Dr. Atkinson-Polombo, a UConn Geography professor working with CTLS, had some unexpected variables to work with during her recent piece of research entitled *Assessing the Impact of Light Rail Transit on Land Values and Tax Revenues*. The project was originally aimed at exploring the impact of light rail transit (LRT) in Phoenix, AZ, by looking at construction differential and development patterns in areas affected by the city’s new light rail system. However, as the geographer began her study, she had to take into account Phoenix’s exploding foreclosure rates, and the halt of LRT construction at the 20 mile mark, rather than the 90 miles that were expected. The most important thing she found was that housing near and around the LRT system was much less homogenous than those areas on the periphery. This made the system a vibrant, adjustable community whose developers took advantage of young renters eager to live on the train line, by renting out space once intended to be mortgaged. While outside developments began to go bankrupt, many developers who had invested in the LRT area found themselves economically saved by the transit system.