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Leveraging Federal Infrastructure for Housing and Transportation Opportunities
ULI Curtis Infrastructure Initiative

Promotes locally driven infrastructure solutions that are equitable and resilient, and that enhance long-term community value.

- Brings together global networks of ULI members focused on infrastructure to enable strategic partnerships and local action.
  - ULI Spring/Fall Infrastructure Forum
  - District Council Infrastructure Grant Cohort
  - Infrastructure and Land Use Exchange

- Provides capacity building and technical assistance intended to result in shifts in policy practice, change in community/industry prioritization, change in design/planning, and/or new infrastructure investments.

- Conducts primary research, develops case studies, and curates resources with significant infrastructure focus to provide replicable, sustainable, and model solutions.

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Infrastructure and Housing

Enable equitable access to transportation, particularly transit.

Improve access to and affordability of housing for moderate- and lower-income households.

Reconnect and reinvigorate neighborhoods damaged by past infrastructure investments.

Address historical disparities in community investment, particularly those based on race, and ensure equitable access to the economic opportunities and the benefits of development.

Improve health, enhance environmental sustainability, and reduce climate risks.
Leveraging Federal Infrastructure Investment Panel

Mike Parker
Americas Infrastructure Leader, EY

Sam Sargent
Director of Strategy, Austin Transit Partnership

Vicki Davis
Managing Director, Urban Atlantic

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Infrastructure Bill Context

- Federal share historically
  - US public sector infrastructure base
  - Source of US state funds for infrastructure pre-COVID

*plus* private sector investment

**Average Annual Infra. Construction put in place 2008-18**

- Transportation (~$125b)
- Social
- Communications
- Water, waste, conservation
- Education
- Power

*For ULI discussion purposes only – not for release*
Major Areas of Spending

**Broadband Internet**
- $65 billion
- Bring high-speed internet to rural areas and places with insufficient connectivity

**Public Transit**
- $155.9 billion
- $39 billion
  - Modernize transit and improving accessibility
- $50.9 billion
  - Continue existing transit programs for the next 5 years

**Transportation Infrastructure**
- $139 billion
- $110 billion
  - Rebuild and repair roads and bridges
- $1 billion
  - Redesign street grids
- $11 billion
  - Transportation safety programs

**Electrification**
- $80 billion
- $7.5 billion
  - Build national network of EV chargers
- $2.5 billion
  - New low carbon ferries
- $5 billion
  - New zero emission and clean school buses

**Environmental Resiliency**
- $126 billion
- $55 billion
  - Clean drinking water initiatives
- $47.2 billion
  - Infrastructure resiliency: cyber security, weatherization, waste management
- $21 billion
  - Address legacy pollution cleanup
- $8.3 billion
  - Western water infrastructure

**ARP funding**
- $8.3 billion
- For ULI discussion purposes only – not for release
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Sam Sargent, Austin Transit Partnership

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Project Connect Program Implementation
**Project Connect Program Overview**

**Project Connect** is a transformative multibillion dollar program of projects, designed to increase community connectivity and make Austin one of the most equitable, sustainable and innovative areas in the country.

- Light Rail
- Regional Rail
- Transit Tunnel
- Enhanced Bus Service
- Park & Rides
- On-Demand Circulators
- eTOD
- Anti-Displacement
- Placemaking

---

**Program Element Leads**

- **AUSTIN TRANSIT PARTNERSHIP**
  - Orange Line
  - Blue Line
  - Tunnel
  - Green Line - Ph. 1 Facilities

- **METRO**
  - MetroRapid
  - MetroExpress
  - Pickup
  - Customer Technology Upgrades
  - Red Line Improvements

- **Transit Supportive**
  - Anti-Displacement Investments
  - Utilities Relocations
  - Permitting
  - Right of Way
Project Connect Program Sequence Plan

- **LIGHT RAIL**
  - Orange Line (LRT)
  - Blue Line (LRT)

- **MTRORAIL**
  - Red Line (Commuter Rail)
  - Green Line (Commuter Rail)

- **MTRORAPID**
  - Phase I
  - Gold Line (Complete NEPA)

- **METROEXPRESS & PARK AND RIDES**

- **METROBUS & METROACCESS**

- **CUSTOMER TECH SYSTEMS**

- **ANTI-DISPLACEMENT INVESTMENTS**

**Years 1 to 13**
- NEPA / Preliminary Engineering
- Final Design / Procurement
- Construction / Commissioning

Initial investments of $100 million spread across years 1, 5, and 9.
Project Connect & Anti-Displacement

Anti-Displacement Investments:

• Project Connect includes $300 million for transit-supportive anti-displacement strategies, aimed at mitigating potential negative impacts associated with transit investments.

• The approved Project Connect referendum included direction to City staff to create an Equity Assessment Tool to analyze potential unintended effects or opportunities to build economic mobility for residents along transit corridors.

Racial Equity Anti-Displacement Tool:

• City staff collaborated with community members with lived experience or risk of displacement to develop a Racial Equity Anti-Displacement Tool, which can help guide anti-displacement investments on Project Connect corridors.

In FY2022, City of Austin Staff Will:

• Release the Racial Equity Anti-Displacement Tool and Report, host community learning sessions.

• Finalize a grants award process for anti-displacement investments in partnership with the CAC

• Launch a new program to fund rapid land acquisition for qualified, non-profit affordable housing developers
Capital Metro and TOD – Plaza Saltillo
# eTOD in Austin, Texas

## Project Connect as a Generational Opportunity

### Challenges

- Recent population influx has **strained city services** and infrastructure.
- Black and Latinx HH incomes **have not kept pace** despite economic growth.
- Rapid housing price growth creates **displacement pressures** that transit may exacerbate.

### Opportunities

- The investment in Project Connect will catalyze **growth in jobs and housing** to help reverse inequities.
- Austin voters have approved **$300M to fund displacement prevention efforts** and another **$250M to support affordable housing**.

<table>
<thead>
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<th>Opportunities</th>
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### 36,000 units

Housing supply gap for very low-income households

### 9% & 14%

Decreases in Black and Latinx Household incomes between 1980 and 2016

### $300 Million

Will be spent over 13 years in anti-displacement efforts.
eTOD in Austin, Texas

Transitioning from “Traditional” TOD to Equitable TOD

**EQUITABLE OUTCOMES**

- Create **new economic opportunities** for residents of all income levels
- Mitigate **displacement and negative externalities** of new development
- Encourage **market-supported development** along transit corridors

**“DO NO HARM”**

**TRADITIONAL TOD**
Project Connect & the Shaw Framework

- Enable equitable access to transportation, particularly transit.
- Improve access to and affordability of housing for moderate- and lower-income households.
- Reconnect and reinvigorate neighborhoods damaged by past infrastructure investments.
- Address historical disparities in community investment, particularly those based on race, and ensure equitable access to the economic opportunities and the benefits of development.
- Improve health, enhance environmental sustainability, and reduce climate risks.
3

Vicki Davis, Urban Atlantic

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Impact of Inclusive Community Development, TOD, Mixed Income Housing & Community Placemaking

Here is how transportation costs stack up against the “big 5” expense categories, by income.

<table>
<thead>
<tr>
<th>Item</th>
<th>First (Lowest) 20%</th>
<th>Second 20%</th>
<th>Third 20%</th>
<th>Fourth 20%</th>
<th>Fifth (Highest) 20%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing</td>
<td>40.2%</td>
<td>36.6%</td>
<td>34.1%</td>
<td>31.8%</td>
<td>29.9%</td>
</tr>
<tr>
<td>Transportation</td>
<td>16.0%</td>
<td>17.7%</td>
<td>18.6%</td>
<td>18.1%</td>
<td>15.8%</td>
</tr>
<tr>
<td>Food</td>
<td>15.3%</td>
<td>14.5%</td>
<td>14.1%</td>
<td>12.8%</td>
<td>11.5%</td>
</tr>
<tr>
<td>Health Care</td>
<td>10.0%</td>
<td>9.8%</td>
<td>8.8%</td>
<td>8.5%</td>
<td>6.9%</td>
</tr>
<tr>
<td>Personal Insurance (Non-Health) &amp; Pensions</td>
<td>2.2%</td>
<td>5.0%</td>
<td>9.6%</td>
<td>12.5%</td>
<td>16.3%</td>
</tr>
</tbody>
</table>
Arthur Capper/Carrollsburg Before

- Public Housing built 1940-60
- 30 acres
- Isolated by highway, vacant land, shipyard
- Highly distressed
Arthur Capper/Carrollsburg

Public Partner: DC Housing Authority
JV Partner: Brookfield (formerly Forest City)
Timeline: 2004-2020
Project Size: 21 acres
Project Type: TOD, Master Planned, Mixed-Income, Mixed-Use
Capitol Riverfront Today

11,200 Residents
7,100 Residential Units
5,300 Residential Under Construction
550,000 Sq Ft of Retail Space
6.6 M Sq Ft of Office Space
980 Existing Hotel Rooms with 200 Hotels
Rooms in the Pipeline/Under Construction
78 Restaurants (11 New Restaurants in 2019)
44 Shops & Services
2 Professional Sports Stadiums
2 Grocery Stores
350 Events
3.1 M Annual Visitors
The Parks at Walter Reed

Affordable = 20% = 432 units
- 114 units at 30% of median
- 149 Units at 50%
- 179 units at 80%

- 2,100 Residential
- 432 Affordable
- 400,000 SF Office & Hotel
- 175,000 SF Retail & Creative
- 480,000 Non-Profit
The Parks at Walter Reed Today

- 597 units delivered
- 238 Affordable delivered
- 647 units under construction
- Community activation
- Charter School
- Childrens Hospital Research Center with Johnson & Johnson
Rhode Island Row
Washington, DC

- Public-Private Partnership
- Catalytic Impact
- Mixed-Income Rental
- 274 units
- 55 units affordable
- 50% of median income
- Retail – 70,000 SF
- Metro / Shared Parking
Thank You!

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