably similar. In all three cities, majorities of African Americans described their air quality as only fair or poor with more than a fifth of them saying their air frequently has an unpleasant polluted smell. Few describe the traffic where they live as light, a majority indicated there is a lot of heavy truck and bus traffic where they live, and 15 percent reported that they lived near power plants, refineries, or factories. A majority in all three cities believe that vehicle emissions are the most important source of air pollution where they live.

A majority of black adults in all three cities believe that global warming is causing serious problems now, and more than 80 percent want the federal government to take strong action to deal with it.

Finally, about four-in-five African American adults in these cities support EPA actions to reduce greenhouse gas emissions from cars and trucks, toxic emissions from industrial facilities, and soot and smog forming emissions from utilities and other industrial facilities.

To further support these findings, the Joint Center commissioned a literature-based white paper that discusses the range of potential health benefits that could be gained by people of color in the three cities as a result of proposed EPA regulations. The paper considers the impact on reduced exposures to PM2.5 and ozone pollution, and the potential for reductions in premature deaths due to respiratory and cardiovascular conditions, and lung cancer. There is also an examination of the potential reductions in asthma. One important component of this work is an expanded review of EPA's technical analyses of health benefits that are expected from regulations, building on existing available data. In addition to summarizing main findings from the EPA analyses, the paper evaluates the extent to which the EPA methodology addresses health benefits from an environmental justice perspective.

Copies of the White Paper, *"Health and Economic Benefits of Clean Air Regulations"* can be downloaded from the Joint Center's website at www.jointcenter.org/institutes/climate-change

For more information about the Joint Center's Energy and Environment Program, visit www.jointcenter.org/institutes/climate-change

METHODOLOGY

The survey was designed and the questionnaire developed at the Joint Center for Political and Economic Studies. The overall study consists of three samples of 500 African American adults from the cities of Atlanta, Cleveland and Philadelphia. The survey results are based upon random digit dialing telephone interviews with 1500 African American adults that were conducted between September 22, 2011 and October 10, 2011. The field work was done by Research America of Philadelphia, PA. Randomized procedures were used to select respondents within each household reached by telephone, and after the initial call, there were at least eight call-backs if no interview was completed. The completion rate for the survey was 67 percent.

The results of this survey should be interpreted with a statistical margin of error of 4.4 percentage points for each city, and 2.5 percentage points for the total sample of 1500. That is, one can say with 95 percent confidence that the statements made based upon the procedures employed have a random error (sampling error, random measurement error, etc.) component of 4.4 percentage points. The 4.4 percentage point is a conservative estimate of margin of error; i.e., some items especially those where large majorities hold similar positions have a margin of error smaller than noted above. Subgroup analyses have larger margins of error due to their smaller sample sizes.

During the field work phase of the survey, an effort was made to maximize the use of same-race interviewers, and a majority of the interviews were conducted with same-race interviewers.

The sample data from the overall survey are weighted in the analyses to population parameters for a variety of demographic factors, including age and gender. The parameters used in this weighting are from the U.S. Bureau of the Census, American Factfinder.

TABLE 1. How would you rate the air quality where you live—is it excellent, good, fair, or poor?

	EXCELLENT/GOOD (%)	FAIR/POOR (%)	DON'T KNOW (%)	(N)
Total	40	59	1	1500
Atlanta	46	54	-	500
Cleveland	40	59	1	500
Philadelphia	34	64	2	500
Men	42	57	1	660
Women	39	61	-	840
18-24	42	57	1	231
25-44	38	61	1	225
45-64	40	60	-	495
65+	45	53	2	177
Less than HS	45	55	-	168
HS Graduate	40	59	1	445
Some College/Tech	39	60	1	486
Bachelor's Degree/PostGrad	41	58	1	379

TABLE 2. Does the air where you live generally smell clean, or does it frequently have an unpleasant polluted smell?

	CLEAN (%)	POLLUTED (%)	DON'T KNOW (%)	(N)
Total	75	22	3	1500
Atlanta	81	16	3	500
Cleveland	78	18	4	500
Philadelphia	65	32	3	500
Men	77	20	3	660
Women	73	24	3	840
18-24	70	27	3	231
25-44	74	22	4	225
45-64	76	22	2	495
65+	78	16	6	177
Less than HS	71	26	3	168
HS Graduate	73	24	3	445
Some College/Tech	75	22	3	486
Bachelor's Degree/PostGrad	78	18	4	379

TABLE 3. How would you describe the traffic where you live—is it very heavy, heavy, moderate, or light?

	VERY HEAVY (%)	HEAVY (%)	MODERATE (%)	LIGHT (%)	DON'T KNOW (%)	(N)
Total	14	30	44	11	1	1500
Atlanta	26	32	27	15	-	500
Cleveland	5	25	56	12	2	500
Philadelphia	10	34	49	6	1	500
Men	12	31	43	13	1	660
Women	15	30	45	10	-	840
18-24	13	32	40	14	1	231
25-44	14	30	44	11	1	225
45-64	14	30	45	10	1	495
65+	13	27	48	12	-	177
Less than HS	11	35	39	15	-	168
HS Graduate	11	28	47	13	1	445
Some College/Tech	15	29	45	10	1	486
Bachelor's Degree/PostGrad	16	33	42	8	1	379

TABLE 4. Do you live in an area where there is a lot of heavy truck or bus traffic?

	YES (%)	NO (%)	DON'T KNOW (%)	(N)
Total	54	46	-	1500
Atlanta	48	52	-	500
Cleveland	48	52	-	500
Philadelphia	66	33	1	500
Men	58	42	-	660
Women	52	48	-	840
18-24	62	38	-	231
25-44	57	43	-	225
45-64	52	48	-	495
65+	43	57	-	177
Less than HS	50	50	-	168
HS Graduate	52	48	-	445
Some College/Tech	60	40	-	486
Bachelor's Degree/PostGrad	52	48	-	379

TABLE 5. Do you live near any power plants, factories, or refineries that emit pollution into the air?

	YES (%)	NO (%)	DON'T KNOW (%)	(N)
Total	15	84	1	1500
Atlanta	10	89	1	500
Cleveland	18	81	1	500
Philadelphia	17	82	1	500
Men	17	82	1	660
Women	13	86	1	840
18-24	23	77	-	231
25-44	15	83	2	225
45-64	14	86	-	495
65+	8	91	1	177
Less than HS	11	86	3	168
HS Graduate	13	86	1	445
Some College/Tech	18	82	-	486
Bachelor's Degree/PostGrad	15	84	1	379

TABLE 6. What do you think are the most important sources that contribute to outdoor air pollution where you live?

	VEHICLE EMISSIONS (%)	FACTORIES POWER PLANTS REFINERIES (%)	TRAINS PLANES (%)	LANDFILLS GARBAGE SEWAGE (%)	OTHER DON'T KNOW (%)	(N)
Total	62	18	5	8	7	1500
Atlanta	61	8	10	7	14	500
Cleveland	55	23	2	6	14	500
Philadelphia	68	21	2	9	-	500
Men	63	19	5	8	5	660
Women	60	17	4	8	11	840
18-24	62	19	4	11	14	231
25-44	64	20	5	8	3	225
45-64	63	18	5	8	6	495
65+	49	10	4	3	33	177
Less than HS	48	13	5	10	24	168
HS Graduate	58	14	2	9	17	445
Some College/Tech	63	21	5	7	4	486
Bachelor's Degree/PostGrad	72	18	4	6	-	379

TABLE 7. Do you believe that environmental factors such as air pollution play a major role in causing asthma among children?

	YES (%)	NO (%)	DON'T KNOW (%)	(N)
Total	83	11	6	1500
Atlanta	86	8	4	500
Cleveland	78	13	9	500
Philadelphia	83	10	7	500
Men	84	10	6	660
Women	82	11	7	840
18-24	83	14	3	231
25-44	84	8	8	225
45-64	83	11	6	495
65+	76	12	12	177
Less than HS	79	12	9	168
HS Graduate	82	11	7	445
Some College/Tech	83	11	6	486
Bachelor's Degree/PostGrad	85	9	6	379

TABLE 8. Greenhouse gas emissions have been linked by scientists to global warming. Which of the following statements is closer to your views: global warming is an environmental problem that is causing a serious problems now, or, the problems from global warming won't happen until sometime in the future, or global warming is unlikely to create any serious problems at all?

	SERIOUS PROBLEMS NOW (%)	PROBLEMS IN FUTURE (%)	NO SERIOUS PROBLEMS (%)	DON'T KNOW (%)	(N)
Total	59	24	9	8	1500
Atlanta	63	19	10	8	500
Cleveland	52	29	9	10	500
Philadelphia	62	22	7	5	500
Men	59	27	8	6	660
Women	59	21	9	11	840
18-24	49	35	8	8	231
25-44	61	22	8	9	225
45-64	66	20	9	5	495
65+	46	23	10	21	177
Less than HS	39	30	13	18	168
HS Graduate	51	27	12	10	445
Some College/Tech	62	25	7	6	486
Bachelor's Degree/PostGrad	73	15	5	7	379

TABLE 9. Do you think the federal government should take strong action to deal with global warming?

	YES (%)	NO (%)	DON'T KNOW (%)	(N)
Total	84	10	6	1500
Atlanta	86	7	7	500
Cleveland	83	12	5	500
Philadelphia	84	10	6	500
Men	86	10	4	660
Women	83	9	8	840
18-24	87	7	6	231
25-44	84	11	5	225
45-64	88	9	3	495
65+	75	14	11	177
Less than HS	83	7	10	168
HS Graduate	82	11	7	445
Some College/Tech	85	10	5	486
Bachelor's Degree/PostGrad	86	10	4	379

TABLE 10. The Environmental Protection Agency (EPA) has issued new standards to reduce greenhouse gas emissions from cars and trucks, which will improve the fuel efficiency of those vehicles and reduce oil imports. These regulations will increase the costs of these vehicles, but will save money by reducing fuel expenses and also reducing health care costs by improving air quality. Do you support or oppose these EPA standards?

	SUPPORT (%)	OPPOSE (%)	DON'T KNOW (%)	(N)
Total	83	9	9	1500
Atlanta	82	10	8	500
Cleveland	80	10	10	500
Philadelphia	85	5	10	500
Men	84	9	7	660
Women	81	9	10	840
18-24	79	13	8	231
25-44	83	7	10	225
45-64	86	8	6	495
65+	77	7	16	177
Less than HS	73	8	19	168
HS Graduate	79	10	11	445
Some College/Tech	85	10	5	486
Bachelor's Degree/PostGrad	89	5	6	379

TABLE 11. The EPA is developing new standards to reduce toxic emissions. These standards will reduce emissions from power plants and other industrial facilities, and insure that all facilities meet the same safety standards. These regulations may increase electricity rates and other costs, but will save money on health care costs by improving air and water quality. Do you support or oppose these EPA regulations?

	SUPPORT (%)	OPPOSE (%)	DON'T KNOW (%)	(N)
Total	80	11	9	1500
Atlanta	81	12	7	500
Cleveland	77	13	10	500
Philadelphia	82	9	9	500
Men	83	11	6	660
Women	78	12	10	840
18-24	78	15	7	231
25-44	80	10	10	225
45-64	83	11	6	495
65+	72	13	15	177
Less than HS	69	14	17	168
HS Graduate	79	12	9	445
Some College/Tech	82	12	6	486
Bachelor's Degree/PostGrad	84	8	8	379

TABLE 12. The EPA has also issued new standards that require utilities and other industrial facilities to reduce soot and smog-forming emissions. These regulations may increase electricity rates and other costs, but will save money on health care costs by reducing costs for medical care for asthma and cardiovascular diseases. Do you support or oppose these EPA regulations?

	SUPPORT (%)	OPPOSE (%)	DON'T KNOW (%)	(N)
Total	79	12	9	1500
Atlanta	77	12	11	500
Cleveland	82	12	6	500
Philadelphia	78	12	10	500
Men	82	11	7	660
Women	76	13	11	840
18-24	81	13	6	231
25-44	77	12	11	225
45-64	82	12	6	495
65+	73	11	16	177
Less than HS	75	13	12	168
HS Graduate	79	12	9	445
Some College/Tech	79	14	7	486
Bachelor's Degree/PostGrad	82	10	8	379

ABOUT THE AUTHOR

Dr. David A. Bositis (BA, Northwestern, MA, PhD, Southern Illinois University), who has been at the Joint Center since 1990, is the author, co-author or editor of six books, including *Voting Rights and Minority Representation*; in addition, he has authored eleven monographs, and numerous scholarly articles, analyses, and reports, most recently, “Opinion of African Americans on Climate Change and the 2010 Midterm Elections: The View from Arkansas, Indiana, Missouri, and South Carolina”; “Blacks and the 2008 Elections: A Preliminary Analysis”; “National Survey of African Americans on Climate Change and Conservation”; 2008 National Survey of African American Families’ Views on Education,; the 2008 National Opinion Poll: Politics; “Black Political Power in the New Century”; in *The Black Metropolis in the Twenty-First Century: Race, Power, and the Politics of Place*, edited by Robert D. Bullard; and ‘The Impact of the Core Voting Rights Act on Voting and Officeholding’ in *The Voting Rights Act* (CQ Press), edited by Richard Valelly. Dr. Bositis has written many OP-Ed pieces for the *New York Times*, the *Los Angeles Times*, and other leading newspapers. Dr. Bositis has taught political science and sociology at the George Washington University and SUNY-Potsdam. A voting rights and redistricting expert, he has published widely in this area, and has appeared as an expert witness in both state and federal court. Dr. Bositis worked with the late Judge A. Leon Higgenbotham, Jr. in defending majority-minority districts following the U.S. Supreme Court’s *Shaw v. Reno* decision. Dr. Bositis’ research was cited by Justice Stevens in the *Bush v. Vera* case.

Dr. Bositis is also a scholar and theorist of political parties and representation and has written extensively on those topics, including the Congressional Black Caucus. Since 1992, he has written the popular monograph series, *Blacks and the Democratic and Republican National Conventions*. In 2000, the U.S. State Department sent Dr. Bositis to Tanzania, Zanzibar, Zambia, and South Africa to speak on issues of representation. Dr. Bositis traveled to Benin several times in the mid-1990s to provide training and to work with NGOs that were conducting presidential election studies. He is also a scholar of black politics and voting, and the Joint Center has published his election analyses following each national election since 1992. Since 1997, Dr. Bositis has also been the author of the Joint Center series on black elected officials entitled ‘Black Elected Officials: A Statistical Analysis’.

ABOUT THE COMMISSION

The Joint Center’s *Commission to Engage African Americans on Climate Change* is comprised of leading experts representing scientists, scholars, policymakers, entrepreneurs, leaders in public health, industry, business, and the media, educators, civil rights activists, and environmentalists to provide input and advice to the Joint Center regarding research priorities, equitable energy and climate policy, and ongoing outreach efforts. Key areas of focus include providing pivotal research and support for public policy and outreach activities related to energy and environment; enhancing and improving scientific knowledge and public awareness regarding the impact of climate change on communities of color; expanding the voice and role of African Americans in policy discussions; connecting key stakeholders and experts to the decision making process; and increasing awareness among African Americans of the economic opportunities in both the public and private sectors.

ABOUT THE JOINT CENTER

The Joint Center for Political and Economic Studies is the nation’s leading public policy and research institution focusing on issues of concern to African Americans and other communities of color. Founded in 1970 in wake of the Voting Rights Act’s passage, the Joint Center plays a key role in encouraging civic and political participation in the African American community and strengthening the leadership skills of black elected officials. Through its scholarly research, distinctive analyses of issues and convening of forums and networking opportunities, the Joint Center helps guide the policy process toward practical solutions on America’s most challenging issues—and toward a better future for all Americans.

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