

# Webinar

## Transportation Transformations

Date: March 01, 2024

00:00:00 --> 00:00:01: Hello again everyone.

00:00:01 --> 00:00:03: My name is Matt Norris.

00:00:03 --> 00:00:06: I'm a Senior Director for the Urban Land Institute's Healthy

00:00:06 --> 00:00:09: Places program and I'm so pleased to welcome you to

00:00:09 --> 00:00:10: today's webinar.

00:00:11 --> 00:00:13: Please feel free to introduce yourselves in the chat.

00:00:15 --> 00:00:18: So today we've assembled a panel of experts who are

00:00:18 --> 00:00:22: going to explore promising examples of how communities can convert

00:00:22 --> 00:00:27: highway infrastructure to create welcoming, people centered environments.

00:00:28 --> 00:00:32: We're going to explore how transportation transformations can support equitable

00:00:32 --> 00:00:35: outcomes, environmental resilience, and community livability.

00:00:36 --> 00:00:38: We're so thrilled that you've joined the conversation.

00:00:39 --> 00:00:39: So let's begin.

00:00:41 --> 00:00:43: I'm excited to introduce you to today's speakers.

00:00:44 --> 00:00:46: First, we'll have Keith Baker.

00:00:46 --> 00:00:50: Keith is the Executive Director for Reconnect Rondo, which is

00:00:50 --> 00:00:54: an umbrella advocacy organization committed to addressing racial disparities in

00:00:54 --> 00:00:55: Minnesota.

00:00:56 --> 00:00:59: Keith is leading the organization's mission to revitalize the Rondo

00:00:59 --> 00:01:03: community with a land bridge that reconnects Rondo and creates

00:01:03 --> 00:01:07: Minnesota's first African American cultural enterprise district.

00:01:08 --> 00:01:10: Keith has more than 35 years of experience in the

00:01:10 --> 00:01:13: public, private, and nonprofit sectors.

00:01:14 --> 00:01:15: We also have Maria Zimmerman.

00:01:16 --> 00:01:20: Maria serves as the United States Department of Transportation's Strategic

00:01:20 --> 00:01:23: Advisor for Technical Assistance and Community Solutions.

00:01:24 --> 00:01:27: In this capacity, she's helping to coordinate efforts across the

00:01:27 --> 00:01:32: Department of Transportation to enable communities to access, design, develop,

00:01:32 --> 00:01:34: and deliver transformative infrastructure projects.

00:01:35 --> 00:01:39: Maria came to USDOT from MZ Strategies, the urban planning

00:01:39 --> 00:01:42: and policy firm she founded in 2012.

00:01:43 --> 00:01:46: And then our final panelist is Roger Eaton.

00:01:46 --> 00:01:51: Roger is a Vice President, Professional Associate, Senior Bridge Engineer

00:01:51 --> 00:01:55: and Senior Project Manager in HD Rs Pittsburgh office.

00:01:55 --> 00:01:59: For over 34 years, he has been actively involved in

00:01:59 --> 00:02:03: managing projects including the I-579 Urban Open Space Cap in

00:02:03 --> 00:02:07: Pittsburgh, PA which created a 300 foot bridge cap over

00:02:07 --> 00:02:11: I-579 in Pittsburgh that includes A3 Acre Park and which

00:02:11 --> 00:02:15: restores an important connection between the city's Hill District and

00:02:15 --> 00:02:16: downtown.

00:02:17 --> 00:02:21: Today's webinar was organized through the Urban Land Institute's Randall

00:02:21 --> 00:02:25: Lewis Center for Sustainability and Real Estate, which is dedicated

00:02:25 --> 00:02:29: to creating healthy, resilient and high performance communities around the

00:02:29 --> 00:02:29: world.

00:02:31 --> 00:02:34: So today's agenda, I'm going to start us off by

00:02:34 --> 00:02:38: providing an overview of UL's new Transportation Transformations report

00:02:38 --> 00:02:41: which explores the themes of this webinar.

00:02:42 --> 00:02:45: Then our panelists will share presentations with their perspectives on

00:02:45 --> 00:02:45: Hwy.

00:02:45 --> 00:02:48: conversion efforts and then we'll have time for question and

00:02:48 --> 00:02:50: answer with the panelists.

00:02:51 --> 00:02:53: I also wanted to flag that the webinar is being

00:02:53 --> 00:02:56: recorded and we will share the recording with all participants

00:02:56 --> 00:02:59: and it will also be available on our Knowledge Finder

00:02:59 --> 00:02:59: website.

00:03:01 --> 00:03:04: Please use the question and answer the Q&A box rather

00:03:04 --> 00:03:06: than the chat for your questions and you can also

00:03:06 --> 00:03:09: upload questions in the Q&A that you like and feel  
00:03:09 --> 00:03:11: free to ask questions throughout.  
00:03:13 --> 00:03:16: Before we begin, I also just quickly wanted to share  
00:03:16 --> 00:03:18: that you and I will be hosting a great event  
00:03:18 --> 00:03:20: as part of our Spring Meeting in New York in  
00:03:20 --> 00:03:21: April 12th.  
00:03:22 --> 00:03:26: The Resilience Summit will share highlights on creating an  
equitable  
00:03:26 --> 00:03:27: green transition.  
00:03:27 --> 00:03:31: It'll share information on funding and financing resilience at the  
district and asset scales, and we'll also feature information on  
00:03:31 --> 00:03:35: policy, urban planning, and design solutions for everything  
00:03:35 --> 00:03:40: from extreme  
00:03:40 --> 00:03:43: heat, flooding, coastal risk, and water scarcity.  
00:03:43 --> 00:03:47: You can register and find more information either through the  
00:03:47 --> 00:03:51: QR code that's on your screen or at [uli.org/resilience](http://uli.org/resilience)  
Summit.  
00:03:53 --> 00:03:57: So I'm excited to provide an overview of Uli's Transportation  
00:03:57 --> 00:04:01: Transformations report, and the report shares examples of  
efforts to  
00:04:01 --> 00:04:04: reconnect places divided by highway infrastructure.  
00:04:05 --> 00:04:08: So we we know that urban highways in the United  
00:04:08 --> 00:04:12: States have contributed to many of today's pressing issues,  
including  
00:04:12 --> 00:04:18: structural inequities, racial and economic segregation,  
increased greenhouse gas emissions,  
00:04:18 --> 00:04:22: elevated exposure to shocks and stresses, and also  
disparities in  
00:04:22 --> 00:04:23: health outcomes.  
00:04:24 --> 00:04:26: The good news is that there has been a push  
00:04:26 --> 00:04:30: by communities and at multiple levels of government to  
advance  
00:04:30 --> 00:04:35: efforts to convert highway infrastructure to welcoming people  
centered environments  
00:04:35 --> 00:04:38: that advance equitable, sustainable and resilient outcomes.  
00:04:39 --> 00:04:42: And there really is quite a bit of momentum.  
00:04:42 --> 00:04:44: So just invite you to take a look at some  
00:04:44 --> 00:04:47: of the many recent headlines about efforts to transform  
highways  
00:04:47 --> 00:04:49: and to reconnect communities that are on the screen.  
00:04:51 --> 00:04:54: But also wanted to note that even with the recent  
00:04:54 --> 00:04:57: increased focus on repairing the harm created by highway  
routing  
00:04:58 --> 00:05:01: decisions, the challenges of advancing community centered

Hwy.

**00:05:01 --> 00:05:04:** conversion projects are quite significant.

**00:05:04 --> 00:05:08:** Because they're usually expensive, they can present political challenges, and

**00:05:08 --> 00:05:11:** they can also be complicated from an engineering perspective.

**00:05:12 --> 00:05:16:** With this in mind, the Transportation Transformations Report aims to

**00:05:16 --> 00:05:21:** highlight connections among transportation infrastructure and health, resilience and real

**00:05:21 --> 00:05:23:** estate development opportunities.

**00:05:24 --> 00:05:27:** We also aim to make the case for leveraging public

**00:05:27 --> 00:05:31:** and private funds to support efforts to reconnect communities divided

**00:05:31 --> 00:05:33:** by automobile infrastructure.

**00:05:34 --> 00:05:37:** And we aim to share promising examples of efforts to

**00:05:37 --> 00:05:44:** reconnect communities through multimodal transportation investments, parks, equitable development, and

**00:05:44 --> 00:05:46:** more so a bit of backgrounds.

**00:05:47 --> 00:05:51:** Planners of the Interstate highway system, which really gained momentum

**00:05:51 --> 00:05:54:** after the Federal Aid Highway Act of 1956, routed many

**00:05:55 --> 00:05:59:** highways directly through black and brown communities, often quite deliberately.

**00:06:00 --> 00:06:03:** In many cases, the government took homes and businesses by

**00:06:03 --> 00:06:04:** eminent domain.

**00:06:04 --> 00:06:08:** Some neighborhoods were targeted for new highway routes when other,

**00:06:08 --> 00:06:10:** much more logical routes were available.

**00:06:10 --> 00:06:13:** So just one of the many, many examples of this

**00:06:13 --> 00:06:15:** was in Nashville, where Interstate 40 was built with a

**00:06:15 --> 00:06:18:** curve that routed it to divide the black community of

**00:06:18 --> 00:06:22:** North Nashville, destroying hundreds of homes and businesses.

**00:06:23 --> 00:06:25:** And the decision for the route was made at a

**00:06:25 --> 00:06:27:** non public meeting of white business leaders and state highway

**00:06:27 --> 00:06:28:** officials.

**00:06:30 --> 00:06:33:** The routing of highways in many cities has created or

**00:06:33 --> 00:06:38:** worsened economic, health and climate disparities for people living nearby.

**00:06:39 --> 00:06:42:** Some of the harmful effects have included the fact that

**00:06:42 --> 00:06:46:** urban highways have directly displaced close to 1/2 a million

**00:06:46 --> 00:06:50:** people generally in communities of color at grade and

elevated

**00:06:50 --> 00:06:55:** highways created barriers within and between communities which disconnected people

**00:06:55 --> 00:06:59:** from economic opportunities and access to community amenities.

**00:06:59 --> 00:07:02:** And we also know that living near a major highway

**00:07:02 --> 00:07:06:** increases the risk of premature death and have numerous health

**00:07:06 --> 00:07:09:** conditions due to air pollution leading to asthma, pulmonary disease

**00:07:09 --> 00:07:11:** and a high risk of dementia.

**00:07:13 --> 00:07:15:** So what are the design approaches to mitigating the negative

**00:07:15 --> 00:07:19:** effects of highways and creating new community centered places?

**00:07:20 --> 00:07:24:** Examples of the types of investments being made include stitches.

**00:07:24 --> 00:07:27:** Stitches are enhanced crossings over highway rights of way.

**00:07:28 --> 00:07:31:** Such crossings often include widened sidewalks, bike lanes, seating areas

**00:07:32 --> 00:07:33:** or installations, and green spaces.

**00:07:35 --> 00:07:36:** There are also caps.

**00:07:36 --> 00:07:39:** Caps are full structural covers over highway rights of way

**00:07:39 --> 00:07:43:** that include features such as green space, parks, crossing streets

**00:07:43 --> 00:07:44:** and buildings.

**00:07:44 --> 00:07:48:** Caps also usually aim to strategically linked neighborhoods that a

**00:07:48 --> 00:07:50:** highway has separated or divided.

**00:07:52 --> 00:07:57:** Highway removals involve taking limited access roadways and turning them

**00:07:57 --> 00:08:01:** into lower capacity surface level boulevards, green spaces or waterways,

**00:08:01 --> 00:08:02:** and Hwy.

**00:08:02 --> 00:08:06:** removals can dramatically increase this the safety of the area,

**00:08:06 --> 00:08:11:** reduce traffic and improve the built environment and then public

**00:08:11 --> 00:08:13:** space beneath elevated Rd.

**00:08:13 --> 00:08:13:** roadways.

**00:08:13 --> 00:08:17:** These projects involve creating parks, enhanced public realms, and trails

**00:08:17 --> 00:08:18:** beneath active roadways.

**00:08:19 --> 00:08:23:** And there are many, many potential benefits of these types

**00:08:23 --> 00:08:24:** of Hwy.

**00:08:24 --> 00:08:25:** transformations.

00:08:25 --> 00:08:29: And they include everything from improved air quality to increased

00:08:29 --> 00:08:33: access to gathering spaces to opportunities to incorporate green infrastructure

00:08:33 --> 00:08:35: and nature based solutions and projects.

00:08:37 --> 00:08:39: So I just want to quickly run through two of

00:08:39 --> 00:08:42: the project examples that we featured in the reports and

00:08:42 --> 00:08:44: then our panelists will share more.

00:08:45 --> 00:08:50: The 1st is the I7071 Long Street Bridge in Columbus,

00:08:50 --> 00:08:50: OH.

00:08:51 --> 00:08:54: When I 71 was originally constructed in the early 1960s,

00:08:54 --> 00:08:57: the King Lincoln neighborhood of Columbus had been one of

00:08:57 --> 00:09:01: the most dynamic black communities in the United States, with

00:09:01 --> 00:09:03: roughly 100 local businesses.

00:09:03 --> 00:09:06: But after the after the construction of the highway in

00:09:06 --> 00:09:11: the 60s, the neighborhood suffered from disinvestment, leading to population

00:09:11 --> 00:09:14: decline, increased poverty, and unemployment.

00:09:14 --> 00:09:17: The highway also separated the community from downtown, So the

00:09:17 --> 00:09:21: Longstreet Bridge Stitch Project, which was completed in 2014, was

00:09:21 --> 00:09:25: a partnership among community leaders, the Ohio Department of Transportation,

00:09:25 --> 00:09:27: the City of Columbus and others.

00:09:28 --> 00:09:31: And the goals identified in community meetings for the project

00:09:32 --> 00:09:35: were to reconnect to nearby communities, to hide the highway,

00:09:35 --> 00:09:39: to improve multimodal connectivity, and also to advance efforts to

00:09:39 --> 00:09:42: reflect the neighborhood's culture.

00:09:43 --> 00:09:45: The bridge now includes park space.

00:09:45 --> 00:09:48: It has an enhanced public realm and multimodal connections to

00:09:48 --> 00:09:48: downtown.

00:09:49 --> 00:09:53: The project also includes a 240 foot long cultural wall mural and this was the first project of its kind

00:09:53 --> 00:09:56: for the Ohio Department of Transportation.

00:09:56 --> 00:09:59: And this public art piece was designed by two local

00:09:59 --> 00:10:02: artists and salivates the community's people, places, history and future.

00:10:03 --> 00:10:08:

00:10:09 --> 00:10:12: The other project I just want to quickly touch on

00:10:12 --> 00:10:13: is the Presidio Tunnel Tops Project.

00:10:14 --> 00:10:17: This is a cap project which created 14 acres of

00:10:17 --> 00:10:20: new park space over the tops of tunnels in San

00:10:20 --> 00:10:24: Francisco's Presidio, which is one of the most popular National

00:10:24 --> 00:10:26: Park sites in the United States.

00:10:27 --> 00:10:31: The projects and the park were created after the formerly

00:10:31 --> 00:10:34: elevated 1.6 mile Doyle Drive highway was replaced with an

00:10:35 --> 00:10:36: AG grade roadway and tunnels.

00:10:37 --> 00:10:40: The new roadway includes twin viaduct bridges.

00:10:40 --> 00:10:44: It has four tunnels, continuous shoulders and a landscape median,

00:10:44 --> 00:10:47: and the majority of the roadway project was completed in

00:10:47 --> 00:10:49: 2015 and the Parklands opened in 2022.

00:10:50 --> 00:10:53: An additional nearby 7 acre tidal marsh opened in 2020

00:10:53 --> 00:10:55: that helps mitigate against rising seas.

00:10:56 --> 00:11:00: This project included hundreds of hours of community engagement with

00:11:00 --> 00:11:03: more than 10,000 participants, which shaped the final design of

00:11:04 --> 00:11:04: the park site.

00:11:05 --> 00:11:10: Input from the community engagement included really a focus on

00:11:10 --> 00:11:17: getting perspectives from a broad geographic area and including culturally

00:11:17 --> 00:11:18: diverse voices.

00:11:19 --> 00:11:22: And as a result of this deep engagement, specific park

00:11:22 --> 00:11:25: features included a central lawn and Meadow area with natural

00:11:25 --> 00:11:29: green space for recreation, and this green space conceals the

00:11:29 --> 00:11:31: busy tunnels beneath the park.

00:11:31 --> 00:11:35: It also includes interpretive signage showcasing the area's history as

00:11:35 --> 00:11:37: a nature based children's play area.

00:11:38 --> 00:11:41: And there are also pedestrian connections between the waterfront and

00:11:41 --> 00:11:43: the Presidio for the first time in over 80 years.

00:11:44 --> 00:11:46: So truly a transformative project.

00:11:47 --> 00:11:50: So there are several overarching lessons that we've gleaned from

00:11:50 --> 00:11:50: Hwy.

00:11:50 --> 00:11:53: conversion efforts that we explored, and I'll run through just

00:11:54 --> 00:11:55: a few of them right now.

00:11:56 --> 00:12:00: First off, it's just truly essential to understand, acknowledge the

00:12:00 --> 00:12:04: current and historical context, and to build trust when embarking

00:12:04 --> 00:12:05: on such endeavors.

00:12:06 --> 00:12:09: Urban highways are often infamous as markers of physical, racial,

00:12:09 --> 00:12:10: and economic divides.

00:12:11 --> 00:12:13: They also shape the way that many people view and

00:12:13 --> 00:12:14: experience their cities.

00:12:15 --> 00:12:19: Efforts to convert highway infrastructure into spaces that serve communities

00:12:19 --> 00:12:22: really need to first start with understanding the the specific

00:12:22 --> 00:12:27: historical context and how the consequences of previous transportation decisions

00:12:27 --> 00:12:28: affect communities today.

00:12:29 --> 00:12:33: It's also important to understand that highway transformations can enhance

00:12:33 --> 00:12:38: resilience through thoughtful design strategies that mitigate acute shocks such

00:12:38 --> 00:12:39: as extreme heat and flooding.

00:12:40 --> 00:12:44: Transformations can also further address chronic stresses by supporting daily

00:12:44 --> 00:12:47: quality of life and approved resident health outcomes.

00:12:47 --> 00:12:50: And then the last lesson I'll share is really just

00:12:50 --> 00:12:54: how projects can integrate local storytelling and art.

00:12:54 --> 00:12:59: Highway transformation efforts provide really amazing opportunities to collect and

00:12:59 --> 00:13:02: elevate stories of an area and the area's residents and

00:13:02 --> 00:13:05: to share them through the incorporation of art as significant

00:13:06 --> 00:13:07: project components.

00:13:07 --> 00:13:11: By honoring the perspectives and the culture of community residents

00:13:11 --> 00:13:15: through art, highway conversions could acknowledge the past and current

00:13:15 --> 00:13:18: day and also the the future of those with ties

00:13:18 --> 00:13:19: to the local area.

00:13:21 --> 00:13:23: So with that, I'm going to hand hand it over

00:13:24 --> 00:13:26: to our first panelist, Keith Baker.

00:13:26 --> 00:13:29: And Keith is going to share about the Reconnect Rondo effort in Minnesota.

00:13:29 --> 00:13:30:

00:13:31 --> 00:13:32: So Keith, take it away.

00:13:33 --> 00:13:33: Great.

00:13:33 --> 00:13:34: Thank you, Matt.



00:13:34 --> 00:13:37: And I'm so pleased to be a part of this  
00:13:37 --> 00:13:42: webinar, such a critical and an important subject, if if  
00:13:42 --> 00:13:47: I can, you know, begin by just really emphasizing, you  
00:13:47 --> 00:13:53: know, the importance of community LED efforts or  
community voices  
00:13:53 --> 00:13:54: being paramount.  
00:13:54 --> 00:13:59: I think that is really the centerpiece of our project  
00:13:59 --> 00:14:01: when it's all said and done.  
00:14:02 --> 00:14:06: I became the Executive Director of Reconnect Rondo in  
2019,  
00:14:06 --> 00:14:10: but the community had been focused in on this project  
00:14:10 --> 00:14:11: for quite some time.  
00:14:12 --> 00:14:18: Matt's already mentioned our effort to revitalize a community  
devastated  
00:14:18 --> 00:14:23: by the freeway system with a particular transportation  
element called  
00:14:24 --> 00:14:29: the Land Bridge and to reignite the African American  
community  
00:14:29 --> 00:14:33: that was in fact growing forward in the state of  
00:14:33 --> 00:14:38: Minnesota and the City of Saint Paul, an African American  
00:14:38 --> 00:14:40: cultural enterprise District.  
00:14:40 --> 00:14:43: But if we can imagine it's complicated in terms of  
00:14:43 --> 00:14:46: all of the partnerships that have to be organized and  
00:14:46 --> 00:14:48: formed around this.  
00:14:49 --> 00:14:53: Just want to give you a little bit of background  
00:14:53 --> 00:14:57: with respects to how we got to our present established  
00:14:57 --> 00:14:58: mission.  
00:14:59 --> 00:15:00: In 1835.  
00:15:00 --> 00:15:05: The community had already begun to form and migrate  
forward.  
00:15:05 --> 00:15:08: We're talking about African Americans in the city of Saint  
00:15:08 --> 00:15:08: Paul.  
00:15:08 --> 00:15:12: As you can see, it's before the founding of the  
00:15:12 --> 00:15:15: City of Saint Paul, in the naming of the City  
00:15:15 --> 00:15:19: of Saint Paul as the capital 120 plus years, where  
00:15:19 --> 00:15:23: the social, cultural and economic fabric had been created,  
where  
00:15:24 --> 00:15:28: the spiritual foundation of a community and the binding had  
00:15:28 --> 00:15:30: occurred over that 120 plus years.  
00:15:31 --> 00:15:35: Then the path of destruction in the 1950s, in addition  
00:15:35 --> 00:15:39: to certainly the Federal Highway Act, but also urban renewal,  
00:15:39 --> 00:15:43: as Matt had mentioned a little bit earlier, the idea  
00:15:43 --> 00:15:46: of a cap or land bridge emerged for Rondo in  
00:15:47 --> 00:15:47: 2009.

00:15:48 --> 00:15:51: And it emerged because there was a central light rail  
00:15:51 --> 00:15:55: corridor, a light rail transit line that was going to  
00:15:55 --> 00:15:57: be placed along University Ave.  
00:15:57 --> 00:16:01: But there were no stops in Rondo planned.  
00:16:02 --> 00:16:06: Clearly the community felt this was another event where the  
00:16:06 --> 00:16:09: community had not had a voice and where it had  
00:16:09 --> 00:16:11: not been considered sufficiently.  
00:16:12 --> 00:16:15: With that idea, you can see reconnect.  
00:16:15 --> 00:16:19: Rondo didn't emerge till 2017 but the community said, well  
00:16:19 --> 00:16:22: not only do we want stops in Rondo, but why  
00:16:22 --> 00:16:25: don't you replace the land that was taken back in  
00:16:25 --> 00:16:26: the 50s.  
00:16:26 --> 00:16:30: So we have always been a community driven proposition  
being  
00:16:30 --> 00:16:34: able to secure 6.2 million of revenue from the state  
00:16:34 --> 00:16:36: legislature to move forward.  
00:16:36 --> 00:16:39: There was a northern route and there was a southern  
00:16:39 --> 00:16:42: route and it was an intentional and political decision to  
00:16:42 --> 00:16:45: take it right through the heart of Rondo.  
00:16:45 --> 00:16:49: As you can see the outline of the blue of  
00:16:49 --> 00:16:53: the the map that you see, Rondo was emerging as  
00:16:53 --> 00:16:57: a middle class but was being characterized as a slum  
00:16:58 --> 00:17:00: at that moment in time.  
00:17:02 --> 00:17:03: Root shock.  
00:17:04 --> 00:17:09: If we can imagine the social, the cultural, the economic,  
00:17:09 --> 00:17:15: the civic, the spiritual fabric of a community binding, creating  
00:17:15 --> 00:17:20: its own economic process and economic benefit, it was really  
00:17:20 --> 00:17:25: put in a position that really is defined as rich  
00:17:25 --> 00:17:28: shock where people are dispersed.  
00:17:29 --> 00:17:32: It undermines the sense of trust of institutions and even  
00:17:32 --> 00:17:36: within the community it creates an amount of anxiety within  
00:17:36 --> 00:17:38: that community that was just devastating.  
00:17:40 --> 00:17:43: We've we've really made sure that we're in any of  
00:17:43 --> 00:17:44: our efforts.  
00:17:44 --> 00:17:48: We're making a technical case, a business case, a moral  
00:17:49 --> 00:17:50: case and a just case.  
00:17:50 --> 00:17:53: And I want to really emphasize this, while Mendot, the  
00:17:54 --> 00:17:58: Department of Transportation is responsible for the corridor  
from Saint  
00:17:58 --> 00:18:02: Paul to Minneapolis reconnect Rondo is leading the land  
bridge  
00:18:02 --> 00:18:05: project and will be responsible for all the things that  
00:18:05 --> 00:18:09: are deliverables that a state would also be responsible for.

00:18:09 --> 00:18:13: So it really requires us to be very, very clear  
00:18:13 --> 00:18:18: about our technical case and our business case etcetera.  
00:18:18 --> 00:18:22: I want to really emphasize our partnership with ULI along  
00:18:22 --> 00:18:22: the way.  
00:18:22 --> 00:18:26: Since as early as 2016, the middle report that you  
00:18:26 --> 00:18:30: see there was a A5 day advisory panel which gave  
00:18:30 --> 00:18:34: us an 18 to 24 month path with recommendations and  
00:18:34 --> 00:18:38: also how we were going to approach kind of the  
00:18:38 --> 00:18:41: financing of supper such a proposition.  
00:18:43 --> 00:18:47: Our feasibility study indicates that we can create 21 acres  
00:18:47 --> 00:18:52: which was part of that recommendations from ULI, the  
00:18:52 --> 00:18:56: potential  
00:18:56 --> 00:18:59: of 576 housing units, 140,000 square foot of market space,  
00:18:59 --> 00:19:01: we can create jobs at the tune of 1800 and  
00:19:01 --> 00:19:05: revenue back to the city.  
00:19:05 --> 00:19:10: So again, the technical case is being made for the  
00:19:10 --> 00:19:14: structure, certainly 313,000,000 for the development on top  
00:19:14 --> 00:19:18: 176 or  
00:19:18 --> 00:19:20: 170 million and then pre planning efforts as well.  
00:19:20 --> 00:19:23: What was lost and that seems to be our name  
00:19:23 --> 00:19:26: when we're talking about equity.  
00:19:26 --> 00:19:26: We want to be clear not only to quantify the  
00:19:26 --> 00:19:26: loss but also to look at the human effect of  
00:19:26 --> 00:19:26: that as well.  
00:19:27 --> 00:19:32: And what's represented here is 700 homes, 300 businesses,  
00:19:32 --> 00:19:39: a  
00:19:39 --> 00:19:41: population loss of 61%, intergenerational wealth loss of 35  
00:19:41 --> 00:19:45: million  
00:19:45 --> 00:19:49: snapshot in time 1980.  
00:19:49 --> 00:19:52: But all of the indicators share with us the fact  
00:19:52 --> 00:19:54: that by every measure, Rondo ranks net negative.  
00:19:54 --> 00:19:59: And so when we talk about restorative, we've got to  
00:19:59 --> 00:20:05: think about, well, what is equity.  
00:20:05 --> 00:20:07: Equity is the building of a resilient and sustainable  
00:20:07 --> 00:20:10: community  
00:20:10 --> 00:20:12: ecosystem that is responsive to environmental, social and  
00:20:12 --> 00:20:17: economic inequities.  
00:20:17 --> 00:20:20: And so we do that in a number of ways.  
00:20:20 --> 00:20:21: Thinking about a circular economy.  
00:20:21 --> 00:20:21: Thinking about regenerative urbanism.  
00:20:21 --> 00:20:21: And digital access as really clear foundational pieces.  
00:20:21 --> 00:20:21: So what really does that mean in the way of  
00:20:21 --> 00:20:21: a vision?

00:20:21 --> 00:20:26: Greater mobility and connectivity to place where people live, work,

00:20:27 --> 00:20:33: learn and play, access to education, nature, health, prosperity, well-being.

00:20:33 --> 00:20:36: And when we set the context, we have to think

00:20:36 --> 00:20:41: about walkability, bikeability, a way in which that helps build

00:20:41 --> 00:20:46: the local economy, connecting the land bridge itself to other

00:20:46 --> 00:20:51: economic and commercial nodes, a climate proof ecosystem again vegetation,

00:20:51 --> 00:20:53: features of ponding, et cetera.

00:20:54 --> 00:20:57: Because we believe very sincerely that that has an effect

00:20:57 --> 00:21:00: on the quality of life and then the land bridge

00:21:00 --> 00:21:05: itself and the interconnectedness of mobility, economics, environmental kind of

00:21:05 --> 00:21:07: benefits within the neighborhood.

00:21:09 --> 00:21:13: We also did a technology study that really helped us

00:21:13 --> 00:21:15: to understand connectivity.

00:21:16 --> 00:21:20: There's a lot of conversation about out state Minnesota rural

00:21:20 --> 00:21:25: areas, but what we've discovered in our project here is

00:21:25 --> 00:21:30: that redlining and connectivity has a correlational relationship.

00:21:30 --> 00:21:33: If you can see Minneapolis, you can see there's greater

00:21:33 --> 00:21:34: connectivity.

00:21:34 --> 00:21:37: But North Minneapolis where the freeway also went through, there

00:21:37 --> 00:21:38: is a lack of connectivity.

00:21:39 --> 00:21:40: Saint Paul is lagging behind.

00:21:40 --> 00:21:44: So if we can imagine a data center, if we

00:21:44 --> 00:21:47: can imagine how that data center and the use of

00:21:47 --> 00:21:52: technology can help us deal with solutions for water resource

00:21:52 --> 00:21:56: management, engineering or energy health access etcetera.

00:21:56 --> 00:22:01: It gives us a tremendous opportunity to bring about greater

00:22:01 --> 00:22:04: benefits for the community as a whole.

00:22:05 --> 00:22:07: Thinking about our anti displacement work.

00:22:08 --> 00:22:11: Our anti displacement work is on four basic goals.

00:22:11 --> 00:22:14: A tool kit for residents and businesses, the right to

00:22:14 --> 00:22:18: return for those who lost in descendants, an investment trust

00:22:18 --> 00:22:21: and an investment a reinvestment fund.

00:22:22 --> 00:22:26: We're also considering at least a proposed structure where we

00:22:26 --> 00:22:30: create a an authority and a Rondo authority where community

00:22:30 --> 00:22:34: members really are the drivers of decision makers or decision

00:22:34 --> 00:22:37: making along with other stakeholders within it.

00:22:37 --> 00:22:42: But you can see development rights, parks and green space,

00:22:42 --> 00:22:46: buildings, the commercial activity that might be going on.

00:22:46 --> 00:22:50: So the community has the opportunity to be the master

00:22:50 --> 00:22:52: developer when it's all said and done.

00:22:52 --> 00:22:56: We want to create value and that value be reinvested

00:22:56 --> 00:23:00: back into the community being one of the primary things

00:23:00 --> 00:23:02: that we move forward with.

00:23:03 --> 00:23:06: Only a couple of things I'd like to just say

00:23:06 --> 00:23:11: about the restorative planning process, the anti displacement, our restorative

00:23:11 --> 00:23:14: vision is all tied into our neighborhood area plan and

00:23:14 --> 00:23:18: we've been working in, in commute, engaging the community since

00:23:18 --> 00:23:19: as early as 2022.

00:23:19 --> 00:23:22: So you can see that all of the ideas that

00:23:22 --> 00:23:25: come from the community are invested in and integrated in

00:23:25 --> 00:23:28: as well as thinking about what does the 21st century

00:23:28 --> 00:23:30: bring us moving forward.

00:23:30 --> 00:23:32: Here's where we are at this moment in time.

00:23:33 --> 00:23:36: We've got a number of studies to complete.

00:23:36 --> 00:23:42: Our neighborhood area plan in particular should be done in

00:23:42 --> 00:23:43: July of 2024.

00:23:43 --> 00:23:47: And from there, we'll be able to continue the process

00:23:47 --> 00:23:51: of seeking federal dollars and state resources to continue our effort.

00:23:51 --> 00:23:51:

00:23:52 --> 00:23:53: So I thank you so much and I want to

00:23:53 --> 00:23:55: hand it over to Roger at this particular time.

00:23:58 --> 00:23:59: Thank you, Keith.

00:23:59 --> 00:24:03: I really appreciate the opportunity to print, present the project

00:24:03 --> 00:24:06: that I was able to work on here in in

00:24:06 --> 00:24:08: Pittsburgh, the I-579 cap.

00:24:09 --> 00:24:13: The next slide, I'm gonna step through different aspects associated

00:24:13 --> 00:24:16: with the project related to the location in history, the

00:24:16 --> 00:24:20: community outreach that we performed, some design enhancements that were

00:24:20 --> 00:24:24: incorporated into the park surface and then we'll show some

00:24:24 --> 00:24:25: construction photographs.

00:24:26 --> 00:24:31: Moving on, the location in history, here's a photograph of

00:24:32 --> 00:24:36: the city of Pittsburgh from the circa 1930 and I

00:24:36 --> 00:24:40: have shown in this ellipse is on the next few

00:24:41 --> 00:24:44: slides the location of the project.

00:24:44 --> 00:24:47: The first slide you saw the active community.

00:24:47 --> 00:24:50: This slide you can see how that that that black

00:24:50 --> 00:24:54: community was decimated in the sense of urban renewal in

00:24:54 --> 00:24:58: a civic arena was constructed along with other amenities and

00:24:58 --> 00:25:01: this is where this slide shows the project of where

00:25:01 --> 00:25:03: we picked it up again.

00:25:03 --> 00:25:06: That ellipse shows the the location of projects bounded by

00:25:06 --> 00:25:08: two vehicular bridges and two city streets.

00:25:09 --> 00:25:13: The Civic Arena was removed, a new arena was built

00:25:13 --> 00:25:17: and it left the the city an opportunity with a

00:25:17 --> 00:25:21: redevelopment effort of a a 29 acre parcel of where

00:25:21 --> 00:25:24: that Civic Arena used to be.

00:25:25 --> 00:25:29: On the next slide, here are some proposed renderings of

00:25:29 --> 00:25:34: what that new development could look like in the early

00:25:34 --> 00:25:39: planning development stages being a mixed used type of

00:25:39 --> 00:25:42: community.

00:25:39 --> 00:25:42: And again there was, it's still going to be segregated

00:25:42 --> 00:25:45: by this Interstate that was constructed as part of that

00:25:45 --> 00:25:46: urban redevelopment.

00:25:46 --> 00:25:49: So the idea was to try to reconnect that community,

00:25:49 --> 00:25:53: rebuild the roots, rebuild that that sense of pride and

00:25:53 --> 00:25:56: and connection back to the the downtown business core.

00:25:56 --> 00:25:59: And here's one of the concepts showing again the the

00:25:59 --> 00:26:03: cap surface in between the vehicular bridges and the city

00:26:03 --> 00:26:07: streets as we move on touching on the community outreach,

00:26:07 --> 00:26:10: when we got involved in the project, there wasn't a

00:26:10 --> 00:26:14: whole lot of community input being involved with the the

00:26:14 --> 00:26:16: project at that phase.

00:26:16 --> 00:26:19: So we decided to have a series of design spreads

00:26:20 --> 00:26:23: in the community to explain the purpose of this new

00:26:23 --> 00:26:28: Cap land bridge structure and offer the opportunity for the

00:26:28 --> 00:26:32: the residents of the the the community to develop the

00:26:32 --> 00:26:35: elements that would be incorporated into the design.

00:26:36 --> 00:26:39: Through this series of three charettes, we came up with

00:26:39 --> 00:26:43: six different common themes, that being water, green,

00:26:43 --> 00:26:45: seating and connection.

00:26:45 --> 00:26:49: Those themes were all developed by the community, had a

00:26:49 --> 00:26:54: long history with that, that throwback to the original

00:26:54 --> 00:26:59: community,

00:26:54 --> 00:26:59: especially as far as the music and entertainment and

00:26:59 --> 00:27:01: definitely

00:26:59 --> 00:27:01: the connection aspects.

00:27:01 --> 00:27:04: As we move into the next slide, this was the  
00:27:04 --> 00:27:07: final plan that was developed and I'm gonna take just  
00:27:07 --> 00:27:09: one second to show some of the the hurdles and  
00:27:09 --> 00:27:12: how we were able to incorporate them.  
00:27:12 --> 00:27:15: On the on the right side of this screen there's  
00:27:15 --> 00:27:18: a location Upper Terrace and then on the left side  
00:27:18 --> 00:27:19: of Lower Terrace.  
00:27:19 --> 00:27:23: There's a substantial grade difference across the site and we  
00:27:23 --> 00:27:26: were able to utilize that in the design, which I'll  
00:27:26 --> 00:27:28: touch on in a little while.  
00:27:28 --> 00:27:33: We were able to incorporate additional elements in addition  
to  
00:27:33 --> 00:27:37: the themes that were outlined as shown on the next  
00:27:37 --> 00:27:40: slides, the first being a design enhancement.  
00:27:40 --> 00:27:44: We actually enlisted 3 artists from the local community to  
00:27:44 --> 00:27:47: come up with different ideas of items that they would  
00:27:47 --> 00:27:50: like to see incorporated in this permanent art installations.  
00:27:50 --> 00:27:54: In the cap, the first artist developed the design  
enhancements  
00:27:54 --> 00:27:58: associated with totems that are large statin pieces, a  
throwback  
00:27:58 --> 00:28:00: to the history of the area.  
00:28:01 --> 00:28:05: The next slide shows the next artist interpretation of a  
00:28:05 --> 00:28:10: garden classroom with a a musical theme incorporated into it  
00:28:10 --> 00:28:14: along with native plantings that can be utilized with different  
00:28:15 --> 00:28:20: teachers teaching young students about the different native  
plantings that  
00:28:20 --> 00:28:25: were incorporated into the design along with the musical  
history  
00:28:25 --> 00:28:29: and musical items as shown with chimes and and Cajun  
00:28:29 --> 00:28:30: seat drums.  
00:28:31 --> 00:28:36: The last artist decided to use their background in history  
00:28:36 --> 00:28:39: to develop a series of story walls.  
00:28:39 --> 00:28:44: Two of them related to Martin Delaney and Frankie Pace,  
00:28:44 --> 00:28:49: two strong historical folks from the original Hill District  
community.  
00:28:50 --> 00:28:54: The next slide shows how the those story walls were  
00:28:54 --> 00:28:58: incorporated into the plans and actually the the park was  
00:28:58 --> 00:29:01: named and dedicated to Frankie Pace.  
00:29:01 --> 00:29:03: It's now named the Frankie Pace Park on its opening.  
00:29:04 --> 00:29:09: The next slide shows one of the last enhancements that  
00:29:09 --> 00:29:11: that was interesting.  
00:29:12 --> 00:29:15: Pittsburgh is city of rivers and and and bridges is

00:29:15 --> 00:29:18: known for so incorporating water was one of the themes  
00:29:18 --> 00:29:20: that the community wanted.  
00:29:20 --> 00:29:23: And we came up with an interesting way of developing  
00:29:23 --> 00:29:26: water into the project site by the use of trench  
00:29:26 --> 00:29:30: drains and rain gardens, which I'll talk touch on as  
00:29:30 --> 00:29:32: we go through the photographs.  
00:29:32 --> 00:29:36: Moving forward again, here's the the final layout and the  
00:29:36 --> 00:29:40: trench drains actually function to take all of the water  
00:29:40 --> 00:29:44: from the upper terrace area, from all the impervious areas  
00:29:44 --> 00:29:49: there through a series of these trench drains that went  
00:29:49 --> 00:29:51: down through the event lawn.  
00:29:51 --> 00:29:53: It's like a a spiral as you go down to  
00:29:53 --> 00:29:55: the sort of the center of the slide.  
00:29:56 --> 00:29:59: And once the water got into that spiral, it would  
00:29:59 --> 00:30:02: drain out into a series of tiered rain gardens that  
00:30:02 --> 00:30:05: were located in the lower portion of the park in  
00:30:05 --> 00:30:09: that would feed the water back into infiltration through the  
00:30:09 --> 00:30:11: rain guards back into the Earth's surface.  
00:30:12 --> 00:30:15: As we move through the the last slides, I'm gonna  
00:30:15 --> 00:30:18: step through just some of the quick construction again.  
00:30:18 --> 00:30:20: It was a confined urban space.  
00:30:20 --> 00:30:23: Here you can see the existing vehicular bridges and city  
00:30:23 --> 00:30:27: streets and we're well into construction with the setting of  
00:30:27 --> 00:30:29: the the beams to construct the the roof of the  
00:30:29 --> 00:30:30: cap.  
00:30:31 --> 00:30:35: The next slide shows deep into the construction the the  
00:30:35 --> 00:30:40: structure's completely in place, they're constructing a lot of the  
  
00:30:40 --> 00:30:44: landscaping walls and on the upper portion of the slide  
00:30:44 --> 00:30:47: that's the the lower terrace.  
00:30:47 --> 00:30:50: You can see the series of large retaining walls to  
00:30:50 --> 00:30:53: help make up that great difference and the development of  
00:30:53 --> 00:30:54: the the rain garden area.  
00:30:57 --> 00:31:00: The next slide shows some of those landscaping walls that  
00:31:01 --> 00:31:04: were used for seating around the park in addition to  
00:31:04 --> 00:31:08: the the center top photograph showing the large retaining  
walls  
00:31:08 --> 00:31:12: that help make up the the elevation district difference and  
00:31:12 --> 00:31:16: also to incorporate all of the the tiered rain gardens  
00:31:16 --> 00:31:18: that were incorporated into the park system.  
00:31:20 --> 00:31:24: This next photograph is the middle and left photograph show  
00:31:24 --> 00:31:27: mock ups of those large statement totem pieces and the  
00:31:27 --> 00:31:31: right photograph shows the the finished product installed in



the  
00:31:31 --> 00:31:32: park.  
00:31:34 --> 00:31:39: The classroom again was incorporated In the left photograph  
you  
00:31:39 --> 00:31:43: can see the the central circle portion where a teacher  
00:31:43 --> 00:31:47: or instructor could stand and the the seating can take  
00:31:47 --> 00:31:51: place on the landscaping walls that surround the circle.  
00:31:52 --> 00:31:55: There's integrated music chimes on the rest of the circle  
00:31:55 --> 00:31:58: and Cajun seat drums that you can see in the  
00:31:58 --> 00:32:00: in the the background of the photograph.  
00:32:01 --> 00:32:05: There's also incorporation of different sayings, some from the  
artist  
00:32:05 --> 00:32:06: himself.  
00:32:06 --> 00:32:08: They were displayed around the area and then the right  
00:32:08 --> 00:32:11: photograph showing you a close up of one of those  
00:32:11 --> 00:32:13: Cajun seat drums that were incorporated into the park.  
00:32:15 --> 00:32:18: This photograph shows the story walls and how they turned  
00:32:18 --> 00:32:18: out.  
00:32:18 --> 00:32:21: With the trellis work, they're actually lighted.  
00:32:21 --> 00:32:24: So anytime during the day or night that you go  
00:32:24 --> 00:32:27: to the park you will be able to read the  
00:32:27 --> 00:32:31: the story of Martin Delaney and Frankie Pace and lastly  
00:32:31 --> 00:32:35: the the trench drains that spiral down through the site.  
00:32:35 --> 00:32:38: You can see how they were incorporated on the the  
00:32:38 --> 00:32:42: left photograph traversing across the cap structure ending in  
the  
00:32:42 --> 00:32:45: the photograph on the right that shows the spiral that  
00:32:45 --> 00:32:48: drains out into the rain gardens as shown in the  
00:32:48 --> 00:32:52: next slide where the water infiltrates into the into the  
00:32:52 --> 00:32:54: first rain garden and as it fills it, it flows  
00:32:55 --> 00:32:58: over into the remaining rain gardens to infiltrate back into  
00:32:58 --> 00:32:59: the earth.  
00:33:01 --> 00:33:03: Here are just some final pictures of the the site.  
00:33:03 --> 00:33:06: This is looking towards the development area or the the  
00:33:06 --> 00:33:09: abandoned parcel in the Hill district community itself.  
00:33:10 --> 00:33:13: The next photograph shows the the finished product at dusk  
00:33:13 --> 00:33:17: looking down towards the downtown core and the last two  
00:33:17 --> 00:33:20: photographs show the before and afters of how it changed  
00:33:20 --> 00:33:23: the the makeup of the the city of Pittsburgh.  
00:33:23 --> 00:33:28: At this point, I'm going to turn it over to  
00:33:28 --> 00:33:28: Maria.  
00:33:29 --> 00:33:29: Thank you.  
00:33:32 --> 00:33:33: Great.

00:33:33 --> 00:33:34: Thank you so much, Roger.  
00:33:36 --> 00:33:40: Those were incredible stories that we've heard already from Keith  
00:33:40 --> 00:33:43: and from Roger about the two particular communities.  
00:33:44 --> 00:33:46: And I want to thank Matt and you all I  
00:33:46 --> 00:33:50: both for bringing us together today, but also the new  
00:33:50 --> 00:33:52: report that you spotlighted.  
00:33:52 --> 00:33:57: Matt Really an incredible addition to this national conversation around  
00:33:57 --> 00:34:00: reconnecting and transforming communities.  
00:34:00 --> 00:34:03: So it looks like my slides will be popping up  
00:34:03 --> 00:34:03: here soon.  
00:34:04 --> 00:34:04: My.  
00:34:04 --> 00:34:06: My apologies, I have a heavy finger.  
00:34:07 --> 00:34:08: That's no problem.  
00:34:08 --> 00:34:11: So yes, again, I'm Maria Zimmerman with the United States  
00:34:11 --> 00:34:12: Department of Transportation.  
00:34:12 --> 00:34:16: And I'm gonna talk less about specific projects and more  
00:34:16 --> 00:34:20: about some of the federal context that I'm very excited  
00:34:20 --> 00:34:22: is in play at this moment.  
00:34:22 --> 00:34:26: So First off, hopefully all of you who are here  
00:34:26 --> 00:34:30: today are aware that in 2021, in November of 2021,  
00:34:30 --> 00:34:35: Congress passed a bipartisan piece of legislation that invested historic  
00:34:35 --> 00:34:41: massive funding into our nation's infrastructure, all types of infrastructure  
00:34:41 --> 00:34:47: from water to transportation to broadband and energy infrastructure and  
00:34:47 --> 00:34:47: the like.  
00:34:47 --> 00:34:52: And so we really know that infrastructure is so critical  
00:34:52 --> 00:34:55: to the future of our country and to our local,  
00:34:55 --> 00:34:58: regional, state and national economies.  
00:34:58 --> 00:35:02: But often the public associates the Department of Transportation with  
00:35:02 --> 00:35:03: highway building.  
00:35:03 --> 00:35:06: And it's easy to understand that we may not be  
00:35:06 --> 00:35:09: the first agency you think of in terms of reducing  
00:35:09 --> 00:35:13: greenhouse gas emissions, of creating good jobs and advancing equity,  
00:35:13 --> 00:35:16: But in fact, this historic funding that we have before  
00:35:16 --> 00:35:20: us, the bipartisan infrastructure law as we in the administration  
00:35:20 --> 00:35:23: often refer to it, or the Infrastructure Investment in JOBS  
00:35:23 --> 00:35:26: Act, or IIJA that we know others also refer to

00:35:26 --> 00:35:28: it as well, is really a big deal.

00:35:28 --> 00:35:33: Infrastructure decision making is central to advancing our shared climate

00:35:33 --> 00:35:36: goals as well as creating good jobs and bringing people

00:35:36 --> 00:35:39: to the table who have been left out in the

00:35:39 --> 00:35:42: past, which I think Keith in very strong terms and

00:35:42 --> 00:35:46: Matt as well noted that many past infrastructure projects, the

00:35:46 --> 00:35:49: full community was not at the table for those.

00:35:49 --> 00:35:54: They we weren't really thinking about who's impacted, who's benefiting,

00:35:54 --> 00:35:58: who's burdened and are we really engaging meaningfully all these

00:35:58 --> 00:36:02: broad diverse public stakeholders in the process of planning, designing,

00:36:03 --> 00:36:06: constructing and the outcomes of these projects.

00:36:06 --> 00:36:09: And so with that in mind, we at the Department

00:36:09 --> 00:36:13: of Transportation really see reconnecting communities as both a program

00:36:13 --> 00:36:14: and a principal.

00:36:14 --> 00:36:20: As our secretary Buttigieg often comments that the transportation infrastructure

00:36:20 --> 00:36:25: that we have today, there's nothing necessarily sacred about it.

00:36:25 --> 00:36:29: As we saw in Roger's presentation, we as architects, as

00:36:29 --> 00:36:35: engineers, planners, developers, community leaders, we always have the opportunity

00:36:35 --> 00:36:39: to really reconnect to re envision and to restore our

00:36:39 --> 00:36:43: communities to be even better for the next generation.

00:36:43 --> 00:36:46: And so I'll talk about our specific programs that we

00:36:47 --> 00:36:49: have, but I also want to note why we have

00:36:49 --> 00:36:53: and are very excited to have some specific programs focused

00:36:53 --> 00:36:59: on reconnecting and restoring communities, the Infrastructure Investment JOBS Act

00:36:59 --> 00:37:01: or the bipartisan infrastructure law.

00:37:02 --> 00:37:06: It's over \$600 billion worth of funding over five years

00:37:06 --> 00:37:09: to invest in transportation infrastructure.

00:37:09 --> 00:37:12: We have billions of dollars that are going out through

00:37:12 --> 00:37:17: formula funds to state departments of transportation, to transit agencies,

00:37:17 --> 00:37:21: to metropolitan planning organizations, railroads, port authorities.

00:37:21 --> 00:37:24: A lot of funding that is flowing can also be

00:37:24 --> 00:37:28: utilized to help in the planning processes and in the

00:37:28 --> 00:37:32: construction of projects that can also help to restore

communities.

**00:37:32 --> 00:37:35:** But with that said, let me spotlight a couple here

**00:37:35 --> 00:37:36:** that you can see on this slide.

**00:37:37 --> 00:37:40:** One of them is the Reconnecting Communities pilot program.

**00:37:41 --> 00:37:45:** So a billion dollars was included in the bipartisan infrastructure

**00:37:46 --> 00:37:48:** law to fund over a five year.

**00:37:48 --> 00:37:50:** A pilot that really is to look at it, you

**00:37:50 --> 00:37:53:** know, is there a need, what types of projects are

**00:37:53 --> 00:37:57:** coming forward to help restore and reconnect communities.

**00:37:57 --> 00:38:01:** We also then received, a few months after the bipartisan

**00:38:01 --> 00:38:05:** infrastructure law was passed in the Inflation Reduction Act of

**00:38:05 --> 00:38:09:** over \$3 billion in one time, funding for the Neighbourhood

**00:38:09 --> 00:38:11:** Access and Equity grant program.

**00:38:11 --> 00:38:14:** That as you can see here, both of them fund

**00:38:14 --> 00:38:17:** some very similar types of projects that can help to

**00:38:17 --> 00:38:19:** reconnect and restore communities.

**00:38:21 --> 00:38:24:** And so together these projects, we combined them this past

**00:38:24 --> 00:38:27:** year into a single notice of funding that we called

**00:38:28 --> 00:38:32:** the Reconnecting Communities and Neighbourhoods Funding Opportunity.

**00:38:32 --> 00:38:34:** So let's go to the next slide.

**00:38:35 --> 00:38:38:** Both of these programs for instance, you can see provide

**00:38:38 --> 00:38:43:** funding both planning grants as well as construction grants that

**00:38:43 --> 00:38:47:** really help to address barriers from transportation projects, not just

**00:38:48 --> 00:38:51:** highway projects as we've been discussing today.

**00:38:51 --> 00:38:55:** But we know in many communities, transportation infrastructure, railroads for

**00:38:55 --> 00:38:59:** instance, might be separating and segregating a community and creating

**00:38:59 --> 00:39:02:** challenges that need to be mitigated or other types of

**00:39:02 --> 00:39:04:** transportation infrastructure.

**00:39:05 --> 00:39:08:** But some of the barriers that we've been hearing about

**00:39:08 --> 00:39:10:** from communities and I have to say we've been widely

**00:39:11 --> 00:39:14:** oversubscribed in the pilot program and in this year's Reconnecting

**00:39:14 --> 00:39:15:** Communities program.

**00:39:16 --> 00:39:19:** Lots of barriers that communities are coming to us to

**00:39:19 --> 00:39:20:** work to address.

**00:39:20 --> 00:39:24:** Whether those are issues of, you know, significant volumes of

00:39:24 --> 00:39:29: traffic and high speeds, noise pollution, air pollution, that those

00:39:29 --> 00:39:33: facilities are creating facilities that again it might be a

00:39:33 --> 00:39:37: train that frequently is delaying traffic and people can't get

00:39:37 --> 00:39:40: to jobs or to school or to church or to

00:39:40 --> 00:39:44: other healthcare destinations that are essential for the community.

00:39:44 --> 00:39:47: So they're often a physical barrier that might be created.

00:39:48 --> 00:39:52: Some communities that are really missing that connectivity, they lack

00:39:52 --> 00:39:56: sidewalks, they lack safe pedestrian crossing, they lack safe ways

00:39:56 --> 00:39:59: to be able to move about their community even if

00:39:59 --> 00:40:00: they're on in a car.

00:40:00 --> 00:40:01: Sometimes we have.

00:40:02 --> 00:40:05: We see that these are areas where there's frequently high

00:40:05 --> 00:40:09: rates of fatalities or of collisions that are occurring.

00:40:09 --> 00:40:13: And also because of some of these infrastructure systems, we

00:40:13 --> 00:40:17: see other susceptible to more severe weather damages around flooding

00:40:17 --> 00:40:20: or things like that that might be the result of

00:40:20 --> 00:40:21: increased runoff.

00:40:21 --> 00:40:23: And so a lot of different solutions as Matt was

00:40:23 --> 00:40:26: talking about that are folks are pursuing to try to

00:40:26 --> 00:40:26: address those.

00:40:27 --> 00:40:30: And so with our reconnecting communities program, last year we

00:40:31 --> 00:40:34: announced the first set of awards that was just through

00:40:34 --> 00:40:35: the pilot program.

00:40:35 --> 00:40:39: And so we funded 45 communities last year for a

00:40:39 --> 00:40:43: little over \$185 million in total as you can see

00:40:43 --> 00:40:49: here that supported six construction projects, but the majority of

00:40:49 --> 00:40:55: that funding really was invested into planning grants and planning

00:40:55 --> 00:40:55: studies.

00:40:56 --> 00:41:00: This program, unlike some other programs that we have, department

00:41:00 --> 00:41:04: transportation, not only can public agencies apply and be eligible

00:41:04 --> 00:41:09: for funding, but nonprofit organizations can also receive funding, particularly

00:41:09 --> 00:41:12: on the planning grant side of things.

00:41:12 --> 00:41:15: As noted, we have over a billion dollars of requests.

00:41:15 --> 00:41:17: And so you can see here the map of all  
00:41:17 --> 00:41:21: of these different places where we have been making  
investments  
00:41:21 --> 00:41:22: in our first round.  
00:41:23 --> 00:41:26: We also created kind of similar in some ways, Matt,  
00:41:26 --> 00:41:28: to what you were sharing a storybook, which is a  
00:41:29 --> 00:41:30: virtual online storybook.  
00:41:30 --> 00:41:36: If you search [reconnectingcommunitiestransportation.gov](http://reconnectingcommunitiestransportation.gov),  
you'll see that storybook that's really  
00:41:36 --> 00:41:40: spotlighting and telling this history in these stories of three  
00:41:40 --> 00:41:44: communities of Buffalo, NY, Boston, MA and Bluefield, WV,  
all  
00:41:44 --> 00:41:48: of the communities that were supported through this  
program.  
00:41:48 --> 00:41:52: Again, a very strong focus on disadvantaged communities,  
on supporting  
00:41:52 --> 00:41:57: public engagement activities and really taking a holistic  
approach.  
00:41:57 --> 00:42:00: We will very soon be announcing the next set of  
00:42:00 --> 00:42:04: grants that were funded through that much larger  
reconnecting Fuse  
00:42:04 --> 00:42:07: Neighbourhood program To info I mentioned very briefly.  
00:42:07 --> 00:42:11: As I noted, there's not just these only two programs  
00:42:11 --> 00:42:13: that are funding these types of activities.  
00:42:14 --> 00:42:17: We have dozens of grant programs that we are administering  
00:42:17 --> 00:42:20: right now, the Department of Transportation, two of them are  
00:42:20 --> 00:42:23: raised program and our Infra program.  
00:42:23 --> 00:42:27: They can provide large grants to large complicated projects.  
00:42:27 --> 00:42:30: And so you can see here a number of communities  
00:42:30 --> 00:42:33: that we are investing in in addition and to those  
00:42:33 --> 00:42:35: through the reconnecting communities program.  
00:42:36 --> 00:42:38: For instance the reimagined 19th St.  
00:42:38 --> 00:42:42: in Louisville, KY received I think it's \$15.5 million to  
00:42:42 --> 00:42:45: do a complete streets project.  
00:42:45 --> 00:42:48: So looking at ways to to kind of team the  
00:42:48 --> 00:42:49: the very busy St.  
00:42:49 --> 00:42:52: that they have to make it easier and safer for  
00:42:52 --> 00:42:55: pedestrians, for transit users, for bicyclists and the like.  
00:42:56 --> 00:42:59: The last program I wanted to spotlight on the next  
00:42:59 --> 00:43:02: slide is our Safe Streets and Roads for All program.  
00:43:03 --> 00:43:06: This is a program of one of our most popular  
00:43:06 --> 00:43:10: programs because we can directly fund local governments  
who are  
00:43:10 --> 00:43:15: pursuing safety related projects and this notice of funding

opportunity

00:43:15 --> 00:43:17: is open right now it is open.

00:43:18 --> 00:43:22: We have three different grant types through this program.

00:43:22 --> 00:43:25: And so they're kind of closing on a rolling basis

00:43:25 --> 00:43:28: starting in April, April, but then moving through the summer

00:43:28 --> 00:43:31: with the the final set of grants closing in August.

00:43:31 --> 00:43:35: And we have \$1.26 billion that is available this year

00:43:35 --> 00:43:41: both for planning grant activities, demonstration projects and also capital

00:43:42 --> 00:43:47: projects really to try to create funding opportunities and planning

00:43:47 --> 00:43:52: opportunities for communities to address some of the the most

00:43:52 --> 00:43:56: dangerous roads that they have in their communities.

00:43:57 --> 00:43:59: So we're really doing a lot of outreach on this

00:43:59 --> 00:44:01: program at the moment.

00:44:01 --> 00:44:03: If it is something of interest, I encourage you again

00:44:03 --> 00:44:05: to check out the department's website.

00:44:05 --> 00:44:07: We have a lot of webinars that are going on

00:44:07 --> 00:44:10: that really kind of spotlight these different grant opportunities.

00:44:10 --> 00:44:11: Next slide please.

00:44:12 --> 00:44:15: And with that, I will pause because I am excited

00:44:15 --> 00:44:18: for the questions and conversation, but encourage you to please

00:44:18 --> 00:44:19: reach out to me.

00:44:19 --> 00:44:22: I'll also share in the chat my e-mail as well.

00:44:22 --> 00:44:25: Really my role here is to help local communities to

00:44:25 --> 00:44:27: advance local solutions.

00:44:27 --> 00:44:29: So Matt, I'll turn it back to you.

00:44:30 --> 00:44:31: All right.

00:44:31 --> 00:44:34: Thank you, Maria and thanks also Rodger and Keith, just

00:44:34 --> 00:44:38: a wealth of information from a variety of perspectives.

00:44:38 --> 00:44:42: So exciting to see projects that have been built and

00:44:42 --> 00:44:47: to hear about the important work moving these projects forward

00:44:47 --> 00:44:51: and the resources available and it just really hits me

00:44:51 --> 00:44:54: that just the momentum and just the just.

00:44:54 --> 00:44:57: The just the speed at which a lot of this

00:44:57 --> 00:45:01: work is moving forward, but also the scale of the

00:45:01 --> 00:45:03: the work that comes ahead.

00:45:03 --> 00:45:05: So we have a a great group here to discuss

00:45:05 --> 00:45:09: those issues and to provide some additional tactical information on

00:45:09 --> 00:45:13: how to move forward or support projects in your communities.

00:45:14 --> 00:45:18: So we have some questions coming through the Q&A, but

00:45:18 --> 00:45:21: First off I kind of want to hear from from

00:45:22 --> 00:45:23: all three panelists.

00:45:24 --> 00:45:27: We've just seen a lot of examples just for a

00:45:27 --> 00:45:31: variety of examples of the different types of features and

00:45:31 --> 00:45:34: project components that can be part of Hwy.

00:45:34 --> 00:45:35: conversion efforts.

00:45:35 --> 00:45:39: And you know, it seems like green space and storytelling

00:45:39 --> 00:45:42: efforts are really important as well as focusing on

00:45:42 --> 00:45:43: pedestrian safety.

00:45:45 --> 00:45:48: But how would each of you determine the appropriate mix

00:45:48 --> 00:45:52: of features and amenities to include as part of a

00:45:52 --> 00:45:53: highway conversion effort?

00:45:54 --> 00:45:56: And how do you kind of engage with community leaders

00:45:56 --> 00:45:59: and stakeholders to kind of figure out what that mix

00:45:59 --> 00:45:59: is?

00:45:59 --> 00:46:02: And I'll start with Keith to get your perspective on

00:46:02 --> 00:46:02: that.

00:46:02 --> 00:46:03: I know it's a big question.

00:46:04 --> 00:46:05: Indeed.

00:46:05 --> 00:46:10: I mean, we've been engaging with the community since

00:46:11 --> 00:46:18: 2009 around this idea and introducing what restorative

00:46:18 --> 00:46:23: development really

00:46:23 --> 00:46:29: looks like and how to respond to it comprehensively is

00:46:30 --> 00:46:35: like first thinking about this opportunity as a blank canvas.

00:46:35 --> 00:46:40: Then really taking a look at what are the measures

00:46:40 --> 00:46:47: and things that we're trying to respond to like better

00:46:47 --> 00:46:50: health outcomes, better mobility access, better ways in which

00:46:50 --> 00:46:51: people

00:46:52 --> 00:46:55: can get what they need in a 10 or 15

00:46:55 --> 00:47:00: minute walk.

00:47:00 --> 00:47:01: Those are the things that really have been very important.

00:47:02 --> 00:47:06: So defining restorative development first as the foundation is

00:47:06 --> 00:47:11: what

00:47:12 --> 00:47:16: we needed to do.

00:47:16 --> 00:47:21: Then we began to incorporate as how we define equity

00:47:21 --> 00:47:26: is again a sustainable and resilient community, which means

00:47:26 --> 00:47:31: that

00:47:31 --> 00:47:36: we've got to factor in all of the pressures that

00:47:36 --> 00:47:41: are the result of the freeway carbon reduction, right, the



00:47:21 --> 00:47:24: blue, Gray infrastructure as well.

00:47:24 --> 00:47:26: And so those are the things that as we're talking

00:47:26 --> 00:47:29: with community, we've got to break it down.

00:47:29 --> 00:47:32: I mean we all on this call maybe have various

00:47:32 --> 00:47:36: levels of expertise in these particular arenas, but what we've

00:47:36 --> 00:47:39: got to do is make sure that we're translating it

00:47:39 --> 00:47:43: to community in real terms that tie into their everyday

00:47:43 --> 00:47:43: life.

00:47:43 --> 00:47:47: And I was just doing a presentation yesterday around kind

00:47:47 --> 00:47:49: of digital connectivity.

00:47:49 --> 00:47:53: I just simply asked folks, how much does your cable

00:47:53 --> 00:47:57: bill, OK, you know how well are you connected.

00:47:57 --> 00:48:00: And then pivoting to our report, we can now say

00:48:00 --> 00:48:04: this is a report that really looks at that connectivity,

00:48:04 --> 00:48:08: how it ties into better health outcomes etcetera.

00:48:08 --> 00:48:10: So that's really how we've we've approached it.

00:48:11 --> 00:48:12: Thanks Keith.

00:48:12 --> 00:48:15: I love that translating to the community in real terms,

00:48:15 --> 00:48:18: tying it to everyday life, I think that's a great

00:48:18 --> 00:48:19: tip for everyone.

00:48:19 --> 00:48:22: Maria, do you have thoughts on from your work on

00:48:22 --> 00:48:26: technical assistance on how to figure out the appropriate mix

00:48:26 --> 00:48:26: of features?

00:48:28 --> 00:48:29: Sure, I will.

00:48:29 --> 00:48:30: I will give that a try.

00:48:30 --> 00:48:33: First off, you know we at at USDOT, we don't

00:48:33 --> 00:48:37: say this is what a project must look like and

00:48:37 --> 00:48:40: it has to be designed this way and you have

00:48:40 --> 00:48:43: to have some percentage of something or another.

00:48:43 --> 00:48:47: We really are I think creating the framework for communities

00:48:47 --> 00:48:49: to be able to come up with those, those those

00:48:49 --> 00:48:53: elements that are going to be right for their community

00:48:53 --> 00:48:57: because every community is different, their assets are

00:48:57 --> 00:49:00: different, their

00:48:57 --> 00:49:00: issues are different that they're working to address.

00:49:00 --> 00:49:03: I will say in our many of our grant programs,

00:49:03 --> 00:49:06: so particularly this one just to kind of call out

00:49:06 --> 00:49:10: when we are evaluating projects that we are seeking to

00:49:10 --> 00:49:13: invest in, we're always pretty clear with what are the

00:49:13 --> 00:49:17: criteria under which we're going to be making those

00:49:17 --> 00:49:20: decisions.

00:49:17 --> 00:49:20: And so for this project, we really were looking to

00:49:20 --> 00:49:23: see the suitability of the facility in terms of what  
00:49:23 --> 00:49:26: was being proposed to, to change it and to address  
00:49:26 --> 00:49:29: the community needs as I mentioned, How was the  
community  
00:49:29 --> 00:49:32: involved not only in the planning but also in that  
00:49:32 --> 00:49:35: stewardship process that I think Keith was talking about.  
00:49:35 --> 00:49:38: You know, they're already trying to think through with Rondo  
00:49:38 --> 00:49:42: thinking about the equitable development opportunities and  
and really kind  
00:49:42 --> 00:49:45: of the public private partnerships that go around this and  
00:49:45 --> 00:49:48: partnership across sectors because some of these types of  
projects,  
00:49:49 --> 00:49:52: you know, we were hearing about parks, storm water issues,  
00:49:52 --> 00:49:54: housing issues, all of this coming into play.  
00:49:54 --> 00:49:58: This is clearly beyond just a transportation project.  
00:49:58 --> 00:50:01: And so while we may be funding that transportation piece,  
00:50:01 --> 00:50:04: we really want to see that project sponsors are making  
00:50:04 --> 00:50:08: those connections, building those partnerships and thinking  
about the broader  
00:50:08 --> 00:50:12: community equitable development opportunities and then  
certainly you know climate  
00:50:12 --> 00:50:14: environment, how it fits into it.  
00:50:14 --> 00:50:18: So there's no kind of cookie cutter approach, there's no  
00:50:18 --> 00:50:21: cookie cutter rating sheet that we're using.  
00:50:21 --> 00:50:24: We what we're trying to do is say here's criteria  
00:50:24 --> 00:50:29: to really try to think more holistically and transformatively  
about  
00:50:29 --> 00:50:30: transportation.  
00:50:30 --> 00:50:33: We wanna see how you're involving the community.  
00:50:33 --> 00:50:36: We wanna see how you're involving those different  
stakeholders, not  
00:50:37 --> 00:50:40: just in the early planning, but through job opportunities that  
00:50:40 --> 00:50:43: might be created through the construction and the planning,  
the  
00:50:43 --> 00:50:44: management of the project.  
00:50:44 --> 00:50:47: So I think you know, we try to create that  
00:50:47 --> 00:50:51: framework and you will be seeing when our next round  
00:50:51 --> 00:50:52: of grants come out.  
00:50:52 --> 00:50:55: There is just a tremendous amount of diversity across the  
00:50:55 --> 00:50:59: country, given again, just the uniqueness of each community.  
00:51:00 --> 00:51:00: Yeah.  
00:51:01 --> 00:51:01: Thank you so much.  
00:51:01 --> 00:51:02: What about you, Rodger?  
00:51:02 --> 00:51:04: Do you have thoughts to share on this?

00:51:05 --> 00:51:07: Yeah, quickly I'll, I'll share that.

00:51:07 --> 00:51:10: You know I, I actually felt that the reaching out

00:51:10 --> 00:51:13: to the community, having some type of of way to

00:51:13 --> 00:51:16: understand the people that live in the community are the

00:51:16 --> 00:51:20: ones that ultimately know what their problems are, what their

00:51:20 --> 00:51:20: needs are.

00:51:21 --> 00:51:23: And you know all of us as engineers and planners,

00:51:23 --> 00:51:26: we can, we can think we know what people want.

00:51:26 --> 00:51:29: But until you ask them the question and go and

00:51:29 --> 00:51:31: sit down face to face with them and really have

00:51:31 --> 00:51:34: a comprehensive approach to to try and engage as many

00:51:34 --> 00:51:38: of those community folks as possible, you really don't

00:51:38 --> 00:51:40: understand

00:51:38 --> 00:51:40: what their needs are and you have to really let

00:51:40 --> 00:51:42: that shape the project.

00:51:42 --> 00:51:44: You know, when we went into ours, you know, there

00:51:44 --> 00:51:46: were some visions as I as I showed you there,

00:51:46 --> 00:51:49: you know, from what the planners thought it could look

00:51:49 --> 00:51:49: like.

00:51:49 --> 00:51:53: But once we got down to it, the community really,

00:51:53 --> 00:51:56: really took hold of that and it was a really

00:51:56 --> 00:51:59: rewarding process to see ideas.

00:51:59 --> 00:52:02: They came up with themselves through that process be

00:52:02 --> 00:52:04: incorporated

00:52:02 --> 00:52:04: into design and then through construction.

00:52:04 --> 00:52:06: So I I think that's the main thing is, is

00:52:06 --> 00:52:09: to get as many of the community members involved as

00:52:09 --> 00:52:09: possible.

00:52:11 --> 00:52:11: That's great.

00:52:11 --> 00:52:15: I think it's just amazing to see the transformative potential

00:52:15 --> 00:52:19: and impact of the projects themselves, but keeping in mind

00:52:19 --> 00:52:23: the broader community impact both in terms of reflecting

00:52:23 --> 00:52:27: back

00:52:23 --> 00:52:27: the community and providing you know, brand new

00:52:27 --> 00:52:31: opportunities, economic

00:52:27 --> 00:52:31: development and community development opportunities as

00:52:31 --> 00:52:34: well.

00:52:31 --> 00:52:34: So I'm hearing a lot of consistency across those answers,

00:52:34 --> 00:52:35: which is great.

00:52:36 --> 00:52:39: We have some really great questions in the Q&A and

00:52:39 --> 00:52:41: some for specific panelists.

00:52:41 --> 00:52:44: So Keith, I'm going to start with you again.

00:52:44 --> 00:52:47: I see a question from Eric Lang.

00:52:48 --> 00:52:50: It's during your planning process.

00:52:51 --> 00:52:54: Did you conduct A displacement vulnerability analysis, and if So,

00:52:55 --> 00:52:57: what did that methodology look like?

00:52:57 --> 00:52:58: Right.

00:52:58 --> 00:52:59: I I appreciate the question.

00:53:00 --> 00:53:04: Let let me start off by again coming back to

00:53:04 --> 00:53:09: 2009 when there were no stops planned in Rondo, the

00:53:09 --> 00:53:16: environmental process would appear to have been faulty, right, because

00:53:16 --> 00:53:20: it did not set the proper context for that transit

00:53:20 --> 00:53:21: line itself.

00:53:22 --> 00:53:26: And and when we think about there weren't any guardrails

00:53:26 --> 00:53:30: either put in place when the central light rail corridor

00:53:30 --> 00:53:34: came in and now we've got develop development going on

00:53:34 --> 00:53:37: that's just I won't say out of control but out

00:53:37 --> 00:53:40: of proportion, OK to people's ability to afford.

00:53:41 --> 00:53:43: So one of the things we wanted to do is

00:53:43 --> 00:53:44: get ahead of it right away.

00:53:44 --> 00:53:50: And so our anti displacement study and community investment study

00:53:50 --> 00:53:53: combined is designed to respond to that.

00:53:53 --> 00:53:57: How do we put the guardrails up in advance of

00:53:57 --> 00:54:01: the actual development of the project itself?

00:54:02 --> 00:54:06: And so certainly community members were involved.

00:54:06 --> 00:54:11: Nonprofit organizations in the housing arena and the economic development

00:54:11 --> 00:54:14: arena were all involved in crafting this.

00:54:14 --> 00:54:18: And then when we think about the way in which

00:54:18 --> 00:54:23: anti displacement measures need to be implemented, we've got an

00:54:23 --> 00:54:27: entire study that gives us a series of recommendations on

00:54:27 --> 00:54:30: the role of the city as an example or the

00:54:30 --> 00:54:33: role of the county as an example, etcetera.

00:54:34 --> 00:54:39: So we did conduct a very thorough anti displacement community

00:54:39 --> 00:54:44: investment framework in order to make sure those guardrails are

00:54:44 --> 00:54:45: in place.

00:54:47 --> 00:54:48: Thanks Keith.

00:54:48 --> 00:54:51: I'm seeing a question from Laura Wills from Maria and

00:54:51 --> 00:54:55: it's really about sort of the mix of transportation funds

00:54:55 --> 00:54:58: and kind of making decisions between you know new capital

00:54:58 --> 00:55:02: construction and maintaining the existing infrastructure we have across the

00:55:02 --> 00:55:03: country.

00:55:03 --> 00:55:06: So Laura asks about how a focus on an alternative

00:55:06 --> 00:55:11: forms of transportation can reduce, potentially reduce requirements for maintenance,

00:55:12 --> 00:55:16: repair or expansion of automobile infrastructure and kind of how

00:55:16 --> 00:55:17: this work ties into that.

00:55:18 --> 00:55:18: Can you speak to Matt?

00:55:19 --> 00:55:19: Sure.

00:55:19 --> 00:55:19: Yeah.

00:55:19 --> 00:55:20: Thanks for the question, Laura.

00:55:23 --> 00:55:26: First off, I'm happy to say that the bipartisan infrastructure

00:55:26 --> 00:55:30: law really has historic levels of funding for all types

00:55:30 --> 00:55:31: of transportation.

00:55:31 --> 00:55:35: So that includes some of the the most funding we've

00:55:35 --> 00:55:39: ever had to invest in railroads, both passenger and freight

00:55:39 --> 00:55:45: railroads, bike and pedestrian facilities, transit facilities, things like even

00:55:45 --> 00:55:47: specialized programs.

00:55:47 --> 00:55:49: So we have funding to deal with some of our

00:55:49 --> 00:55:53: legacy transit systems that are not ADA compliant and so

00:55:53 --> 00:55:56: we actually can use specific funding to ensure that people

00:55:56 --> 00:55:59: with disabilities can better access transit stations.

00:55:59 --> 00:56:02: We have funding for low and no emission bus vehicles

00:56:02 --> 00:56:04: and school buses and other programs.

00:56:04 --> 00:56:08: So it's it's a exciting to me a little overwhelming

00:56:08 --> 00:56:11: because there are so many grant programs like just keeping

00:56:11 --> 00:56:12: track of them.

00:56:13 --> 00:56:14: It is a lot of work.

00:56:14 --> 00:56:16: I will, I will make a shameless plug at dot.

00:56:16 --> 00:56:20: We have something called the dot navigator and I apologize

00:56:20 --> 00:56:23: because I can't seem to put things in the chat.

00:56:23 --> 00:56:26: But again if you Google dot navigator, we have a

00:56:26 --> 00:56:30: whole section there around grant application resources and also a

00:56:30 --> 00:56:33: grant dashboard where you can filter our different grants to

00:56:33 --> 00:56:36: see what might be good for the types of projects.

00:56:36 --> 00:56:40: But that aside, back to your question, Laura, I think

00:56:40 --> 00:56:43: we again what you'll see in almost all of our

00:56:43 --> 00:56:46: discretionary grant programs and even in the way we are

00:56:46 --> 00:56:51: reviewing the state and the metropolitan transportation plans

that as

00:56:51 --> 00:56:54: we're reviewing those we are looking to see each state  
00:56:54 --> 00:56:57: was required to come up with a climate action plan.  
00:56:57 --> 00:57:00: And so how do their investment plans align with their  
00:57:00 --> 00:57:04: climate plans and the safety plans that they are developing  
00:57:04 --> 00:57:05: and specific grant proposals.  
00:57:05 --> 00:57:10: As I mentioned, we're evaluating projects, whether it's a  
highway  
00:57:10 --> 00:57:13: project or a bridge project or a bike project or  
00:57:13 --> 00:57:17: a transit project to really try to encourage that type  
00:57:17 --> 00:57:21: of multimodal thinking and think about ways whether it is  
00:57:21 --> 00:57:25: the types of materials being used or that alignment with  
00:57:25 --> 00:57:30: other modes of transportation that can help to reduce  
emissions  
00:57:30 --> 00:57:33: and greenhouse gas and and and make for a more  
00:57:33 --> 00:57:35: efficient transportation system.  
00:57:35 --> 00:57:39: So I think you know we're, we have funding to  
00:57:39 --> 00:57:40: make investments.  
00:57:41 --> 00:57:44: We have ways that we are evaluating projects that come  
00:57:44 --> 00:57:47: to us and ways that we're working in partnership with  
00:57:47 --> 00:57:51: our state departments of transportation and other partners  
who also  
00:57:51 --> 00:57:54: directly control a lot of the resources that are flowing  
00:57:55 --> 00:57:55: right now.  
00:57:57 --> 00:57:57: Great.  
00:57:57 --> 00:57:58: Thanks, Maria.  
00:57:58 --> 00:58:00: And I see my colleague Emily was able to add  
00:58:00 --> 00:58:02: the link to the dot navigator in the chat.  
00:58:02 --> 00:58:05: So hopefully everyone can check that out.  
00:58:06 --> 00:58:10: I have a question for Roger just about sort of  
00:58:10 --> 00:58:15: the immediate context outside of the Frankie Pace Park cap  
00:58:15 --> 00:58:16: project itself.  
00:58:16 --> 00:58:20: So Justin Kincaid just wants to hear a little bit  
00:58:20 --> 00:58:24: more about how sorry it was actually Jennifer Such wants  
00:58:24 --> 00:58:27: to know about the kind of public access to the  
00:58:27 --> 00:58:28: park.  
00:58:28 --> 00:58:31: What is the surrounding area look like in terms of  
00:58:31 --> 00:58:32: pedestrian access?  
00:58:32 --> 00:58:35: And if there are improved crossings over the highway, just  
00:58:35 --> 00:58:36: how are folks getting to it?  
00:58:36 --> 00:58:39: What's the experience like to to access the cap in  
00:58:39 --> 00:58:40: the park itself?  
00:58:41 --> 00:58:42: Yeah.

00:58:42 --> 00:58:46: So the the existing vehicular structures had some very wide  
00:58:47 --> 00:58:52: sidewalks associated with them in the in the original  
planning.

00:58:53 --> 00:58:56: So we were able to take advantage of that The,  
00:58:56 --> 00:59:00: the location of the site is it's fairly extreme once  
00:59:00 --> 00:59:05: you get beyond the actual cap structure and the vehicular  
00:59:05 --> 00:59:09: bridges that we incorporated into the the, the, the make  
00:59:09 --> 00:59:11: up of the park itself.

00:59:11 --> 00:59:15: So from an access perspective this the park greatly improved  
00:59:16 --> 00:59:18: the cap greatly improved that access.

00:59:20 --> 00:59:22: I didn't point out a lot of the the pedestrian  
00:59:23 --> 00:59:26: walkways and bicycle friendly paths and ADA compliance  
stuff that

00:59:26 --> 00:59:30: we incorporated into the into the pathways themselves, but  
it's

00:59:30 --> 00:59:31: readily accessible.

00:59:31 --> 00:59:35: There are bus routes right adjacent to the cap in  
00:59:35 --> 00:59:37: addition to to for walking facilities.

00:59:38 --> 00:59:41: There's bike routes that that run across the vehicular bridges  
00:59:41 --> 00:59:44: that are there and there's a transit stop within a  
00:59:45 --> 00:59:47: few blocks of the the cap itself.

00:59:47 --> 00:59:51: So it is pretty readily accessible as it's still on  
00:59:51 --> 00:59:54: sort of the edge of the downtown business core.

00:59:54 --> 00:59:57: It is still close to town that people from this,  
00:59:57 --> 01:00:01: you know, visiting the city can easily visit the site  
01:00:01 --> 01:00:01: also.

01:00:03 --> 01:00:04: Hopefully that answered the question.

01:00:05 --> 01:00:05: Thanks, Roger.

01:00:05 --> 01:00:06: That's helpful.

01:00:07 --> 01:00:11: I see a question from Naomi Lacewell about environmental  
and

01:00:11 --> 01:00:14: health indicators before and after construction.

01:00:15 --> 01:00:18: And you know, this question just really gets to kind  
01:00:18 --> 01:00:23: of monitoring and evaluation, understanding, you know,  
planning for efforts

01:00:23 --> 01:00:27: to understand how successful these efforts can be and and  
01:00:27 --> 01:00:28: have been.

01:00:29 --> 01:00:32: She notes that a controversy arose in Denver with I-70  
01:00:32 --> 01:00:35: in terms of the the venting design, length of the  
01:00:35 --> 01:00:39: cabin projects and whether it, you know, really would truly  
01:00:39 --> 01:00:41: improve air quality in the area.

01:00:41 --> 01:00:44: So I think maybe maybe I'll we handed to Maria  
01:00:45 --> 01:00:47: 1st to see you know how is how is dot

01:00:47 --> 01:00:52: approaching kind of the environmental and health tracking or planning

01:00:52 --> 01:00:55: to track these projects and how successful they are.

01:00:56 --> 01:00:56: Great.

01:00:56 --> 01:00:59: I will take a start and then Keith might actually

01:00:59 --> 01:01:02: have maybe maybe they're considering that in the Rondo cap.

01:01:03 --> 01:01:04: So it's a great question, Naomi.

01:01:04 --> 01:01:06: Thank you for for offering that up.

01:01:06 --> 01:01:09: We definitely are looking at, I think doing a better

01:01:09 --> 01:01:13: job from USDOT of just kind of investing in research

01:01:13 --> 01:01:17: and in tools that help us better understand that just

01:01:17 --> 01:01:21: for these types of projects, but for lots of different

01:01:21 --> 01:01:21: projects.

01:01:22 --> 01:01:27: What are those emissions pollutions, Greenhouse gas impacts of transportation

01:01:27 --> 01:01:32: projects and transportation broadly as well as with individual projects.

01:01:32 --> 01:01:35: And so in some of our our programs and not

01:01:35 --> 01:01:37: to get super weedy, but in a portion of the

01:01:38 --> 01:01:41: reconnecting community projects, but not all of them, we do

01:01:41 --> 01:01:45: things through what we call a benefit cost analysis, which

01:01:45 --> 01:01:48: is kind of looking at some of those environmental impacts,

01:01:48 --> 01:01:53: whether there's projected, benefit, projected negative externalities as well.

01:01:53 --> 01:01:57: But I think so while we are investing more into

01:01:57 --> 01:02:00: tools and data to be able to track these types

01:02:00 --> 01:02:04: of kind of environmental externalities, I think for these types

01:02:04 --> 01:02:09: of projects in particular, it's really important not just for

01:02:09 --> 01:02:12: us but for others to also be investing in that

01:02:12 --> 01:02:14: monitoring and that research.

01:02:14 --> 01:02:17: And in some ways, this is a new field and

01:02:17 --> 01:02:20: I think you know what we often hear what what

01:02:20 --> 01:02:24: are the impacts on really negatively or positively on on

01:02:24 --> 01:02:29: transportation, on diverting traffic, on reducing vehicle miles travelled, What's

01:02:29 --> 01:02:33: the impact on environmental issues as you've raised here?

01:02:33 --> 01:02:36: What's the impact on surrounding property values?

01:02:36 --> 01:02:39: We have so many questions because in many ways we

01:02:39 --> 01:02:42: haven't really been doing a lot of these projects as

01:02:42 --> 01:02:43: a country.

01:02:43 --> 01:02:44: We've been doing the opposite.

01:02:44 --> 01:02:47: And so I think we are very hopeful through these



01:02:47 --> 01:02:51: grants that we're making to kind of build up that  
01:02:51 --> 01:02:54: data and the stories and better understand it.  
01:02:54 --> 01:02:57: We are investing as I said into research on these  
01:02:57 --> 01:02:59: types of projects and others.  
01:02:59 --> 01:03:01: We are hopefully soon going to be able to announce  
01:03:02 --> 01:03:05: a reconnecting communities institute which will also be able  
to  
01:03:05 --> 01:03:08: do some of this tracking and best practices and work  
01:03:08 --> 01:03:09: with communities.  
01:03:09 --> 01:03:11: So not quite maybe the like.  
01:03:11 --> 01:03:13: Here's the specific answer on that, Naomi.  
01:03:13 --> 01:03:16: But in part, I think the story is being written  
01:03:16 --> 01:03:19: in real time and I think being very intentional of  
01:03:19 --> 01:03:23: asking these questions and setting up these types of  
performance  
01:03:23 --> 01:03:26: tracking systems on a whole host of variables.  
01:03:28 --> 01:03:31: Hopefully each time we are working on community projects,  
whether  
01:03:31 --> 01:03:35: it's a development or roadway or whatever, we're learning  
from  
01:03:35 --> 01:03:38: the mistakes of the past and not remaking them but  
01:03:38 --> 01:03:39: making things better.  
01:03:39 --> 01:03:41: So Keith, I'd love to hear if you're with the  
01:03:41 --> 01:03:43: Rondo Project thinking about this or not.  
01:03:43 --> 01:03:47: Yeah, I mean, our past prosperity study really is what  
01:03:47 --> 01:03:50: we rest on to get the baseline of where the  
01:03:51 --> 01:03:52: community is now.  
01:03:53 --> 01:03:58: And so we've identified the indicators around health, heat  
island  
01:03:58 --> 01:04:04: effect, you know, access to health, health, health services,  
financial  
01:04:04 --> 01:04:06: and so on and so forth.  
01:04:06 --> 01:04:10: So we've laid the baseline and so all of our  
01:04:10 --> 01:04:13: work is a systems approach to development.  
01:04:13 --> 01:04:16: And so we're always gonna be driven by data.  
01:04:17 --> 01:04:20: What you're really in part also asking is, OK, we've  
01:04:20 --> 01:04:22: we've, we know where we are now.  
01:04:22 --> 01:04:26: We're in the planning process, what happens when we  
actually  
01:04:26 --> 01:04:27: begin the build.  
01:04:28 --> 01:04:32: And certainly there's no question we're going to be  
responsible  
01:04:32 --> 01:04:36: for the environmental impact analysis for this geographic  
space.

01:04:36 --> 01:04:41: Mndot is responsible for the entirety of the corridor, but  
01:04:41 --> 01:04:46: we're really localizing our analysis, you know, to the Rondo  
01:04:46 --> 01:04:50: area because we think that that Mendot will look at  
01:04:51 --> 01:04:53: it from a regional perspective.  
01:04:54 --> 01:04:57: We have to really do the analysis from a localized  
01:04:57 --> 01:04:58: perspective.  
01:04:59 --> 01:05:02: And so one of the things that was mentioning and  
01:05:02 --> 01:05:06: I appreciate you know Maria mentioning this, we were one  
01:05:06 --> 01:05:10: of the four nonprofits that were successful in securing A  
01:05:10 --> 01:05:12: reconnecting communities grant.  
01:05:12 --> 01:05:15: But part of what we're going to be doing is  
01:05:16 --> 01:05:20: a traffic modeling, A pollution analysis for the localized area,  
01:05:20 --> 01:05:24: again to help us understand the baseline and then how  
01:05:24 --> 01:05:28: to prepare and anticipate to mitigate or to manage things  
01:05:28 --> 01:05:30: in a more effective way.  
01:05:33 --> 01:05:34: That's really helpful.  
01:05:34 --> 01:05:37: I think that kind of integration of collecting that baseline  
01:05:37 --> 01:05:40: data, tracking it and then sort of using it to  
01:05:40 --> 01:05:43: inform some of the storytelling about the success of the  
01:05:43 --> 01:05:44: project is is so important.  
01:05:44 --> 01:05:46: So appreciate those perspectives.  
01:05:47 --> 01:05:50: With our last few minutes here, we just have a  
01:05:50 --> 01:05:54: few minutes before we share a survey that we hope  
01:05:54 --> 01:05:58: all the attendees take to kind of evaluate today's webinar.  
01:05:58 --> 01:06:02: Just wondering if we could just quickly go around to  
01:06:02 --> 01:06:05: all three of you and if you could just share  
01:06:05 --> 01:06:09: closing thoughts and wisdom of what should folks do today  
01:06:09 --> 01:06:13: to to what should they do in their communities if  
01:06:13 --> 01:06:17: you're just getting involved, these are huge efforts, very  
expensive,  
01:06:18 --> 01:06:19: take many years.  
01:06:19 --> 01:06:23: What would you do today to move a project forward  
01:06:23 --> 01:06:25: or to seed an idea?  
01:06:26 --> 01:06:27: Just words of wisdom.  
01:06:28 --> 01:06:29: I'll start with Rodger.  
01:06:33 --> 01:06:36: That's a that's a pretty big ask to to  
01:06:36 --> 01:06:40: solve that problem but what what I found and I  
01:06:40 --> 01:06:44: I I have been getting involved in in other projects  
01:06:44 --> 01:06:48: around the country with folks asking me similar type of  
01:06:48 --> 01:06:52: questions and I think one of the main reasons that  
01:06:52 --> 01:06:56: we were successful with the the Pittsburgh project was it  
01:06:57 --> 01:07:01: was a fairly manageable projects it it wasn't very expensive

01:07:01 --> 01:07:05: we did everything that that I showed there for \$32  
01:07:05 --> 01:07:06: million.  
01:07:06 --> 01:07:09: So I think that's something to keep in mind if  
01:07:10 --> 01:07:13: you have a a long expanse or a longer goal,  
01:07:13 --> 01:07:17: can you break it up into manageable, constructible, usable  
pieces  
01:07:17 --> 01:07:20: to sort of chip away at getting the overall goal  
01:07:21 --> 01:07:21: accomplished.  
01:07:22 --> 01:07:25: And I think the other thing you try to keep  
01:07:25 --> 01:07:28: in mind from a a design perspective is try to  
01:07:28 --> 01:07:32: contain those costs depending on where you are in the  
01:07:32 --> 01:07:36: country, use the the resources and the standards and  
everything  
01:07:36 --> 01:07:40: that are available locally because you'll get a much, much  
01:07:40 --> 01:07:44: more efficient design and construction cost when you go to  
01:07:44 --> 01:07:46: to bid the project.  
01:07:46 --> 01:07:48: You know, if you're if you're part of the world's  
01:07:48 --> 01:07:51: known for concrete, you know use concrete in the  
construction.  
01:07:51 --> 01:07:54: If it's known for whatever the materials are, you know,  
01:07:54 --> 01:07:57: use those locally resourced in standard details.  
01:07:57 --> 01:07:59: I think that's very important too.  
01:07:59 --> 01:08:01: Yeah, those are some great practical tips.  
01:08:02 --> 01:08:03: Keith, do you have any words of wisdom for the  
01:08:03 --> 01:08:04: attendees?  
01:08:04 --> 01:08:07: You know we're all innovating.  
01:08:08 --> 01:08:11: We're all almost in a darkroom looking for a light  
01:08:11 --> 01:08:12: switch, right?  
01:08:12 --> 01:08:16: Trying to figure out how best to apply not only  
01:08:16 --> 01:08:20: the the technical aspects of things, but I think the  
01:08:20 --> 01:08:23: telling of the story is very critical.  
01:08:24 --> 01:08:27: I think what we've been able to capture is the  
01:08:27 --> 01:08:31: story of Rondo, the impacts upon a community, the desire  
01:08:31 --> 01:08:33: of a community and their aspirations.  
01:08:34 --> 01:08:37: And that really should be the foundation that drives  
everything  
01:08:37 --> 01:08:37: for us.  
01:08:38 --> 01:08:43: We look at who's the primary beneficiary, who's the  
secondary  
01:08:43 --> 01:08:48: beneficiary and who are the tertiary beneficiaries.  
01:08:48 --> 01:08:52: And I think you've got to define that upfront because  
01:08:52 --> 01:08:55: that unless you do that, there are a lot of  
01:08:55 --> 01:08:55: interests.

01:08:57 --> 01:09:01: So be really focused and intentional about defining who the primary, secondary, tertiary beneficiary is.

01:09:01 --> 01:09:05: Everyone's going to benefit in one form or another.

01:09:05 --> 01:09:08: This is not just about Rondo, it's about African Americans and in Minneapolis, yeah, etcetera.

01:09:08 --> 01:09:11: So that that's what I would, I would would start off saying.

01:09:11 --> 01:09:14: Thanks Kate and Maria, do you want to close this out with your words of advice?

01:09:14 --> 01:09:16: Sure.

01:09:16 --> 01:09:17: My advice would be get involved no matter where you are and no matter if you are working on one of these projects or not.

01:09:17 --> 01:09:19: There is a lot of transportation funding and decision making that's being made right now.

01:09:19 --> 01:09:21: And so as important as it is to seize this moment to repair and reconstruct some of the wounds that have been created by past transportation projects, we also need

01:09:21 --> 01:09:23: to be involved to make sure we're not investing in future transportation projects that we're going to have to go back and have these same conversations.

01:09:23 --> 01:09:24: So I think hopefully those of you who are on this call, either professionally but also personally get involved in

01:09:24 --> 01:09:25: those regional, those local, those metropolitan, statewide transportation planning discussions,

01:09:25 --> 01:09:28: Are you engaged in those conversations?

01:09:28 --> 01:09:31: Are you utilizing your voice both as a community member and also as an expert who might be able to have resources and support that you can bear, whether it's in projects, lots of procurements, lots of RFPs are flowing right now.

01:09:31 --> 01:09:33: How are you responding?

01:09:33 --> 01:09:37: Those in a way that's really bringing this comprehensive, holistic, transformative approach to the next set of transportation investments.

01:09:37 --> 01:09:38: But also, you know, there's lots of opportunities to be growing and building small businesses to work with nonprofit organizations that often lack this type of technical expertise.

01:09:38 --> 01:09:41: And this is where I think Uli and your advisory

01:09:41 --> 01:09:44:

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01:10:46 --> 01:10:48:

01:10:48 --> 01:10:51:

01:10:51 --> 01:10:54: panels like have been phenomenal across the country.  
01:10:54 --> 01:10:59: And so just get engaged, stay engaged, build out your  
01:10:59 --> 01:11:00: partnerships.  
01:11:01 --> 01:11:04: It really is a transformative moment for this country and  
01:11:04 --> 01:11:07: it can be transformative in a positive way or a  
01:11:07 --> 01:11:08: negative way.  
01:11:08 --> 01:11:10: And that's really up to all of us to write  
01:11:10 --> 01:11:11: this next chapter I.  
01:11:13 --> 01:11:16: Think that's a great way to close the conversation.  
01:11:17 --> 01:11:19: Unfortunately, I wish we had twice as much time.  
01:11:19 --> 01:11:22: We normally do one hour webinars, and we made this  
01:11:22 --> 01:11:25: 175 minutes because we knew there would be a ton  
01:11:25 --> 01:11:28: of interest in this topic and you all have such  
01:11:28 --> 01:11:32: just engaging stories, practical advice, and tactical  
information.  
01:11:32 --> 01:11:36: So thanks to Maria, Rodger and Keith for sharing your  
01:11:36 --> 01:11:38: perspectives and your resources.  
01:11:39 --> 01:11:41: And before we jump off, my colleague Emily shared a  
01:11:42 --> 01:11:44: link in the chat with a survey with just a  
01:11:44 --> 01:11:45: few simple questions.  
01:11:46 --> 01:11:49: We really value the feedback of the attendees of our  
01:11:49 --> 01:11:51: webinars, so we urge you please just to take a  
01:11:51 --> 01:11:54: few minutes to answer the questions on how you felt  
01:11:54 --> 01:11:57: about today's webinar and what you would like to see  
01:11:57 --> 01:11:58: in the future.  
01:11:59 --> 01:12:01: Again, that link is in the chat or you can  
01:12:01 --> 01:12:03: see how to access it on the screen.  
01:12:04 --> 01:12:06: So again on, on behalf of you all, I I  
01:12:06 --> 01:12:08: just really want to thank all of you for joining  
01:12:09 --> 01:12:09: today's webinar.  
01:12:10 --> 01:12:13: I think it's really clear the potential and the many  
01:12:13 --> 01:12:16: benefits of the types of projects we discussed today.  
01:12:16 --> 01:12:22: But it really requires intentional efforts, partnerships across  
sectors and  
01:12:22 --> 01:12:27: you know a lot of resources and intentionality about moving  
01:12:27 --> 01:12:34: forward to ensure that we're reconnected communities,  
repairing past harms,  
01:12:34 --> 01:12:40: advancing environmental resilience and just really creating a  
a better  
01:12:40 --> 01:12:45: transportation system and places across the country that  
serve the  
01:12:45 --> 01:12:49: needs of all of us today and tomorrow as well.  
01:12:49 --> 01:12:53: So thank you again and thanks to Maria, to Rodger

**01:12:53 --> 01:12:57:** and Keith and with that I will invite all of  
**01:12:57 --> 01:13:00:** you to enjoy the rest of your Friday and your  
**01:13:00 --> 01:13:01:** weekend.  
**01:13:02 --> 01:13:02:** So thanks a lot.  
**01:13:02 --> 01:13:03:** Thank.  
**01:13:04 --> 01:13:04:** You.

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