Webinar

Leveraging Federal Infrastructure Investment for Housing and Transportation Opportunities
Date: November 17, 2021

00:00:04 --> 00:00:04: My
00:00:04 --> 00:00:06: name is Paul, Angela and I lead you allies,
00:00:06 --> 00:00:09: Curtis Infrastructure initiative. There will be a question and answer
00:00:09 --> 00:00:11: portion of the web and R at the end,
00:00:11 --> 00:00:13: but feel free to add questions in the chat.
00:00:13 --> 00:00:17: Throughout the presentation. The Courtesy Infrastructure Initiative was launched about
00:00:17 --> 00:00:19: 18 months ago with a focus on exploring the link
00:00:19 --> 00:00:20: between real estate,
00:00:20 --> 00:00:24: land use and infrastructure investment to ensure more equitable and
00:00:24 --> 00:00:27: resilient outcomes that enhance long term community value.
00:00:27 --> 00:00:30: This requires building a movement of which are all participants
00:00:30 --> 00:00:33: that grows the table and creates new ones through global
00:00:33 --> 00:00:34: and strategic partnerships.
00:00:34 --> 00:00:38: Provides technical assistance and capacity building at the local level
00:00:38 --> 00:00:40: and then acts as a feedback loop to promote the
00:00:40 --> 00:00:43: most innovative and or effective of best practices.
00:00:43 --> 00:00:46: As part of the developing that feedback loop and to
00:00:46 --> 00:00:49: help set the stage for today's conversation,
00:00:49 --> 00:00:51: I wanted to let you know about a report that
00:00:51 --> 00:00:54: the Curtis Infrastructure initiative along with the ULI 12%
00:00:54 --> 00:00:58: are for housing recently published that presents ten key themes
00:00:58 --> 00:01:01: discussed as part of a June Shaw Symposium on Urban
00:01:01 --> 00:01:03: Community issues.
00:01:03 --> 00:01:05: These key themes were then expanded upon to create a

00:01:05 --> 00:01:07: framework to help guide future investments,

00:01:07 --> 00:01:11: such as the recently passed infrastructure investment and JOBS Act

00:01:11 --> 00:01:13: in a more equitable way to ensure that shovel weather.

00:01:13 --> 00:01:18: Shovel worthy investments are made not just shovel ready projects.

00:01:18 --> 00:01:22: This report and more can be found at knowledgefinder.org and

00:01:22 --> 00:01:25: I will provide a drink direct link in the chat

00:01:25 --> 00:01:26: now.

00:01:26 --> 00:01:28: I'd like to introduce our moderator for today.

00:01:28 --> 00:01:33: Mike Parker as Americas Ewise Americas Infrastructure leader Mike is

00:01:33 --> 00:01:37: responsible for bringing the full breadth of EY resources and

00:01:37 --> 00:01:42: cutting edge capabilities to serve clients who are developing,

00:01:42 --> 00:01:46: transforming, financing, acquiring. Testing infrastructure this includes all types of

00:01:46 --> 00:01:49: infrastructure from transportation,

00:01:49 --> 00:01:51: energy and environmental, two communications,

00:01:51 --> 00:01:55: social and education with a commitment to sustainability.

00:01:55 --> 00:01:58: Mike also serves as a member of the Curtis Infrastructure

00:01:58 --> 00:01:59: Initiative Global Advisory Board.

00:01:59 --> 00:02:01: With that, I'll turn it over to you.

00:02:01 --> 00:02:01: Mike,

00:02:02 --> 00:02:04: thank you and thank you all for joining us.

00:02:04 --> 00:02:07: We've got a great group analyst and just I'm going

00:02:07 --> 00:02:11: to go ahead and introduce them briefly and then share

00:02:11 --> 00:02:14: with you a little bit of context about the IJ.

00:02:14 --> 00:02:17: And sort of the overall state of play for infrastructure

00:02:18 --> 00:02:21: investment in the US and then Sam is going to

00:02:21 --> 00:02:23: take you on a deep dive as well.

00:02:23 --> 00:02:26: Vicki and we'll have a chance to have a little

00:02:26 --> 00:02:28: bit of a dialogue and then to take some questions

00:02:29 --> 00:02:29: as well.

00:02:29 --> 00:02:31: So just to to to share a little bit about

00:02:31 --> 00:02:32: that.

00:02:32 --> 00:02:35: A background about Sam. Sam serves as the director of

00:02:35 --> 00:02:37: strategy for Austin Transit Partnership,

00:02:37 --> 00:02:40: a joint venture of Capital Metro and the City of

00:02:40 --> 00:02:44: Austin entrusted with building the multibillion dollar Project Connect Transit

00:02:44 --> 00:02:45: investment.

00:02:45 --> 00:02:49: Sam previously served as Deputy chief of staff for Capital

00:02:49 --> 00:02:51: Metro in Austin.
00:02:51 --> 00:02:54: Vicki is the managing partner and Co founder of Urban
00:02:54 --> 00:02:58: Atlantic while overseeing development and asset management for urban Atlantic,
00:02:58 --> 00:03:01: Vicki has managed the development of more than $3 billion
00:03:01 --> 00:03:05: in real estate projects and overseeing a portfolio in excess
00:03:05 --> 00:03:07: of 5 billion in real estate investments.
00:03:07 --> 00:03:10: She serves on EU L I told to Williger Center
00:03:10 --> 00:03:13: for Housing Board of Advisors.
00:03:13 --> 00:03:16: And so I'm looking forward to to their their their
00:03:16 --> 00:03:19: their perspectives into the conversation.
00:03:19 --> 00:03:22: So please do ready your questions too as we as
00:03:22 --> 00:03:24: we get into this great pool.
00:03:24 --> 00:03:26: If you wouldn't mind advancing,
00:03:26 --> 00:03:30: would be great. Uhm so.
00:03:30 --> 00:03:33: One of the things that that as we we all
00:03:33 --> 00:03:37: focus on the the signing on Monday and the Presidents.
00:03:37 --> 00:03:40: Now with signature now wet,
00:03:40 --> 00:03:43: or rather now dry, the wet signature now dry there.
00:03:43 --> 00:03:45: There's there's much to do,
00:03:45 --> 00:03:48: and one of the things that that is important to
00:03:48 --> 00:03:51: understand is the broader context in which the the new
00:03:51 --> 00:03:52: spending will occur,
00:03:52 --> 00:03:56: and so in EU S very different than many countries.
00:03:56 --> 00:03:59: Of course the the public sector infrastructure base is largely
00:03:59 --> 00:04:01: owned by States and localities.
00:04:01 --> 00:04:04: The federal share. As you can see in the chart
00:04:04 --> 00:04:04: on the left,
00:04:04 --> 00:04:07: is relatively small compared to.
00:04:07 --> 00:04:10: Depending on what accounting treatment uses,
00:04:10 --> 00:04:13: they tend to trillion 10 to $12 trillion asset based
00:04:13 --> 00:04:16: that that is owned by the public sector primarily States
00:04:16 --> 00:04:17: and localities,
00:04:17 --> 00:04:22: public authorities. And when it comes to funding roughly the
00:04:22 --> 00:04:23: federal government,
00:04:23 --> 00:04:27: typically a third or less relative to the states pre
00:04:27 --> 00:04:30: COVID COVID obviously scrambled a number of things and so
00:04:30 --> 00:04:35: a really important intuition when this new incremental spending happens.
00:04:35 --> 00:04:38: It's about $1.2 trillion of total authorization.
00:04:38 --> 00:04:43: $550 billion of which is new spending and.
00:04:43 --> 00:04:47: Marginally new spending is the extent to which that spending

00:04:47 --> 00:04:51: leverage is in attracts rather than displaces state and local
00:04:51 --> 00:04:55: government capital as well as private investment,
00:04:55 --> 00:04:58: and so again just to put in context the overall
00:04:58 --> 00:05:02: size of the bill compared to our how our country
00:05:02 --> 00:05:05: has had has invested historically.
00:05:05 --> 00:05:08: If you look at one measure of of investment,
00:05:08 --> 00:05:11: the amount of construction that is put in place delivered
00:05:11 --> 00:05:13: into service each year,
00:05:13 --> 00:05:14: and so it's really excluding.
00:05:14 --> 00:05:17: Real estate focused on UM or government buildings or government
00:05:17 --> 00:05:19: owned housing as well as in here,
00:05:19 --> 00:05:21: but not not say affordable housing.
00:05:21 --> 00:05:24: That's its market or commercial.
00:05:24 --> 00:05:26: There's roughly, you know, just in the in the order
00:05:27 --> 00:05:29: of $500 billion that are put in place annually.
00:05:29 --> 00:05:33: So if we have $550 billion of incremental new IT
00:05:33 --> 00:05:34: is significant.
00:05:34 --> 00:05:37: It's not. It's not the same.
00:05:37 --> 00:05:39: Doubling that you might think of when you think about
00:05:39 --> 00:05:40: one point.
00:05:40 --> 00:05:44: The relationship between 5:50 and 1.2 trillion and at the
00:05:44 --> 00:05:45: same time.
00:05:45 --> 00:05:49: In some categories though, this this will be definitive investment
00:05:49 --> 00:05:53: that that where we may not have been investing significantly
00:05:53 --> 00:05:54: or or at all.
00:05:54 --> 00:05:55: Yeah, there's gonna be there.
00:05:55 --> 00:05:58: There are myriad diagrams, and on our website at the
00:05:58 --> 00:06:01: white.com you can find as well.
00:06:01 --> 00:06:03: Ways to click through and and down into the program
00:06:04 --> 00:06:04: level,
00:06:04 --> 00:06:06: but really at the headline level,
00:06:06 --> 00:06:08: part of what we want to point out is is
00:06:09 --> 00:06:12: where some of that incremental new is is going to
00:06:12 --> 00:06:13: be focused,
00:06:13 --> 00:06:16: and there's some areas where we might have only been
00:06:16 --> 00:06:20: spending $20 billion they pre pandemic before really the zoom
00:06:20 --> 00:06:22: boom and otherwise in on an annual basis,
00:06:22 --> 00:06:25: putting communications infrastructure into service in EU.
00:06:25 --> 00:06:28: S and now as that pushes towards 65 billion,
00:06:28 --> 00:06:31: these are really transformative investments.

00:06:31 --> 00:06:35: Same thing if even within formula or within areas like
00:06:35 --> 00:06:38: transit or roads and bridges.
00:06:38 --> 00:06:40: What you can start to see is that as you
00:06:40 --> 00:06:43: if you were to click into these bubbles that that
00:06:43 --> 00:06:45: there are nested within them,
00:06:45 --> 00:06:50: programs that that are. Still might be either new or
00:06:50 --> 00:06:54: different and or new uses of these funds,
00:06:54 --> 00:06:56: and so I think one of the things for all
00:06:56 --> 00:06:58: of us to have an intuition about is we think.
00:07:00 --> 00:07:04: Think think more closely about how the bill will impact
00:07:05 --> 00:07:09: given areas is to recognize that across programs there's really
00:07:09 --> 00:07:13: almost a built in framework to encourage collaboration,
00:07:13 --> 00:07:16: and so if you think about if,
00:07:16 --> 00:07:18: for example, if you were interested in EV and carbon
00:07:18 --> 00:07:19: reduction funding,
00:07:19 --> 00:07:21: and then the the new build back,
00:07:21 --> 00:07:24: better bill may also have quite quite a considerable level
00:07:24 --> 00:07:25: investment there,
00:07:25 --> 00:07:28: but you might look within the Federal Highway program and
00:07:28 --> 00:07:30: see there's a carbon reduction program.
00:07:30 --> 00:07:33: By formula might look and see OK.
00:07:33 --> 00:07:40: There's also $2.5 billion charging and refueling grants program within
00:07:40 --> 00:07:43: that that's distinct from the EPA.
00:07:43 --> 00:07:47: $5 billion school buses and an electric ferries grants or
00:07:47 --> 00:07:51: charging stations that that even in this graphic we've broken
00:07:51 --> 00:07:51: out.
00:07:51 --> 00:07:54: There's formula grants, you know,
00:07:54 --> 00:07:57: as I mentioned, 5 billion of those from FHWA by
00:07:57 --> 00:07:58: by state,
00:07:58 --> 00:08:01: and then within the FDA.
00:08:01 --> 00:08:02: Funding in addition to school bus funding,
00:08:02 --> 00:08:03: which is sort of called out,
00:08:03 --> 00:08:08: there's $5.3 billion of competitive grants for low end and
00:08:08 --> 00:08:09: no emission buses,
00:08:09 --> 00:08:12: and in general then stepping even further back grants for
00:08:12 --> 00:08:16: bus and bus facilities will now require a 0 emission
00:08:16 --> 00:08:20: fleet transition plan addressing the technical and financial requirements to
00:08:20 --> 00:08:22: to make that, and, you know,
00:08:22 --> 00:08:26: layered on this, there's the the funding that's available for

00:08:26 --> 00:08:29: electric transmission and even the creation of a SIFI alone
00:08:29 --> 00:08:31: program for CO2 pipelines.
00:08:31 --> 00:08:34: And so I just wanted to give that context as
00:08:34 --> 00:08:36: we see these numbers at you.
00:08:36 --> 00:08:39: On the one hand, what we should take to to
00:08:39 --> 00:08:42: take care the fact that that much of these funds
00:08:42 --> 00:08:46: can be flexible or can be used to really achieve
00:08:46 --> 00:08:50: a larger purpose, but at the same time to realize
00:08:50 --> 00:08:53: that if we don't mobilize the state and local and
00:08:53 --> 00:08:58: private sector funding and investment focus as well will lose
00:08:58 --> 00:09:01: the the the the magnitude and the the distinct.
00:09:01 --> 00:09:06: Opportunity that's arising from this this generational level of investment.
00:09:06 --> 00:09:12: So with that you know an amazing example of.
00:09:12 --> 00:09:16: A local and regional uh communities coming together to decide
00:09:17 --> 00:09:21: to invest in infrastructure ahead of the bill passing.
00:09:21 --> 00:09:24: It's we're very fortunate to have Sam here with us
00:09:24 --> 00:09:27: to talk through and to share what's happening in Austin
00:09:27 --> 00:09:29: and and I think to some of the dialogue that
00:09:29 --> 00:09:32: we can get into is is how that plays out,
00:09:32 --> 00:09:36: both with respect to real estate into the broader UI
00:09:36 --> 00:09:37: communities,
00:09:37 --> 00:09:41: participation there and into future federal spending and support as
00:09:41 --> 00:09:42: well.
00:09:42 --> 00:09:44: That's so Sam, please if you could bring us up
00:09:44 --> 00:09:47: to speed on what's happening Austin that would be amazing.
00:09:47 --> 00:09:47: Absolutely
00:09:47 --> 00:09:50: thank you, Mike, and thank you to you lie and
00:09:50 --> 00:09:52: everybody who joined us here today.
00:09:52 --> 00:09:54: If you don't mind, I'm going to share my screen
00:09:54 --> 00:09:57: real quick and walk through a couple of slides that
00:09:57 --> 00:09:59: I hope we're going to give you a nice overview
00:09:59 --> 00:10:02: of what we have been up to here in Austin.
00:10:02 --> 00:10:05: It's been very busy and exciting year not only on
00:10:05 --> 00:10:06: the transit front,
00:10:06 --> 00:10:11: but also on the development and affordable housing front as
00:10:11 --> 00:10:12: well so.
00:10:12 --> 00:10:15: Just to start off, I'm sure that a lot of
00:10:15 --> 00:10:18: people who are participating today are somewhat familiar,
00:10:18 --> 00:10:21: maybe with Project Connect who are familiar with Austin but
00:10:21 --> 00:10:24: just important to mention just from the outset,

00:10:24 --> 00:10:28: that project Connect is a multi billion dollar investment in
00:10:29 --> 00:10:32: brand new public transportation in Austin,
00:10:32 --> 00:10:33: which is a city of a million people.
00:10:33 --> 00:10:36: And outside of San Antonio is really the largest city
00:10:36 --> 00:10:39: in the United States that is not invested heavily in
00:10:39 --> 00:10:41: hard transit infrastructure.
00:10:41 --> 00:10:43: And there have been a couple of failed ballot initiatives
00:10:43 --> 00:10:43: here in.
00:10:43 --> 00:10:46: Austin, both in 2000 and 2014,
00:10:46 --> 00:10:49: but fortunately for my purposes,
00:10:49 --> 00:10:51: and I think for the City of Austin voters,
00:10:51 --> 00:10:55: approved a property tax to fund project connect 57%
00:10:55 --> 00:10:58: to 43% in November. And so now we are moving
00:10:58 --> 00:11:02: forward with implementation and the way that that's occurring in
00:11:02 --> 00:11:04: Austin is that capital metro,
00:11:04 --> 00:11:08: which is the FTA direct recipient and the City of
00:11:08 --> 00:11:08: Austin,
00:11:08 --> 00:11:12: where most of this infrastructure light rail especially is going
00:11:12 --> 00:11:14: to be built in their right of way.
00:11:14 --> 00:11:17: Have come together to form a brand new local government
00:11:17 --> 00:11:21: corporation called the Austin Transit Partnership and the purpose of
00:11:21 --> 00:11:24: the Austin Transit Partnership is really to construct the newest
00:11:24 --> 00:11:28: and most complex and most expensive parts of the system.
00:11:28 --> 00:11:30: And it's also a place that federal funds and local
00:11:30 --> 00:11:32: funds can be pulled,
00:11:32 --> 00:11:35: and it's also going to be a vehicle that not
00:11:35 --> 00:11:38: only issues debt but is also the principal entity issuing
00:11:39 --> 00:11:43: construction contracts over the course of the next decade and
00:11:43 --> 00:11:46: beyond for Project Connect. And I serve as director of
00:11:46 --> 00:11:50: strategy for the Austin Transit Partnership having been at Capital
00:11:50 --> 00:11:52: Metro for six years prior to that,
00:11:52 --> 00:11:53: just at a high level.
00:11:53 --> 00:11:59: And you can see more information at projectconnect.com or atptx.org,
00:11:59 --> 00:12:00: but you can see here in the right.
00:12:00 --> 00:12:02: We've got our project connect,
00:12:02 --> 00:12:04: initial investment map, and this is what voters said yes
00:12:04 --> 00:12:04: to,

00:12:04 --> 00:12:07: and it's a fairly complex map and I think that
00:12:07 --> 00:12:11: that is ultimately part of the reason why project connect
00:12:11 --> 00:12:12: one of the day in November.
00:12:12 --> 00:12:15: Is that some of the previous efforts were really.
00:12:15 --> 00:12:16: Single lines on a map.
00:12:16 --> 00:12:19: They were a little bit more isolated and it was
00:12:19 --> 00:12:20: a little bit more difficult to see.
00:12:20 --> 00:12:22: How is this going to work as a system?
00:12:22 --> 00:12:24: And ultimately, how is this going to benefit me,
00:12:24 --> 00:12:26: the taxpayer or the voter?
00:12:26 --> 00:12:29: And so I think that this map spoke to that.
00:12:29 --> 00:12:32: I also think that Austin hit a tipping point in
00:12:32 --> 00:12:36: terms of congestion and affordability and concerns over sustainability and
00:12:36 --> 00:12:39: people finally said Austin is a large city.
00:12:39 --> 00:12:42: Let's invest that way and so project connect includes light
00:12:42 --> 00:12:43: rail,
00:12:43 --> 00:12:45: additional regional rail, a brand new transit.
00:12:45 --> 00:12:49: Panel additional Bertie and other enhanced bus services.
00:12:49 --> 00:12:54: Parking rides on demand. Circulator's Equitable Transit oriented development or
00:12:54 --> 00:12:56: E Tod anti displacement investments,
00:12:56 --> 00:12:58: which I think is a really interesting part of this
00:12:58 --> 00:13:00: multibillion dollar program,
00:13:00 --> 00:13:04: which is $300 million that is specifically set aside.
00:13:04 --> 00:13:06: In effect to fund land banking,
00:13:06 --> 00:13:11: affordable housing development. Really anything that's in the affordability toolbox
00:13:11 --> 00:13:14: and we're working most closely with the city of Austin
00:13:14 --> 00:13:17: on identifying the best ways to spend and triage that
00:13:17 --> 00:13:21: money right now, as well as many opportunities for placement
00:13:21 --> 00:13:21: game.
00:13:21 --> 00:13:24: 'cause that's got to be a huge part of what
00:13:24 --> 00:13:26: we do is that one of the goals of this
00:13:26 --> 00:13:28: program is for Austin by 2039,
00:13:28 --> 00:13:31: which would be after light rail is up and running,
00:13:31 --> 00:13:33: and new commuter services are up and running.
00:13:33 --> 00:13:36: But by 2039. To hit a 5050 mode split.
00:13:36 --> 00:13:41: Between single occupancy vehicles and non and within the none
00:13:41 --> 00:13:42: would be 16%
00:13:42 --> 00:13:46: transit. We expect that to be somewhere between 325,

00:13:46 --> 00:13:49: maybe 375,000 transit trips per day,
00:13:49 --> 00:13:52: which would be a tripling of where we were right
00:13:52 --> 00:13:53: before the pandemic,
00:13:53 --> 00:13:57: but all of that being said it means that 84%
00:13:57 --> 00:14:00: of people experiencing the system are going to be experiencing
00:14:00 --> 00:14:01: it in other ways.
00:14:01 --> 00:14:05: They might be experiencing it because they now live in
00:14:05 --> 00:14:07: a development that was made possible.
00:14:07 --> 00:14:10: Through the anti displacement investment or they just live near
00:14:10 --> 00:14:13: that station and they may not use it every day,
00:14:13 --> 00:14:16: but we've got to build a system and guideways and
00:14:16 --> 00:14:20: transitways and stations and tunnel entrances that reflect the community
00:14:20 --> 00:14:23: around it and create value and every sense of the
00:14:23 --> 00:14:26: term you can see here in this box how we
00:14:26 --> 00:14:28: have divvied up a lot of the work.
00:14:28 --> 00:14:29: The Austin Transit partnership. Again,
00:14:29 --> 00:14:32: like I said, is really focus on the things that
00:14:32 --> 00:14:34: are brand new to Austin Capital Metro,
00:14:34 --> 00:14:37: working on things that are improving existing.
00:14:37 --> 00:14:41: Transit services and the City of Austin are most important
00:14:41 --> 00:14:42: partner.
00:14:42 --> 00:14:46: I would say helping us prioritize those anti displacement investments
00:14:46 --> 00:14:50: but also doing work on utility relocations right of way
00:14:50 --> 00:14:52: permitting things of that nature.
00:14:52 --> 00:14:54: Now you can see the program just through time.
00:14:54 --> 00:14:56: I won't hang on this slide for too long,
00:14:56 --> 00:14:58: but you can see the orange in the blue line.
00:14:58 --> 00:15:02: Light rail investments are being done in parallel over the
00:15:02 --> 00:15:04: course of the coming decade.
00:15:04 --> 00:15:07: We are currently working on improvements to our existing and
00:15:07 --> 00:15:10: I would say successful Red Line commuter rail operation that's
00:15:10 --> 00:15:13: been up and running since March 2010 with an additional
00:15:13 --> 00:15:16: commuter rail line anticipated in the later part of this
00:15:17 --> 00:15:17: decade.
00:15:17 --> 00:15:20: Metro Rapid, which is our bus rapid transit service.
00:15:20 --> 00:15:23: We are breaking ground. Actually,
00:15:23 --> 00:15:25: next month on the first of our new lines and
00:15:25 --> 00:15:28: this is also going to be an opportunity not only

00:15:28 --> 00:15:29: to provide more BRT,
00:15:29 --> 00:15:34: but to provide our first all electric BRT line.
00:15:34 --> 00:15:40: We've just signed a deal for 200 additional electric buses,
00:15:40 --> 00:15:43: which will greatly greatly expand our electric bus fleet and
00:15:44 --> 00:15:46: transition S away from from our diesel fleet.
00:15:46 --> 00:15:48: Then down below you can see additional parking,
00:15:48 --> 00:15:51: right opportunities, improvements to our bus system and those anti
00:15:51 --> 00:15:53: displacement investments.
00:15:53 --> 00:15:56: That you can see you can see that they're fairly
00:15:56 --> 00:15:56: front loaded,
00:15:56 --> 00:16:00: and they may ultimately become even more frontloaded because like
00:16:00 --> 00:16:01: many of you,
00:16:01 --> 00:16:03: depending on what city you're living in,
00:16:03 --> 00:16:06: but I would say probably most cities right now.
00:16:06 --> 00:16:08: If we don't act now,
00:16:08 --> 00:16:10: we're not going to be able to lock in affordability
00:16:10 --> 00:16:13: along these corridors in the way that we would like
00:16:13 --> 00:16:13: to.
00:16:13 --> 00:16:15: There's also going to be a lot of upside to
00:16:15 --> 00:16:18: land banking so that we can use some of this
00:16:18 --> 00:16:19: land for construction,
00:16:19 --> 00:16:23: lay down, and then eventually transition into affordable housing park
00:16:23 --> 00:16:24: space.
00:16:24 --> 00:16:28: Small business incubators. Who knows?
00:16:28 --> 00:16:31: The anti displacement investment again I just want to talk
00:16:31 --> 00:16:35: about it because it's a wonderful intersection of land use
00:16:35 --> 00:16:38: and affordability and transit and I believe that if this
00:16:38 --> 00:16:42: was a standalone bond initiative for pure affordable housing,
00:16:42 --> 00:16:44: this would be the third of the fourth largest single
00:16:45 --> 00:16:47: investment approved by voters in the country's history.
00:16:47 --> 00:16:51: And so it was packaged within a multi billion dollar
00:16:51 --> 00:16:52: program.
00:16:52 --> 00:16:53: So maybe it gets a little bit lost,
00:16:53 --> 00:16:56: but I think it's a really critical part of the
00:16:56 --> 00:16:58: story and honestly it's part of a.
00:16:58 --> 00:17:01: Good faith effort to try anything and everything to keep
00:17:01 --> 00:17:05: the people who are going to need this transit system
00:17:05 --> 00:17:08: the most is close to the services as possible.
00:17:08 --> 00:17:11: So working with the City of Austin's new Project,

00:17:11 --> 00:17:15: Connect office on an equity assessment tool again to prioritize
00:17:15 --> 00:17:17: or call it rehashing some of this money so that
00:17:18 --> 00:17:21: we can make sure that we're investing it properly and
00:17:21 --> 00:17:25: equitably and also making these investments in development that will
00:17:25 --> 00:17:27: be sustainable as well.
00:17:27 --> 00:17:29: And the city is also separately.
00:17:29 --> 00:17:32: Created a racial equity anti displacement tool and so these
00:17:32 --> 00:17:35: two are going to work in parallel over the course
00:17:35 --> 00:17:36: of the coming year.
00:17:36 --> 00:17:38: The city is going to release a report along with
00:17:39 --> 00:17:42: the tool itself and a significant amount of community engagement.
00:17:42 --> 00:17:46: Finalizing Grant awards for the $300 million in anti displacement
00:17:46 --> 00:17:50: investments and then launching a new program of rapid land
00:17:50 --> 00:17:54: acquisition again so that we can lock in affordability along
00:17:54 --> 00:17:59: these corridors. Capital Metro runs a great transit system.
00:17:59 --> 00:18:02: I'm incredibly proud to have been a part of that
00:18:02 --> 00:18:03: system.
00:18:03 --> 00:18:05: It is very heavy on bus we have a lot
00:18:05 --> 00:18:08: of 15 minute high frequency bus routes.
00:18:08 --> 00:18:12: We also have 132 mile commuter rail route that's on
00:18:12 --> 00:18:16: an existing freight line that capital Metro owns,
00:18:16 --> 00:18:19: but it's only recently that we've really started to come
00:18:19 --> 00:18:20: into our own and start.
00:18:20 --> 00:18:23: Acting like a lot of our larger city or more
00:18:23 --> 00:18:25: established peers,
00:18:25 --> 00:18:28: and one of those things is becoming more of a
00:18:28 --> 00:18:32: developer and finding good opportunities for TO D.
00:18:32 --> 00:18:35: And this is really Plaza Saltillo.
00:18:35 --> 00:18:37: You can see a couple of images here.
00:18:37 --> 00:18:41: This was really capital Metro's first foray into this type
00:18:41 --> 00:18:42: of thing,
00:18:42 --> 00:18:45: and I would say prior to this we had parking
00:18:45 --> 00:18:45: rides.
00:18:45 --> 00:18:47: We have our rail stations and some of them are
00:18:47 --> 00:18:48: quite constrained.
00:18:48 --> 00:18:51: Just because that line has been there since.
00:18:51 --> 00:18:53: 1882 in the city has grown up around it,
00:18:53 --> 00:18:55: so we didn't have the luxury of having a lot
00:18:55 --> 00:18:56: of properties,

00:18:56 --> 00:18:59: especially properties that capital Metro owned to redevelop,
00:18:59 --> 00:19:03: and so with our partners at Endeavor Real estate here
00:19:03 --> 00:19:05: in Austin as well as community members,
00:19:05 --> 00:19:09: we are able to redevelop a former Southern Pacific freight
00:19:09 --> 00:19:12: yard that also has the second Red Line commuter rail
00:19:12 --> 00:19:15: station right in the middle into a fairly sizable mixed
00:19:16 --> 00:19:18: use development. And you can see some of the images
00:19:18 --> 00:19:20: here with the local architect Michael Hsu,
00:19:20 --> 00:19:24: who. Provided most of the design for this and it's
00:19:24 --> 00:19:26: really been a success,
00:19:26 --> 00:19:28: and there's also affordable housing units,
00:19:28 --> 00:19:30: there are senior affordable housing units.
00:19:30 --> 00:19:33: There is public art. There is new paseos and small
00:19:33 --> 00:19:34: pocket park spaces,
00:19:34 --> 00:19:39: and it really showed our community what transit oriented development
00:19:39 --> 00:19:42: can be and how you do good engagement and good
00:19:43 --> 00:19:46: design in the context of that existing Community.
00:19:46 --> 00:19:50: Working with the city of Austin since Capital Metro does
00:19:50 --> 00:19:54: not have control over the Land Development code,
00:19:54 --> 00:19:56: so we work with our city partners both on the
00:19:56 --> 00:19:59: staff side and certainly with City Council,
00:19:59 --> 00:20:02: but working with them to develop an equitable teody tool
00:20:02 --> 00:20:04: and come up with a framework so that as we
00:20:05 --> 00:20:07: start expanding out this light rail system,
00:20:07 --> 00:20:11: additional parking rides. Ultimately a new commuter rail line that
00:20:11 --> 00:20:14: we're able to make best use out of these station
00:20:14 --> 00:20:16: areas and that we don't just build.
00:20:16 --> 00:20:19: The traditional surface parking lot parking rides.
00:20:19 --> 00:20:22: They serve a purpose, but in a growing region they
00:20:22 --> 00:20:25: they may not serve the community in the way that
00:20:25 --> 00:20:26: we would like to.
00:20:26 --> 00:20:30: So some of the challenges is that we have had
00:20:30 --> 00:20:34: a very large influx of population that is strained city
00:20:34 --> 00:20:38: services and certainly infrastructure and our black and Latin X
00:20:38 --> 00:20:41: households have not been able to keep pace with this
00:20:42 --> 00:20:45: growth from an income standpoint and many of the people
00:20:45 --> 00:20:47: who are being displaced from Austin.
00:20:47 --> 00:20:50: Are being displaced out in areas with even less services
00:20:50 --> 00:20:53: even less infrastructure and because of the way that capital,
00:20:53 --> 00:20:57: metro and metropolitan transportation agencies are set up in

Texas,
00:20:57 --> 00:21:01: oftentimes they find themselves outside of our service area,
00:21:01 --> 00:21:03: meaning that we're not even able to serve them with
00:21:03 --> 00:21:04: transit,
00:21:04 --> 00:21:06: whether that be bust, para transit or rail.
00:21:06 --> 00:21:08: And so we're working through.
00:21:08 --> 00:21:11: How do we keep people as close to these vital
00:21:11 --> 00:21:13: services as humanly possible?
00:21:13 --> 00:21:16: Austin is one of the few large cities and possibly
00:21:16 --> 00:21:17: be only large city,
00:21:17 --> 00:21:19: at least of our size.
00:21:19 --> 00:21:23: That has seen a decrease in our black population between
00:21:23 --> 00:21:25: 1980 and 2016,
00:21:25 --> 00:21:28: and I think that that trend is continuing right now.
00:21:28 --> 00:21:31: We also have a large gap between supply and demand,
00:21:31 --> 00:21:34: just like you see in cities all across the United
00:21:34 --> 00:21:34: States.
00:21:34 --> 00:21:38: But we've got an enormous opportunity here to not only
00:21:38 --> 00:21:43: create jobs through the actual construction of project Connect.
00:21:43 --> 00:21:47: But creation of new development opportunities,
00:21:47 --> 00:21:49: new small businesses, new places for people to live up
00:21:49 --> 00:21:51: and down these lines,
00:21:51 --> 00:21:53: and the $300 million is going to be a large
00:21:53 --> 00:21:54: part of that.
00:21:54 --> 00:21:56: But I think that the private sector and our city
00:21:56 --> 00:21:59: partners through various incentives as well as the federal government
00:21:59 --> 00:22:01: are going to create a lot of new ways to
00:22:01 --> 00:22:06: create value and create new homes and new places for
00:22:06 --> 00:22:11: small businesses to thrive around our transit system.
00:22:11 --> 00:22:14: And then just in terms of transitioning from our traditional
00:22:14 --> 00:22:15: teody,
00:22:15 --> 00:22:17: and I would say that the pauses alteo development was
00:22:17 --> 00:22:19: probably right there on the cusp,
00:22:19 --> 00:22:23: considering when we first started talking about doing that development
00:22:23 --> 00:22:25: all the way up until the present,
00:22:25 --> 00:22:30: but moving beyond just pure market supported developments along transit
00:22:30 --> 00:22:31: corridors,
00:22:31 --> 00:22:35: but finding ways to mitigate any displacement or negative externalities

00:22:35 --> 00:22:37: from new development,
00:22:37 --> 00:22:40: including new transit investments, which kind of turns some of
00:22:40 --> 00:22:42: the thinking about transit investments.
00:22:42 --> 00:22:45: From you know, call it now 20 or 25 years
00:22:45 --> 00:22:48: ago where a transit investment would not have sparked the
00:22:48 --> 00:22:52: amount of private development that you see today and now.
00:22:52 --> 00:22:53: When a line is on the map,
00:22:53 --> 00:22:57: sometimes it can be hard for government and people in
00:22:57 --> 00:22:59: the affordable housing game to keep up,
00:22:59 --> 00:23:02: and so I think that that's what this episode and
00:23:02 --> 00:23:05: equity tool is going to really help with so that
00:23:05 --> 00:23:09: we can create new opportunities and create a far more
00:23:09 --> 00:23:12: resilient community as we grow.
00:23:12 --> 00:23:15: And then just in terms of the of the Shaw
00:23:15 --> 00:23:16: framework,
00:23:16 --> 00:23:19: I think it's important to note that everything that came
00:23:19 --> 00:23:21: out there really spoke to me and the rest of
00:23:22 --> 00:23:24: the project Connect team because it speaks to what our
00:23:24 --> 00:23:26: values are for Project Connect.
00:23:26 --> 00:23:29: It's what we put out there to the community before
00:23:29 --> 00:23:31: Proposition 8 passed,
00:23:31 --> 00:23:33: and it's what we will talk about for the life
00:23:33 --> 00:23:37: of this projects in this program's implementation is ensuring equitable
00:23:37 --> 00:23:39: access to everything that we're building.
00:23:39 --> 00:23:42: Improving access to affordability for both.
00:23:42 --> 00:23:46: Moderate and low income households doing everything that we can
00:23:46 --> 00:23:49: to reconnect because there is a lot of disconnection here
00:23:49 --> 00:23:50: in Austin.
00:23:50 --> 00:23:52: As is probably the case across the country and certainly
00:23:52 --> 00:23:54: a lot of sunbelt and southern cities.
00:23:54 --> 00:23:57: But trying to reconnect the fabric of this city both
00:23:57 --> 00:24:01: from a human standpoint and a physical infrastructure standpoint and
00:24:01 --> 00:24:06: reinvigorate those neighborhoods doing our best to address historical disparities
00:24:06 --> 00:24:08: in investment. Especially based on race.
00:24:08 --> 00:24:10: Austin, like many other places,
00:24:10 --> 00:24:13: but Austin had the 1927 master plan.
00:24:13 --> 00:24:16: 1928 master plan, but that drew a fine red line
00:24:16 --> 00:24:20: through the city and the effects of that.

00:24:20 --> 00:24:23: We are still feeling today and this is a generational
00:24:23 --> 00:24:27: opportunity to correct that wrong and then improving health and
00:24:27 --> 00:24:31: enhancing environmental sustainability and reducing climate risks for our growing
00:24:31 --> 00:24:34: region and all of these things.
00:24:34 --> 00:24:37: Have been put out there by you lie and it's
00:24:37 --> 00:24:40: already what project connect and the folks here in Austin
00:24:40 --> 00:24:42: have been thinking about for some time.
00:24:42 --> 00:24:44: And so I think that we're just in a really
00:24:44 --> 00:24:47: great place where with the infrastructure bill and this renewed
00:24:47 --> 00:24:51: focus on both equity and sustainability is all coming together
00:24:51 --> 00:24:54: so that people in the development side of the House,
00:24:54 --> 00:24:57: transit and everything else in between are able to come
00:24:57 --> 00:25:00: together for some common goals that are really important for
00:25:00 --> 00:25:01: the communities that we live on.
00:25:01 --> 00:25:05: And with that I will hand it back over to
00:25:05 --> 00:25:05: Mike.
00:25:05 --> 00:25:07: Grab believe is going to hand it off to Vicki.
00:25:08 --> 00:25:11: You I didn't even have my moderation job to do
00:25:11 --> 00:25:11: here.
00:25:11 --> 00:25:15: This is great but and Sam likewise,
00:25:15 --> 00:25:16: I know I've got some questions.
00:25:16 --> 00:25:18: I know the audience will two for you,
00:25:18 --> 00:25:20: but it really is amazing.
00:25:20 --> 00:25:23: Both what Austin is doing but with the intention ality
00:25:23 --> 00:25:26: and then the thoughtfulness by which it's happening.
00:25:26 --> 00:25:29: And so Vicki I think to to hear from your
00:25:29 --> 00:25:32: perspective as a as a developer would be great.
00:25:32 --> 00:25:34: And so please please take it away.
00:25:34 --> 00:25:37: Wow are you guys a hard act to follow up
00:25:37 --> 00:25:41: on that is really actually very inspirational to me and
00:25:41 --> 00:25:44: it got me thinking about my my own portfolio and
00:25:45 --> 00:25:47: things were working on and and.
00:25:47 --> 00:25:51: Whole idea of bringing transit in.
00:25:54 --> 00:25:57: I just want to start there and say.
00:25:57 --> 00:26:01: I have a project where I'm harvesting the land.
00:26:01 --> 00:26:05: It was a lay down yard for transit and highways
00:26:05 --> 00:26:07: 40 years ago and in DC,
00:26:07 --> 00:26:11: and it's the one project that I missed him bringing
00:26:11 --> 00:26:13: into this presentation.
00:26:13 --> 00:26:18: So sucks on that, but but I wanted to first

00:26:18 --> 00:26:19: of all,
00:26:19 --> 00:26:21: tell you how grateful I am to be here.
00:26:21 --> 00:26:22: I work with urban Atlantic.
00:26:22 --> 00:26:27: We've been doing, uh urban and transit oriented development and
00:26:27 --> 00:26:31: urban infrastructure for the last 24 years and.
00:26:31 --> 00:26:34: And I I have an amazing team that I work
00:26:34 --> 00:26:37: with at our company and we work on the in
00:26:37 --> 00:26:41: the Mid Atlantic area down to Florida and up up
00:26:41 --> 00:26:48: through Connecticut. So this slide is shamelessly borrowed from the
00:26:48 --> 00:26:49: Internet.
00:26:49 --> 00:26:50: And you might say, well,
00:26:50 --> 00:26:53: why does this matter and.
00:26:53 --> 00:26:57: This is a by ranking of by income.
00:26:57 --> 00:27:02: You know the lowest income tier to the highest income
00:27:02 --> 00:27:04: tier in 20th 20 percentiles.
00:27:04 --> 00:27:11: And what you should see is that housing and transportation
00:27:11 --> 00:27:15: are are always at least 45 to 55%
00:27:15 --> 00:27:21: or a little bit higher of of household expenditures that
00:27:21 --> 00:27:22: makes this.
00:27:22 --> 00:27:29: Very, very important, and particularly if you can.
00:27:29 --> 00:27:33: Gains synergy between transportation and housing and and so I
00:27:34 --> 00:27:35: want to just say this.
00:27:35 --> 00:27:42: Transportation on average in the United States cost $12,000 for
00:27:42 --> 00:27:44: a household of two.
00:27:44 --> 00:27:48: But if that same household use transit and use it
00:27:48 --> 00:27:52: every day of the work and each person use transit
00:27:52 --> 00:27:54: every day of the week,
00:27:54 --> 00:27:59: all year long. That transportation costs could likely be cut
00:27:59 --> 00:28:00: by about 40%,
00:28:00 --> 00:28:02: and that's that's really a very,
00:28:02 --> 00:28:05: very big impact. And so I wanted to share that
00:28:05 --> 00:28:05: with you.
00:28:05 --> 00:28:08: As to why this matters.
00:28:08 --> 00:28:11: In the big picture at the bottom you see a
00:28:11 --> 00:28:15: section of town in DC called the Capitol Riverfront,
00:28:15 --> 00:28:17: and it's bordered by a river.
00:28:17 --> 00:28:19: It used to be where are our shipyards?
00:28:19 --> 00:28:22: Were they made ships for the Second World War so
00:28:22 --> 00:28:24: quite some time ago,

00:28:24 --> 00:28:28: it's bordered by a raised highway and and and then
00:28:29 --> 00:28:30: another highway,
00:28:30 --> 00:28:31: so it's quite cut off.
00:28:31 --> 00:28:32: You can see the raised highway.
00:28:32 --> 00:28:36: It's that white thing on the left and then you
00:28:36 --> 00:28:38: can see that this was public housing.
00:28:38 --> 00:28:41: And it was public housing that started out as army
00:28:41 --> 00:28:41: barracks.
00:28:41 --> 00:28:43: So it's really very special.
00:28:43 --> 00:28:48: It's it's 30 acres on and it was a very,
00:28:48 --> 00:28:51: very distressed portion of the city.
00:28:51 --> 00:28:55: The Capitol riverfront is the area outlined in blue.
00:28:55 --> 00:28:59: The map with the yellow area pointing at it is
00:28:59 --> 00:29:03: right under the white part of Capitol riverfront.
00:29:03 --> 00:29:06: The label. It's not the most sophisticated slide,
00:29:06 --> 00:29:10: but it's it's a it's 21 acres inside of the
00:29:10 --> 00:29:12: Capitol riverfront,
00:29:12 --> 00:29:14: so quite a large portion of it.
00:29:14 --> 00:29:17: Product on the left is product that's been built here.
00:29:17 --> 00:29:20: It ranges from a public park with a splash park
00:29:20 --> 00:29:24: in summer and then ice skating rink in winter and
00:29:24 --> 00:29:27: very big art feature of a lit up white box
00:29:27 --> 00:29:29: there and you can see that the children in the
00:29:29 --> 00:29:30: neighborhood are really enjoying it.
00:29:30 --> 00:29:34: This this neighbor actually neighborhood has two parks.
00:29:34 --> 00:29:36: One is Canal Park which used to be full of
00:29:36 --> 00:29:37: school buses.
00:29:37 --> 00:29:40: Every school bus for the city is to be parked
00:29:40 --> 00:29:43: here very yellow and and and then the other part
00:29:43 --> 00:29:44: which was the riverfront,
00:29:44 --> 00:29:47: which was. Part of a closed federal center where the
00:29:47 --> 00:29:50: shipyard was the houses that you see that look like
00:29:50 --> 00:29:51: townhouses there actually.
00:29:53 --> 00:29:55: They serve three income ranges,
00:29:55 --> 00:29:58: market rate where the homes are $1,000,000.
00:29:58 --> 00:30:00: Public housing where people pay 30%
00:30:00 --> 00:30:02: of their income towards you.
00:30:02 --> 00:30:05: And workforce housing where the home prices were brought down
00:30:05 --> 00:30:07: so that people in the workforce,
00:30:07 --> 00:30:10: typically government level employee salaries,
00:30:10 --> 00:30:12: could afford to buy a home in the top.

00:30:12 --> 00:30:15: In the middle is a seniors building its red brick
00:30:15 --> 00:30:19: and then the other two buildings are mixed income buildings
00:30:19 --> 00:30:20: in the community.
00:30:20 --> 00:30:23: This is just inside of Arthur Capper itself,
00:30:23 --> 00:30:28: so it was a hope 6 development.
00:30:28 --> 00:30:31: There was $35 million of of funding that went with
00:30:31 --> 00:30:35: this and it was used to help people relocate both
00:30:35 --> 00:30:37: on site and off-site.
00:30:37 --> 00:30:39: We housed our seniors first so they never had to
00:30:39 --> 00:30:40: leave.
00:30:40 --> 00:30:44: One for one replacement, so no displacement of any residents
00:30:44 --> 00:30:46: of public housing here.
00:30:46 --> 00:30:50: That's very, very critical to us as a company for
00:30:50 --> 00:30:54: inclusiveness and and what we did is we took a
00:30:54 --> 00:30:55: community.
00:30:55 --> 00:30:57: That had 700 units in it,
00:30:57 --> 00:31:01: of which 300 were true box efficiencies inside of a
00:31:01 --> 00:31:04: warehouse for it that our seniors lived in.
00:31:04 --> 00:31:09: And we've created a 1.7 million square feet.
00:31:09 --> 00:31:12: Of mixed use development and you might notice in the
00:31:12 --> 00:31:15: picture on the right that there is a baseball stadium
00:31:15 --> 00:31:15: there.
00:31:15 --> 00:31:17: The City made that investment.
00:31:17 --> 00:31:20: The City made an investment in infrastructure.
00:31:20 --> 00:31:25: And for the investment in infrastructure in this area.
00:31:25 --> 00:31:28: Over the past 20 years.
00:31:28 --> 00:31:30: What they have gotten in return.
00:31:33 --> 00:31:36: 25 million square feet of development.
00:31:39 --> 00:31:44: Pretty unbelievable, it's a, it's a.
00:31:44 --> 00:31:49: Tim thousand new households are housed here.
00:31:49 --> 00:31:52: There's 7,000,000 square feet of office space.
00:31:52 --> 00:31:55: It's enormous. There are hotels.
00:31:55 --> 00:31:58: There's retail. There's three grocery stores,
00:31:58 --> 00:32:02: and all of the things that you know communities could
00:32:02 --> 00:32:04: hope for two public parks.
00:32:04 --> 00:32:07: And there are birthday parties in the park,
00:32:07 --> 00:32:08: and there are festivities there.
00:32:08 --> 00:32:12: And the tax income to the city compared to the
00:32:12 --> 00:32:16: very small upfront but sizable investment.
00:32:16 --> 00:32:21: In infrastructure is paid back multiple multiple fold in terms
00:32:21 --> 00:32:23: of quality of life,

00:32:23 --> 00:32:25: income taxes, real estate taxes,
00:32:25 --> 00:32:28: sales, taxes and growth of the city.
00:32:28 --> 00:32:33: So very interesting. The value proposition of the small upfront
00:32:33 --> 00:32:38: catalytic investment in infrastructure always hardest to do for developers
00:32:38 --> 00:32:41: 'cause there's no direct return on it to what we
00:32:41 --> 00:32:43: have now at full buildout,
00:32:43 --> 00:32:45: it'll be 37 million square feet.
00:32:45 --> 00:32:48: And it is. Underway next please.
00:32:48 --> 00:32:51: An example and what I hope to do is give
00:32:51 --> 00:32:52: you examples.
00:32:52 --> 00:32:54: There is a picture of what it looks like today
00:32:54 --> 00:32:56: up in the upper right hand corner,
00:32:56 --> 00:32:58: and those blue things on the map.
00:32:58 --> 00:33:01: Those are all the restaurants I'm interested in restaurants and
00:33:01 --> 00:33:03: so I thought you would be too,
00:33:03 --> 00:33:05: but it gives you a sense of all of the
00:33:05 --> 00:33:09: restaurants in the community and let me just say before
00:33:09 --> 00:33:11: before the City made this investment,
00:33:11 --> 00:33:13: it was one of the highest crime areas.
00:33:13 --> 00:33:14: There was no investment here.
00:33:14 --> 00:33:18: There were no hotels. There was less than a million
00:33:18 --> 00:33:19: square feet of office.
00:33:19 --> 00:33:23: One of the catalytic office investments was the Federal Department
00:33:23 --> 00:33:26: of Transportation who came to this area and created an
00:33:26 --> 00:33:27: office building.
00:33:27 --> 00:33:31: Here, another catalytic investment was the green line for Metro
00:33:31 --> 00:33:33: and I'm just going to say this.
00:33:33 --> 00:33:37: Green line in DC runs through some of the poorest
00:33:37 --> 00:33:39: neighborhoods.
00:33:39 --> 00:33:42: And it was the last line of the metro built.
00:33:42 --> 00:33:46: It had the largest amount of economic development and inclusivity
00:33:46 --> 00:33:48: as part of its development,
00:33:48 --> 00:33:50: and so it's something not to lose track of for
00:33:50 --> 00:33:51: public investments,
00:33:51 --> 00:33:53: is really where you can make that benefit.
00:33:53 --> 00:33:56: It was the last one built as part of the
00:33:56 --> 00:33:57: core system next.
00:34:00 --> 00:34:03: This is the parks at Walter Reed.

00:34:03 --> 00:34:06: Many people have family members who were in the military.
00:34:06 --> 00:34:09: This was one of the main military hospitals for the
00:34:09 --> 00:34:10: army.
00:34:10 --> 00:34:11: You see a big square box there.
00:34:11 --> 00:34:15: That was a two and a half million square foot.
00:34:15 --> 00:34:19: Hospital it treated a lot of people from Desert Storm
00:34:19 --> 00:34:22: and the Iraq wars and it.
00:34:22 --> 00:34:26: That building was quite obsolete by the time it was
00:34:26 --> 00:34:27: built.
00:34:27 --> 00:34:29: And so we've torn it down.
00:34:29 --> 00:34:31: And the plan on the right is a plan that
00:34:31 --> 00:34:33: the Community actually came together around.
00:34:33 --> 00:34:37: It's a historic campus. All of the pink buildings are
00:34:37 --> 00:34:38: historic,
00:34:38 --> 00:34:41: and all of the yellow ones are new buildings.
00:34:41 --> 00:34:43: We're halfway through our program.
00:34:43 --> 00:34:46: We started development in 2016,
00:34:46 --> 00:34:49: so in five years. And I think I have another
00:34:50 --> 00:34:52: slide that shows you how far we are,
00:34:52 --> 00:34:55: but what's really important here is a piece on the
00:34:55 --> 00:34:58: left 'cause one of the reasons our firm was awarded
00:34:58 --> 00:35:02: this opportunity is because we had the highest commitment to
00:35:02 --> 00:35:05: affordable housing at different income levels.
00:35:05 --> 00:35:10: 30% of median means a household of 1 under $27,000
00:35:10 --> 00:35:10: in DC,
00:35:10 --> 00:35:15: our median income is $130,000.
00:35:15 --> 00:35:19: A 149 two. Uh. Maybe I'll come back to the
00:35:19 --> 00:35:20: question.
00:35:22 --> 00:35:24: 149 is targeted to 50%
00:35:24 --> 00:35:29: of median and then 178 nine units is targeted to
00:35:29 --> 00:35:29: 80%
00:35:29 --> 00:35:32: of median which we consider workforce go to the.
00:35:36 --> 00:35:40: So it's about community and it's about creating places.
00:35:40 --> 00:35:41: Why do people live in cities?
00:35:41 --> 00:35:43: Why do people live anywhere?
00:35:43 --> 00:35:45: What are people looking for?
00:35:45 --> 00:35:48: I, I think I've been building housing for a very
00:35:48 --> 00:35:49: long time,
00:35:49 --> 00:35:53: probably 35 years and and it we,
00:35:53 --> 00:35:55: you know, we talked about units built in homes built
00:35:55 --> 00:35:56: in homes sold in homes,

00:35:56 --> 00:35:59: rented an apartment. But really,
00:35:59 --> 00:36:02: I think what people are looking for.
00:36:02 --> 00:36:08: Explicitly knowledgeably today is connections my favorite picture of all
00:36:08 --> 00:36:11: of these is the one with our lawn and gazebo
00:36:11 --> 00:36:12: in the back.
00:36:12 --> 00:36:14: And it's a community event.
00:36:14 --> 00:36:18: It is a jazz. Concert and we have done unbelievable
00:36:18 --> 00:36:22: numbers of events this year because it's out of doors
00:36:22 --> 00:36:25: for COVID and so people have been able to spread
00:36:25 --> 00:36:29: out and we've had thousands of people at people on
00:36:29 --> 00:36:30: the the community.
00:36:30 --> 00:36:34: The overall timeline for this particular project which it came
00:36:34 --> 00:36:36: up in the chat was 15 years.
00:36:36 --> 00:36:39: I'm five years in and I'm halfway done and we
00:36:39 --> 00:36:41: produced our affordable housing for us.
00:36:41 --> 00:36:43: It's very important to us.
00:36:43 --> 00:36:44: It's very important to our community.
00:36:44 --> 00:36:46: It's very important to our surrounding community.
00:36:46 --> 00:36:49: To be inclusive in all facets.
00:36:49 --> 00:36:52: So we have formerly homeless housing.
00:36:52 --> 00:36:56: And we have market rate housing and we have $1,000,000
00:36:56 --> 00:36:59: condos and we have condos that are targeted to people
00:37:00 --> 00:37:00: earning 50%
00:37:00 --> 00:37:02: of median. So it is.
00:37:02 --> 00:37:04: It is a very inclusive.
00:37:04 --> 00:37:06: We also have a charter school which is II grew
00:37:06 --> 00:37:07: up in DC.
00:37:07 --> 00:37:09: I'm a fourth generation Washingtonian.
00:37:09 --> 00:37:14: Our Charter school is an International Baccalaureate total Immersion,
00:37:14 --> 00:37:19: Chinese, Spanish and French. Not exist.
00:37:19 --> 00:37:22: Remarkable what the city has.
00:37:22 --> 00:37:25: The thing on the far right is a groundbreaking next
00:37:25 --> 00:37:25: Lee.
00:37:25 --> 00:37:27: Oh, and I forgot to mention children hospital.
00:37:27 --> 00:37:32: Oh my goodness, children hospital started a Research Center together
00:37:32 --> 00:37:37: with Johnson and Johnson for research and development of pediatric
00:37:37 --> 00:37:41: innovations and they also brought a clinic to the site.
00:37:43 --> 00:37:48: Up next slide, please. Uhm?
00:37:48 --> 00:37:52: Kondro we started this project in 1999.

00:37:52 --> 00:37:55: It was built in oh in 2010.
00:37:55 --> 00:38:00: What's important about it? It's a transit oriented development site.
00:38:00 --> 00:38:03: It exists, it's been in existence for 10 years.
00:38:03 --> 00:38:05: It functions very, very well.
00:38:05 --> 00:38:08: It has retail. We dedicated 20%
00:38:08 --> 00:38:09: of the units to 50%
00:38:09 --> 00:38:11: of median income at this site.
00:38:11 --> 00:38:14: We did that without any subsidy and we did it
00:38:14 --> 00:38:17: through a public private partnership,
00:38:17 --> 00:38:20: which I think is very similar to what Sam talked
00:38:20 --> 00:38:20: about.
00:38:20 --> 00:38:25: Or Austin and I. It's an inclusive community,
00:38:25 --> 00:38:28: and so I put it on here because it is
00:38:28 --> 00:38:32: older and because it is a proven model.
00:38:32 --> 00:38:35: And I thought it would be helpful to see both
00:38:35 --> 00:38:39: a smaller scale and a larger scale of development where
00:38:39 --> 00:38:43: you can see infrastructure that happened on this particular site.
00:38:43 --> 00:38:45: The city gave us a pilot so that we could
00:38:45 --> 00:38:47: move the buses around to be able to build anything.
00:38:47 --> 00:38:51: We had 23 buses per hour plus every two minutes
00:38:51 --> 00:38:55: circling through their constructive site the entire time.
00:38:55 --> 00:38:58: And so they helped us with that and it was
00:38:58 --> 00:39:01: a catalyst for bringing 274 units here,
00:39:01 --> 00:39:05: it's. Paid back in many multiples to the city and
00:39:05 --> 00:39:08: what our city has done with that in Washington as
00:39:09 --> 00:39:13: an example is they have dedicated more and more money
00:39:13 --> 00:39:16: to their affordable housing gaps.
00:39:16 --> 00:39:18: Announcing fund called Housing Production,
00:39:18 --> 00:39:22: Trust Fund and so every year they spend $100 million.
00:39:22 --> 00:39:25: I think this year that number goes up to $400
00:39:25 --> 00:39:27: million for a city of 800,000 people.
00:39:27 --> 00:39:32: It's quite remarkable and it's a true commitment to inclusiveness.
00:39:32 --> 00:39:35: And I think that's a big part of creating communities.
00:39:35 --> 00:39:38: The other thing I will say is I think cities
00:39:38 --> 00:39:39: are very vibrant.
00:39:39 --> 00:39:40: I think they are changing.
00:39:40 --> 00:39:42: I think it's much less auto focused.
00:39:42 --> 00:39:45: A lot of streets have been shut down in our
00:39:45 --> 00:39:49: area for outdoor eateries and play areas and community areas.

00:39:49 --> 00:39:53: And I can see already the next generation of cities
00:39:53 --> 00:39:54: coming along.
00:39:54 --> 00:39:56: And I think it's going to be a nationwide trend.
00:39:56 --> 00:39:57: And I gotta tell you,
00:39:57 --> 00:40:00: I'm totally totally excited about it.
00:40:00 --> 00:40:02: So thank you for the opportunity to share today.
00:40:03 --> 00:40:06: Vicki, thank you so much and on behalf of all
00:40:06 --> 00:40:08: the audience and to Sam as well.
00:40:08 --> 00:40:11: And if both you and Sam want to turn your
00:40:11 --> 00:40:12: video on.
00:40:12 --> 00:40:14: We've we've got some questions coming in.
00:40:14 --> 00:40:17: I've got a few few questions prepared and and that
00:40:17 --> 00:40:20: that we've had the chance to talk a little bit
00:40:20 --> 00:40:21: about ahead of time too.
00:40:21 --> 00:40:24: And and both of you have given presentations that are
00:40:24 --> 00:40:26: in some ways are so comprehensive that that you know
00:40:26 --> 00:40:27: with this audience,
00:40:27 --> 00:40:28: I think we can get to the,
00:40:28 --> 00:40:30: you know, maybe we've already gotten to the level 201,
00:40:30 --> 00:40:33: but we will have to go to level 301 here.
00:40:33 --> 00:40:35: 'cause I think so. Some of the high level points,
00:40:35 --> 00:40:38: you know, we were already way past.
00:40:38 --> 00:40:41: I did see one question from from Evan and the
00:40:41 --> 00:40:42: chat around.
00:40:42 --> 00:40:45: Where to get lists of transportation projects that are seeking
00:40:45 --> 00:40:46: federal funding,
00:40:46 --> 00:40:48: and I think you know each major region has a
00:40:48 --> 00:40:50: metropolitan planning organization.
00:40:50 --> 00:40:54: There are transferred transportation improvement plans and long range plans
00:40:54 --> 00:40:55: at those regions,
00:40:55 --> 00:40:57: put out long range plans,
00:40:57 --> 00:41:01: will have both funded and unfunded and and the improvement
00:41:01 --> 00:41:04: plans will will roll up to a state transportation improvement
00:41:05 --> 00:41:08: plans or colloquially called the the tip and the step.
00:41:08 --> 00:41:09: So those are good places.
00:41:09 --> 00:41:12: If you're looking at any particular region to to get
00:41:12 --> 00:41:13: an idea.
00:41:13 --> 00:41:15: Of both, what is is is funded in over the
00:41:15 --> 00:41:18: next period of time and then longer term.
00:41:18 --> 00:41:22: And of course that'll that'll evolve as more funds are

00:41:22 --> 00:41:22: there.
00:41:22 --> 00:41:24: But but uhm salmon Vicki,
00:41:24 --> 00:41:26: you know I wanted to dive in first,
00:41:26 --> 00:41:28: is really a long following.
00:41:28 --> 00:41:31: Deep into the theme of this report and and both
00:41:31 --> 00:41:34: of you already covered it in your remarks a lot
00:41:35 --> 00:41:39: about the intrinsic links between transportation and housing.
00:41:39 --> 00:41:42: And I think a really in in the spirit of
00:41:42 --> 00:41:42: that.
00:41:42 --> 00:41:45: Even spending a little bit more time with both of
00:41:45 --> 00:41:48: you in dialogue around how we create more equitable and
00:41:48 --> 00:41:50: inclusive communities.
00:41:50 --> 00:41:52: And so Sam, I'm going to ask you to go
00:41:52 --> 00:41:53: first if you're you're amenable,
00:41:53 --> 00:41:56: but one of the things that really,
00:41:56 --> 00:41:59: I think Austin is is remarkably grappled with is the
00:42:00 --> 00:42:04: perceived concerns that transit investments can create displacement,
00:42:04 --> 00:42:08: when in fact we're we're building transit to address where
00:42:08 --> 00:42:09: there may be historic.
00:42:09 --> 00:42:13: Underinvestment or or or lack of mobility and access,
00:42:13 --> 00:42:15: and I think just to to add,
00:42:15 --> 00:42:16: you know, I think when those of us step back
00:42:17 --> 00:42:18: and study even the subprime mortgage crisis,
00:42:18 --> 00:42:21: one of the things that we saw happening at that
00:42:21 --> 00:42:24: time was fuel prices rising very rapidly,
00:42:24 --> 00:42:27: and people who had had moved into areas where they
00:42:27 --> 00:42:31: they did not have transit access were very car dependent.
00:42:31 --> 00:42:34: That that some of their household expenses became very volatile.
00:42:34 --> 00:42:37: As fuel prices went up and in ways that people
00:42:37 --> 00:42:38: didn't even expect.
00:42:38 --> 00:42:40: But I think we could you talk a little bit.
00:42:40 --> 00:42:45: More SIM first just within Austin about the process of
00:42:45 --> 00:42:50: really reaching the consensus to use the frameworks that you're
00:42:50 --> 00:42:52: applying and and how you know.
00:42:52 --> 00:42:55: Sort of a diverse set of communities came together to
00:42:55 --> 00:42:57: really agree and understand those and,
00:42:57 --> 00:42:58: and I guess also concurrence.
00:42:58 --> 00:43:01: Or how do you address the timing gap too?
00:43:01 --> 00:43:03: You know, as as transit comes on and and Vicki,
00:43:03 --> 00:43:05: that's the part that I'd love for you to explore

00:43:05 --> 00:43:08: a bit more too is that sometimes the development is
00:43:08 --> 00:43:09: front running the infrastructure.
00:43:09 --> 00:43:13: Sometimes it's behind it, but how do we both avoid
00:43:13 --> 00:43:18: the displacement and increased production as as these as the
00:43:18 --> 00:43:21: project goes forward and so Sam,
00:43:21 --> 00:43:23: if you? If you could pick up.
00:43:23 --> 00:43:25: And some of those themes that that would be great
00:43:25 --> 00:43:25: and just,
00:43:25 --> 00:43:26: you know, I, I think,
00:43:26 --> 00:43:29: take us even a little deeper into into the how.
00:43:30 --> 00:43:33: Sure, yeah, I think that a lot of.
00:43:33 --> 00:43:37: Being able to talk about ways to as we've put
00:43:37 --> 00:43:37: it here,
00:43:37 --> 00:43:40: lock and affordability, and not just along these specific light
00:43:41 --> 00:43:41: rail corridors,
00:43:41 --> 00:43:46: but all around Austin. It really starts with an honest
00:43:46 --> 00:43:51: conversation and it admission that there is a problem and
00:43:51 --> 00:43:54: I think that Austin for some time.
00:43:54 --> 00:43:57: Kind of struggled to put its finger on what the
00:43:57 --> 00:43:58: problem was,
00:43:58 --> 00:44:03: and I think that that went to transportation that probably
00:44:03 --> 00:44:04: went to land use.
00:44:04 --> 00:44:07: It probably went to water and power and a lot
00:44:07 --> 00:44:09: of other conversations that are going on here.
00:44:09 --> 00:44:11: But now that we finally hit this point I would
00:44:11 --> 00:44:12: say over the past,
00:44:12 --> 00:44:15: maybe five years, and it may be a product of
00:44:15 --> 00:44:17: our of our pretty incredible growth rate,
00:44:17 --> 00:44:19: especially for a city of our size,
00:44:19 --> 00:44:23: but also a regional growth rate that's off the charts.
00:44:23 --> 00:44:24: Is that people finally said.
00:44:24 --> 00:44:26: We are large. It is time to invest.
00:44:26 --> 00:44:29: We do have major issues with congestion.
00:44:29 --> 00:44:32: We have major issues with production of new housing.
00:44:32 --> 00:44:36: We have major issues with affordability that you know not
00:44:36 --> 00:44:39: only impacts low income folks and middle income folks,
00:44:39 --> 00:44:42: but I would say upper middle income folks who are
00:44:42 --> 00:44:44: who are trying to figure out where is my place
00:44:44 --> 00:44:46: in this exciting fast growing place.
00:44:46 --> 00:44:49: Do I still have a home here both physically and
00:44:49 --> 00:44:50: metaphorically?

00:44:50 --> 00:44:52: And so I think that as we talked about that
00:44:52 --> 00:44:54: it became easier for people to.
00:44:54 --> 00:44:57: To feel like government in particular,
00:44:57 --> 00:45:00: but also our partners in the private sector.
00:45:00 --> 00:45:02: We're coming at this in good faith and we're saying
00:45:03 --> 00:45:05: we are attempting to solve a problem and we are.
00:45:05 --> 00:45:08: We are aware that increasingly,
00:45:08 --> 00:45:11: when transit infrastructure investments are put onto a map,
00:45:11 --> 00:45:14: it tends to trigger a lot of private development interest
00:45:14 --> 00:45:18: and that will ultimately have market forces that may not
00:45:18 --> 00:45:21: be fully aligned with with our goals for affordable housing.
00:45:21 --> 00:45:24: But creating the right policy framework and the right.
00:45:24 --> 00:45:27: Regulatory framework we can get there.
00:45:27 --> 00:45:29: We can get there in a way that's going to
00:45:29 --> 00:45:30: be mutually beneficial for everybody,
00:45:30 --> 00:45:34: and it's going to create a far more economically and
00:45:34 --> 00:45:39: hopefully racially balanced neighborhoods and developments and things like that.
00:45:39 --> 00:45:41: And so I wouldn't say that we've gotten to the
00:45:41 --> 00:45:44: point where we have come up with a perfect framework
00:45:44 --> 00:45:44: yet.
00:45:44 --> 00:45:47: In fact, this is really going to be Austin's first
00:45:47 --> 00:45:50: attempt at coming up with a comprehensive framework for transit
00:45:50 --> 00:45:53: oriented development and also affordable housing.
00:45:53 --> 00:45:55: And you'll start seeing some of this rolling out.
00:45:55 --> 00:45:57: Actually this month and next,
00:45:57 --> 00:46:01: and so it encourage folks to continue going to project
00:46:01 --> 00:46:02: connect.
00:46:02 --> 00:46:04: Com where we linked to a lot of the city's
00:46:04 --> 00:46:07: engagement efforts as well as their equity tool and the
00:46:07 --> 00:46:09: EOD report that's being worked on.
00:46:09 --> 00:46:12: But now we, we're really saying we're going to go
00:46:12 --> 00:46:12: for it,
00:46:12 --> 00:46:16: and along with the $300 million that voters approved,
00:46:16 --> 00:46:19: and that I think was one of probably called the
00:46:19 --> 00:46:23: top five things that put Proposition 8 over over the
00:46:23 --> 00:46:24: finish line.
00:46:24 --> 00:46:28: Was that we were making that upfront investment in affordability
00:46:28 --> 00:46:31: and you mentioned that timing gap once it being a
00:46:31 --> 00:46:34: huge issue and and to be perfectly honest we see
00:46:34 --> 00:46:37: that timing gap also becoming an issue with our ability

00:46:37 --> 00:46:40: to be competitive for certain federal funds.
00:46:40 --> 00:46:42: So for instance we have one line,
00:46:42 --> 00:46:45: the green line which is a future commuter rail line.
00:46:45 --> 00:46:49: It heads out into what's essentially a Greenfield and in
00:46:49 --> 00:46:53: a perfect world you would be able to compete well
00:46:53 --> 00:46:54: for federal.
00:46:54 --> 00:46:57: Funds for for new starts.
00:46:57 --> 00:47:00: With that blank canvas, knowing full well that there's a
00:47:00 --> 00:47:01: lot of opportunity out there,
00:47:01 --> 00:47:04: but it also means that our ability to prove ridership
00:47:04 --> 00:47:04: is really limited,
00:47:04 --> 00:47:07: so we may need to fund that one locally,
00:47:07 --> 00:47:09: but it it is that chicken in the egg situation
00:47:09 --> 00:47:12: where we're going to have a lot of development on
00:47:12 --> 00:47:13: these light rail corridors now.
00:47:13 --> 00:47:16: Well before we ever open for service.
00:47:16 --> 00:47:18: And then we've got areas that we would love to
00:47:18 --> 00:47:20: see developed that might lag a little bit,
00:47:20 --> 00:47:22: and so. At the end of the day,
00:47:22 --> 00:47:25: it winds up being. Conversations it winds up being creating
00:47:25 --> 00:47:26: relationships.
00:47:26 --> 00:47:29: It winds up creating partnerships so that we can each
00:47:29 --> 00:47:31: see each others perspective.
00:47:31 --> 00:47:33: Whether you're a developer, whether you're a long term,
00:47:33 --> 00:47:35: multi general resident of the neighborhood,
00:47:35 --> 00:47:39: and you're very concerned about being displaced or you're in
00:47:39 --> 00:47:39: my position,
00:47:39 --> 00:47:43: you're with the transit operation and coming together and identifying
00:47:43 --> 00:47:46: the problem and hopefully coming to some kind of informed
00:47:47 --> 00:47:47: consent.
00:47:47 --> 00:47:49: Not everyone is going to be 100%
00:47:49 --> 00:47:50: behind what you put out there,
00:47:50 --> 00:47:53: but just informed consent that we are earnestly trying to.
00:47:53 --> 00:47:58: Solve a problem. But I think that we're going to.
00:47:58 --> 00:48:00: We're going to get there and I I feel very
00:48:00 --> 00:48:04: confident that the tools that we put out there are
00:48:04 --> 00:48:05: going to work and hopefully,
00:48:05 --> 00:48:10: along with the city of Austin taking another try at
00:48:10 --> 00:48:13: updating our land development code,
00:48:13 --> 00:48:15: I think that we're going to have a much better
00:48:15 --> 00:48:18: toolbox for Austin to grow over the next 10 to

00:48:18 --> 00:48:18: 20 years.
00:48:18 --> 00:48:20: And it's a partnership.
00:48:22 --> 00:48:24: It's extraordinarily well said and Vicki,
00:48:24 --> 00:48:29: as we extrapolate also out to two national contexts and
00:48:29 --> 00:48:31: certainly DC among them.
00:48:31 --> 00:48:34: Do you wanna share a little bit of your perspective
00:48:34 --> 00:48:36: on this and and even just how we increase production
00:48:36 --> 00:48:37: too?
00:48:37 --> 00:48:39: With relative this timing gap with infrastructure?
00:48:41 --> 00:48:45: It starts with intentionality. And a plan.
00:48:45 --> 00:48:51: Setting goals. We, as developers and the money that we
00:48:51 --> 00:48:52: invest.
00:48:52 --> 00:48:57: Go where it's wanted and where it's treated well.
00:48:57 --> 00:49:01: Very important, right? Do you see said plan and it
00:49:01 --> 00:49:03: was an ambitious one.
00:49:03 --> 00:49:06: It was to grow by 50,000 people a year.
00:49:06 --> 00:49:11: A lot, right? That's a lot for anywhere and and
00:49:11 --> 00:49:14: they focus their resources.
00:49:14 --> 00:49:18: On that, and that's so that's what makes them a
00:49:18 --> 00:49:19: national model.
00:49:19 --> 00:49:23: They also focused on inclusivity,
00:49:23 --> 00:49:27: and they used just about every tool in the box.
00:49:27 --> 00:49:32: So inclusionary, zoning, financial incentives,
00:49:32 --> 00:49:36: infrastructure incentives, all of those things.
00:49:36 --> 00:49:39: But you know what? There's lots of other.
00:49:39 --> 00:49:41: Areas of the country that are doing it.
00:49:41 --> 00:49:43: We're working in Charlotte right now.
00:49:43 --> 00:49:48: We're doing the first. Mixed income building in downtown Charlotte
00:49:48 --> 00:49:50: and North Carolina.
00:49:50 --> 00:49:59: It's 2021. It's. It's a very ambitious goal,
00:49:59 --> 00:50:04: but it is very important and perhaps a precedent setter
00:50:04 --> 00:50:09: because it is a more integrated approach than what maybe
00:50:09 --> 00:50:13: has been done in the past in terms of approach
00:50:13 --> 00:50:17: to affordable housing really being in the center of town
00:50:17 --> 00:50:20: being right down on Tryon St with all the very
00:50:20 --> 00:50:22: best residences in town,
00:50:22 --> 00:50:26: right right where the corporate headquarters are because it gives
00:50:26 --> 00:50:27: you proximity to jobs.
00:50:27 --> 00:50:31: And to transit, and to shopping and to the things,
00:50:31 --> 00:50:34: and to parks and two entertainment.
00:50:34 --> 00:50:38: And to the beautiful library that they're planning there that

00:50:38 --> 00:50:40: that make quality of life great.
00:50:40 --> 00:50:45: And. And so it happens in a lot of locations.
00:50:45 --> 00:50:50: But really, it's about putting together the toolbox and knowing
00:50:50 --> 00:50:54: what helps achieve it and and so if I say
00:50:54 --> 00:50:55: to an investor,
00:50:55 --> 00:50:57: oh, we're going to build this wonderful.
00:50:57 --> 00:51:00: Road in our community and it's going to be great
00:51:00 --> 00:51:02: because we can put all kinds of buildings and they're
00:51:02 --> 00:51:03: like,
00:51:03 --> 00:51:06: well, well, Vicki. What kind of returning my make it
00:51:06 --> 00:51:07: on the road?
00:51:07 --> 00:51:10: Here is a little bit more difficult sales process right?
00:51:10 --> 00:51:11: And I say it road,
00:51:11 --> 00:51:13: but it might just as well be a transit station.
00:51:13 --> 00:51:15: It could be, you know,
00:51:15 --> 00:51:18: could be bike share. It could be anything and and
00:51:18 --> 00:51:22: it's it's a more indirect connection and that's why I
00:51:22 --> 00:51:26: think this bill in particular is this very critical because
00:51:26 --> 00:51:30: it helps bridge the things that are otherwise very difficult
00:51:30 --> 00:51:33: for developers to do because they have to be done
00:51:33 --> 00:51:34: at scale.
00:51:36 --> 00:51:39: Yeah look that's great and and I I think Sam,
00:51:39 --> 00:51:40: I'm gonna come to you first.
00:51:40 --> 00:51:43: Like in in a moment for a little bit more
00:51:43 --> 00:51:45: about of commentary around the bill.
00:51:45 --> 00:51:46: But before we do that,
00:51:46 --> 00:51:49: I want to ask both of you just to give
00:51:49 --> 00:51:52: a quick perspective on the planning these projects and going
00:51:53 --> 00:51:56: forward and and Vicki and making investments in the context
00:51:56 --> 00:51:59: of the pandemic. Now a couple years in and I
00:51:59 --> 00:52:00: think you know we,
00:52:00 --> 00:52:04: we've seen our clients in the market go through different
00:52:04 --> 00:52:05: phases seeing the streets now.
00:52:06 --> 00:52:08: In some cases be more filled with with people in
00:52:08 --> 00:52:10: different ways too,
00:52:10 --> 00:52:11: but in some sense you're.
00:52:11 --> 00:52:14: You're both making investments that look ahead and and you
00:52:15 --> 00:52:18: know a quick commentary on how you've done that and
00:52:18 --> 00:52:19: how you're approaching that.
00:52:19 --> 00:52:21: Given where we are. Vicki,
00:52:21 --> 00:52:22: you wanna go first?
00:52:23 --> 00:52:29: OK so uhm. We use our company has a background

00:52:29 --> 00:52:36: both in market rate development and in affordable development,
00:52:36 --> 00:52:40: and we have also courtesy of large public private partnerships
00:52:40 --> 00:52:41: that we've done.
00:52:41 --> 00:52:46: We have a tremendous amount of experience in financing infrastructure
00:52:46 --> 00:52:49: and working with public partners to do that.
00:52:49 --> 00:52:54: And So what we do that is our special sauce
00:52:54 --> 00:52:58: is we combine those resources.
00:52:58 --> 00:53:02: In non traditional ways, my poor finance partners like how
00:53:02 --> 00:53:05: how much harder you gonna make it for me,
00:53:05 --> 00:53:09: uh but uh but she knows she pulls together all
00:53:09 --> 00:53:13: these different resources in a very graceful way.
00:53:13 --> 00:53:16: We liken it to stone soup.
00:53:16 --> 00:53:18: You start with the stone,
00:53:18 --> 00:53:21: but by the time the whole community puts in all
00:53:21 --> 00:53:23: of the ingredients to the stone soup,
00:53:23 --> 00:53:27: you have a very wonderful and rich meal for everybody.
00:53:27 --> 00:53:30: And that's another part. Of our development that you will
00:53:30 --> 00:53:33: find a lot of developers who are like this is
00:53:33 --> 00:53:36: what I'm doing and I'm going here and I'm building
00:53:36 --> 00:53:38: this product 'cause that's my thing.
00:53:38 --> 00:53:43: And we don't do that we we work with communities.
00:53:43 --> 00:53:46: And we listen. We listen to what people have to
00:53:46 --> 00:53:46: say.
00:53:46 --> 00:53:49: And you know, I was on a community meeting until
00:53:49 --> 00:53:52: 11:00 o'clock last night and the people live in one
00:53:52 --> 00:53:53: of the wealthiest areas.
00:53:53 --> 00:53:59: We are. Mike grew up in the city and on
00:53:59 --> 00:54:01: and they all.
00:54:01 --> 00:54:06: Want affordable housing? In their community.
00:54:06 --> 00:54:09: Directly and it's been challenging to make that happen,
00:54:09 --> 00:54:11: and we're working on it right now,
00:54:11 --> 00:54:14: but I found it very interesting that if you listen
00:54:14 --> 00:54:18: to people they are all interested in being inclusive,
00:54:18 --> 00:54:21: and I think that's a very significant change in our
00:54:21 --> 00:54:23: times that has happened.
00:54:23 --> 00:54:25: During COVID and maybe a little bit before,
00:54:25 --> 00:54:28: but I think the inclusiveness that I'm seeing is the
00:54:28 --> 00:54:31: first time that it's this level in my lifetime,
00:54:31 --> 00:54:34: and I think it's a great way to go,
00:54:34 --> 00:54:39: because it harvests the power of the community in its

00:54:39 --> 00:54:39: entirety,
00:54:39 --> 00:54:43: and that's very powerful for growth for our nation.
00:54:43 --> 00:54:45: And and I I love that
00:54:46 --> 00:54:48: pink eye. At first I was trying to see connection,
00:54:48 --> 00:54:51: and I think you've nailed this as to what all
00:54:51 --> 00:54:52: of us are experiencing.
00:54:52 --> 00:54:53: Sort of in this time and.
00:54:53 --> 00:54:56: And ideally bring out the best of ourselves as well
00:54:56 --> 00:54:59: as reflecting more carefully on ourselves.
00:54:59 --> 00:55:01: Sam, maybe just a if you want to give a
00:55:01 --> 00:55:02: quick comment,
00:55:02 --> 00:55:04: then I'll have a follow up for you as well.
00:55:04 --> 00:55:07: Sure, I think that I I completely
00:55:07 --> 00:55:10: agree with with Vicki. I think that this has proven
00:55:10 --> 00:55:14: in our engagement efforts and the fact that vote 237,000
00:55:14 --> 00:55:16: voters said yes to this was that a lot of
00:55:16 --> 00:55:19: people. Maybe it's because they weren't feeling a lot of
00:55:19 --> 00:55:20: agency in their life.
00:55:20 --> 00:55:24: Or maybe they felt a call to make a change
00:55:24 --> 00:55:25: in their community.
00:55:25 --> 00:55:27: Said yes to this investment because it was not only
00:55:27 --> 00:55:28: the right one,
00:55:28 --> 00:55:30: but it was right out in front of them.
00:55:30 --> 00:55:33: And it the way that we've done our engagement has
00:55:33 --> 00:55:35: allowed people to take ownership over.
00:55:35 --> 00:55:37: Not only the system of today,
00:55:37 --> 00:55:39: but the future system and solutions to try to fix
00:55:39 --> 00:55:42: some of the wrongs that have happened over the past
00:55:42 --> 00:55:43: century.
00:55:43 --> 00:55:46: Here in Austin and your your question Mike towards the
00:55:46 --> 00:55:47: start where you were,
00:55:47 --> 00:55:51: you know you mentioned the infrastructure bill and and and
00:55:51 --> 00:55:54: also talking about you know both current and future solutions.
00:55:54 --> 00:55:57: I think one of the wonderful things from a transit
00:55:58 --> 00:56:01: standpoint is that the bipartisan infrastructure bill not only is
00:56:02 --> 00:56:05: going to have enormous benefits for project connect,
00:56:05 --> 00:56:07: not only. In terms of you know,
00:56:07 --> 00:56:13: seating more CIGS funds, finding hopefully new and creative ways
00:56:13 --> 00:56:15: to to to access the IG funds,
00:56:15 --> 00:56:17: whether they be new, start small,
00:56:17 --> 00:56:20: start core capacity which doesn't really impact Austin so we

00:56:20 --> 00:56:20: don't.
00:56:20 --> 00:56:22: We don't have a cord to grow yet,
00:56:22 --> 00:56:25: but we will eventually but also increases in 53 or
00:56:25 --> 00:56:26: 7 formula funds.
00:56:26 --> 00:56:30: 'cause while I've been so focused on Project Connect and
00:56:30 --> 00:56:33: the growth of this new system I always have to
00:56:33 --> 00:56:35: remind people in Austin that underlying that.
00:56:36 --> 00:56:38: He's a fantastic local bus,
00:56:38 --> 00:56:40: high frequency bus and commuter rail system and so this
00:56:40 --> 00:56:42: build not only is going to help us.
00:56:42 --> 00:56:45: Continue to put great service on the street for the
00:56:45 --> 00:56:47: people who are using it today,
00:56:47 --> 00:56:50: but hopefully give us enough runway that we can plan
00:56:51 --> 00:56:54: for a future community in 2030 that is not only
00:56:54 --> 00:56:58: more affordable and equitable and works for more people.
00:56:58 --> 00:57:00: Because the bill does have a lot of different buckets
00:57:01 --> 00:57:03: of funds and a lot of different timelines associated with
00:57:03 --> 00:57:03: it,
00:57:03 --> 00:57:06: so I am very excited about that part of it.
00:57:06 --> 00:57:09: I want to be mindful of time.
00:57:09 --> 00:57:11: Mike. What was your follow up question?
00:57:12 --> 00:57:14: You already? Just you've got there.
00:57:14 --> 00:57:16: I was gonna I was gonna ask you to widen
00:57:16 --> 00:57:17: out to the federal side.
00:57:17 --> 00:57:19: I think obviously we've we've had the chance to talk
00:57:19 --> 00:57:20: a little bit ahead of time too.
00:57:20 --> 00:57:22: So sure, part of it.
00:57:22 --> 00:57:24: But if if you and Vicki wanted to collect your
00:57:24 --> 00:57:27: thoughts and and and maybe if there's 30 seconds,
00:57:27 --> 00:57:29: just did. If each of you wanted to.
00:57:29 --> 00:57:31: To share some parting thoughts are areas that we didn't
00:57:31 --> 00:57:33: cover that would be great,
00:57:33 --> 00:57:36: and I'm filibustering now hopefully give me a second there
00:57:36 --> 00:57:36: too,
00:57:36 --> 00:57:38: not, but Vicki. If I could put you on the
00:57:38 --> 00:57:39: spot and then Sam if that's OK,
00:57:39 --> 00:57:42: I think that'd be great and will everybody end on
00:57:42 --> 00:57:42: time here.
00:57:44 --> 00:57:48: Son, I'm leaning to the side.
00:57:48 --> 00:57:52: This behind me is the historic building at Walter Reed
00:57:52 --> 00:57:56: and the people behind me are doing a Easter egg
00:57:56 --> 00:58:00: roll and and to me this is about community.

00:58:00 --> 00:58:03: The people are diverse, their diverse economically,
00:58:03 --> 00:58:07: they're diverse. Racially, their diverse by heritage,
00:58:07 --> 00:58:11: their their women and men and children and old people
00:58:11 --> 00:58:14: and its community and community drives us and I do
00:58:14 --> 00:58:17: and I think about my own children who are in
00:58:18 --> 00:58:22: their 20s. Right and and and then I think about
00:58:22 --> 00:58:26: my husband and myself and we're older and we all
00:58:26 --> 00:58:30: are looking for community and I think to the degree
00:58:30 --> 00:58:36: that we, as developers and public officials and transit agencies
00:58:36 --> 00:58:39: and consultants and consumers.
00:58:39 --> 00:58:44: And uhm, can achieve that and build that into what
00:58:44 --> 00:58:45: we do.
00:58:45 --> 00:58:47: It's going to make us all really,
00:58:47 --> 00:58:51: really happy and and and productive,
00:58:51 --> 00:58:54: and I think that's very important to me.
00:58:55 --> 00:58:57: In two it's well said Sam.
00:58:59 --> 00:59:02: I just think that we're in a great place and
00:59:02 --> 00:59:05: I think that we have a great group of like
00:59:05 --> 00:59:09: minded people here today who are focused on our ability
00:59:09 --> 00:59:13: to give more people access to the great things that
00:59:13 --> 00:59:16: we do and build in our professional lives.
00:59:16 --> 00:59:19: Giving people more access to great developments to great place
00:59:20 --> 00:59:23: making to great transit and also giving people more access
00:59:23 --> 00:59:26: to the conversation because I think that one of the
00:59:26 --> 00:59:28: most important things for any development,
00:59:28 --> 00:59:29: whether it be on the public.
00:59:29 --> 00:59:32: The private side is giving the people whose neighborhood that
00:59:32 --> 00:59:33: it's in,
00:59:33 --> 00:59:36: or who will ultimately use it.
00:59:36 --> 00:59:39: That sense of ownership that only comes from really being
00:59:39 --> 00:59:41: consulted and having that seat at the table and the
00:59:41 --> 00:59:43: three A's that I always note.
00:59:43 --> 00:59:46: Having done a lot of public meetings is you oftentimes
00:59:46 --> 00:59:49: find the angry the articulate in the affluent are the
00:59:49 --> 00:59:52: ones who get the greatest seat and the permanent seat
00:59:52 --> 00:59:54: at the table, and I think that we are in
00:59:54 --> 00:59:57: an era where we can move far beyond that because
00:59:57 --> 00:59:59: we've got better technology,
00:59:59 --> 01:00:02: we've got better. Tools we've got ways to get to
01:00:02 --> 01:00:04: people who we just haven't heard from.

01:00:04 --> 01:00:06: Enough, it's not that we haven't been listening.
01:00:06 --> 01:00:08: Some places we might not have been listening,
01:00:08 --> 01:00:10: but I would say that most of us have probably
01:00:10 --> 01:00:13: wanted to hear these voices and just haven't gotten a
01:00:13 --> 01:00:13: chance.
01:00:13 --> 01:00:16: So I think making sure that we keep the door
01:00:16 --> 01:00:19: open and have the table large means that every one
01:00:19 --> 01:00:22: of these developments that we do will meet less resistance
01:00:22 --> 01:00:23: and also work for more people.
01:00:23 --> 01:00:26: So I know that that's what Vicki is done in
01:00:26 --> 01:00:27: with her projects and,
01:00:27 --> 01:00:29: and that's certainly what we're trying to do here in
01:00:29 --> 01:00:30: Austin.
01:00:31 --> 01:00:35: I love zoom meetings for community meetings.
01:00:35 --> 01:00:39: A great great Palliser, and it's the great include are
01:00:39 --> 01:00:43: I was on one we started talking at 9:45 last
01:00:43 --> 01:00:43: night.
01:00:43 --> 01:00:48: We've been waiting since 7 OK and we talked till
01:00:48 --> 01:00:51: 11 and there were 60 people on the call.
01:00:54 --> 01:00:57: But they're not usually up that late with 60 people
01:00:57 --> 01:00:58: and UM,
01:00:58 --> 01:01:01: and usually if you go to an in person community
01:01:01 --> 01:01:02: meeting,
01:01:02 --> 01:01:04: it's only somebody who couldn't spare those three,
01:01:04 --> 01:01:07: four or five hours that they're going to sit there
01:01:07 --> 01:01:09: and wait for a turn and listen and talk.
01:01:09 --> 01:01:13: And and that ends up being a very polarized group.
01:01:13 --> 01:01:15: And so I love zoom for that.
01:01:15 --> 01:01:19: I think it's been a tremendous equalizer and very important
01:01:19 --> 01:01:20: to community development.
01:01:22 --> 01:01:24: Boston I think it's not just that we have less
01:01:24 --> 01:01:25: less resistance.
01:01:25 --> 01:01:27: Others were actually better projects,
01:01:27 --> 01:01:30: right? Better program. Absolutely we're getting hearing that,
01:01:30 --> 01:01:33: and so that's the spirit of you alliance.
01:01:33 --> 01:01:36: So, Paul, Chris, Rosie thank you all for bringing us
01:01:36 --> 01:01:37: together.
01:01:37 --> 01:01:39: And Sam and Vicki and you know,
01:01:39 --> 01:01:41: a round of applause virtually from from from myself in
01:01:41 --> 01:01:42: the audience.
01:01:42 --> 01:01:45: Thank you. This is great and we look forward to
01:01:45 --> 01:01:48: all of us continuing the dialogue locally and and and

01:01:48 --> 01:01:49: and nationals.
01:01:49 --> 01:01:52: Thank you all and we will.
01:01:52 --> 01:01:54: Let's everybody sign off from here.
01:01:54 --> 01:01:54: Cheers.

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