

Webinar

Leveraging Federal Infrastructure Investment for Housing and Transportation

Opportunities

Date: November 17, 2021

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

00:02:49 --> 00:02:51: Metro in Austin.

00:02:51 --> 00:02:54: Vicki is the managing partner and Co founder of Urban

00:02:54 --> 00:02:58: Atlantic while overseeing development and asset management for urban Atlantic,

00:02:58 --> 00:03:01: Vicki has managed the development of more than \$3 billion

00:03:01 --> 00:03:05: in real estate projects and overseeing a portfolio in excess

00:03:05 --> 00:03:07: of 5 billion in real estate investments.

00:03:07 --> 00:03:10: She serves on EU L I told to Williger Center

00:03:10 --> 00:03:13: for Housing Board of Advisors.

00:03:13 --> 00:03:16: And so I'm looking forward to to their their their

00:03:16 --> 00:03:19: their perspectives into the conversation.

00:03:19 --> 00:03:22: So please do ready your questions too as we as

00:03:22 --> 00:03:24: we get into this great pool.

00:03:24 --> 00:03:26: If you wouldn't mind advancing,

00:03:26 --> 00:03:30: would be great. Uhm so.

00:03:30 --> 00:03:33: One of the things that that as we we all

00:03:33 --> 00:03:37: focus on the the signing on Monday and the Presidents.

00:03:37 --> 00:03:40: Now with signature now wet,

00:03:40 --> 00:03:43: or rather now dry, the wet signature now dry there.

00:03:43 --> 00:03:45: There's there's much to do,

00:03:45 --> 00:03:48: and one of the things that that is important to

00:03:48 --> 00:03:51: understand is the broader context in which the the new

00:03:51 --> 00:03:52: spending will occur,

00:03:52 --> 00:03:56: and so in EU S very different than many countries.

00:03:56 --> 00:03:59: Of course the the public sector infrastructure base is largely

00:03:59 --> 00:04:01: owned by States and localities.

00:04:01 --> 00:04:04: The federal share. As you can see in the chart

00:04:04 --> 00:04:04: on the left,

00:04:04 --> 00:04:07: is relatively small compared to.

00:04:07 --> 00:04:10: Depending on what accounting treatment uses,

00:04:10 --> 00:04:13: they tend to trillion 10 to \$12 trillion asset based

00:04:13 --> 00:04:16: that that is owned by the public sector primarily States

00:04:16 --> 00:04:17: and localities,

00:04:17 --> 00:04:22: public authorities. And when it comes to funding roughly the

00:04:22 --> 00:04:23: federal government,

00:04:23 --> 00:04:27: typically a third or less relative to the states pre

00:04:27 --> 00:04:30: COVID COVID obviously scrambled a number of things and so

00:04:30 --> 00:04:35: a really important intuition when this new incremental spending happens.

00:04:35 --> 00:04:38: It's about \$1.2 trillion of total authorization.

00:04:38 --> 00:04:43: \$550 billion of which is new spending and.

00:04:43 --> 00:04:47: Marginally new spending is the extent to which that spending

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

00:06:31 --> 00:06:35: Same thing if even within formula or within areas like

00:06:35 --> 00:06:38: transit or roads and bridges.

00:06:38 --> 00:06:40: What you can start to see is that as you

00:06:40 --> 00:06:43: if you were to click into these bubbles that that

00:06:43 --> 00:06:45: there are nested within them,

00:06:45 --> 00:06:50: programs that that are. Still might be either new or

00:06:50 --> 00:06:54: different and or new uses of these funds,

00:06:54 --> 00:06:56: and so I think one of the things for all

00:06:56 --> 00:06:58: of us to have an intuition about is we think.

00:07:00 --> 00:07:04: Think think more closely about how the bill will impact

00:07:05 --> 00:07:09: given areas is to recognize that across programs there's really

00:07:09 --> 00:07:13: almost a built in framework to encourage collaboration,

00:07:13 --> 00:07:16: and so if you think about if,

00:07:16 --> 00:07:18: for example, if you were interested in EV and carbon

00:07:18 --> 00:07:19: reduction funding,

00:07:19 --> 00:07:21: and then the the new build back,

00:07:21 --> 00:07:24: better bill may also have quite quite a considerable level

00:07:24 --> 00:07:25: investment there,

00:07:25 --> 00:07:28: but you might look within the Federal Highway program and

00:07:28 --> 00:07:30: see there's a carbon reduction program.

00:07:30 --> 00:07:33: By formula might look and see OK.

00:07:33 --> 00:07:40: There's also \$2.5 billion charging and refueling grants program within

00:07:40 --> 00:07:43: that that's distinct from the EPA.

00:07:43 --> 00:07:47: \$5 billion school buses and an electric ferries grants or

00:07:47 --> 00:07:51: charging stations that that even in this graphic we've broken

00:07:51 --> 00:07:51: out.

00:07:51 --> 00:07:54: There's formula grants, you know,

00:07:54 --> 00:07:57: as I mentioned, 5 billion of those from FHWA by

00:07:57 --> 00:07:58: by state,

00:07:58 --> 00:08:01: and then within the FDA.

00:08:01 --> 00:08:02: Funding in addition to school bus funding,

00:08:02 --> 00:08:03: which is sort of called out,

00:08:03 --> 00:08:08: there's \$5.3 billion of competitive grants for low end and

00:08:08 --> 00:08:09: no emission buses,

00:08:09 --> 00:08:12: and in general then stepping even further back grants for

00:08:12 --> 00:08:16: bus and bus facilities will now require a 0 emission

00:08:16 --> 00:08:20: fleet transition plan addressing the technical and financial requirements to

00:08:20 --> 00:08:22: to make that, and, you know,

00:08:22 --> 00:08:26: layered on this, there's the the funding that's available for

00:08:26 --> 00:08:29: electric transmission and even the creation of a SIFI alone

00:08:29 --> 00:08:31: program for CO2 pipelines.

00:08:31 --> 00:08:34: And so I just wanted to give that context as

00:08:34 --> 00:08:36: we see these numbers at you.

00:08:36 --> 00:08:39: On the one hand, what we should take to to

00:08:39 --> 00:08:42: take care the fact that that much of these funds

00:08:42 --> 00:08:46: can be flexible or can be used to really achieve

00:08:46 --> 00:08:50: a larger purpose, but at the same time to realize

00:08:50 --> 00:08:53: that if we don't mobilize the state and local and

00:08:53 --> 00:08:58: private sector funding and investment focus as well will lose

00:08:58 --> 00:09:01: the the the the magnitude and the the distinct.

00:09:01 --> 00:09:06: Opportunity that's arising from this this generational level of investment.

00:09:06 --> 00:09:12: So with that you know an amazing example of.

00:09:12 --> 00:09:16: A local and regional uh communities coming together to decide

00:09:17 --> 00:09:21: to invest in infrastructure ahead of the bill passing.

00:09:21 --> 00:09:24: It's we're very fortunate to have Sam here with us

00:09:24 --> 00:09:27: to talk through and to share what's happening in Austin

00:09:27 --> 00:09:29: and and I think to some of the dialogue that

00:09:29 --> 00:09:32: we can get into is is how that plays out,

00:09:32 --> 00:09:36: both with respect to real estate into the broader UI

00:09:36 --> 00:09:37: communities,

00:09:37 --> 00:09:41: participation there and into future federal spending and support as

00:09:41 --> 00:09:42: well.

00:09:42 --> 00:09:44: That's so Sam, please if you could bring us up

00:09:44 --> 00:09:47: to speed on what's happening Austin that would be amazing.

00:09:47 --> 00:09:47: Absolutely

00:09:47 --> 00:09:50: thank you, Mike, and thank you to you lie and

00:09:50 --> 00:09:52: everybody who joined us here today.

00:09:52 --> 00:09:54: If you don't mind, I'm going to share my screen

00:09:54 --> 00:09:57: real quick and walk through a couple of slides that

00:09:57 --> 00:09:59: I hope we're going to give you a nice overview

00:09:59 --> 00:10:02: of what we have been up to here in Austin.

00:10:02 --> 00:10:05: It's been very busy and exciting year not only on

00:10:05 --> 00:10:06: the transit front,

00:10:06 --> 00:10:11: but also on the development and affordable housing front as

00:10:11 --> 00:10:12: well so.

00:10:12 --> 00:10:15: Just to start off, I'm sure that a lot of

00:10:15 --> 00:10:18: people who are participating today are somewhat familiar,

00:10:18 --> 00:10:21: maybe with Project Connect who are familiar with Austin but

00:10:21 --> 00:10:24: just important to mention just from the outset,

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

00:12:04 --> 00:12:07: and it's a fairly complex map and I think that

00:12:07 --> 00:12:11: that is ultimately part of the reason why project connect

00:12:11 --> 00:12:12: one of the day in November.

00:12:12 --> 00:12:15: Is that some of the previous efforts were really.

00:12:15 --> 00:12:16: Single lines on a map.

00:12:16 --> 00:12:19: They were a little bit more isolated and it was

00:12:19 --> 00:12:20: a little bit more difficult to see.

00:12:20 --> 00:12:22: How is this going to work as a system?

00:12:22 --> 00:12:24: And ultimately, how is this going to benefit me,

00:12:24 --> 00:12:26: the taxpayer or the voter?

00:12:26 --> 00:12:29: And so I think that this map spoke to that.

00:12:29 --> 00:12:32: I also think that Austin hit a tipping point in

00:12:32 --> 00:12:36: terms of congestion and affordability and concerns over sustainability and

00:12:36 --> 00:12:39: people finally said Austin is a large city.

00:12:39 --> 00:12:42: Let's invest that way and so project connect includes light

00:12:42 --> 00:12:43: rail,

00:12:43 --> 00:12:45: additional regional rail, a brand new transit.

00:12:45 --> 00:12:49: Panel additional Bertie and other enhanced bus services.

00:12:49 --> 00:12:54: Parking rides on demand. Circulator's Equitable Transit oriented development or

00:12:54 --> 00:12:56: E Tod anti displacement investments,

00:12:56 --> 00:12:58: which I think is a really interesting part of this

00:12:58 --> 00:13:00: multibillion dollar program,

00:13:00 --> 00:13:04: which is \$300 million that is specifically set aside.

00:13:04 --> 00:13:06: In effect to fund land banking,

00:13:06 --> 00:13:11: affordable housing development. Really anything that's in the affordability toolbox

00:13:11 --> 00:13:14: and we're working most closely with the city of Austin

00:13:14 --> 00:13:17: on identifying the best ways to spend and triage that

00:13:17 --> 00:13:21: money right now, as well as many opportunities for placement

00:13:21 --> 00:13:21: game.

00:13:21 --> 00:13:24: 'cause that's got to be a huge part of what

00:13:24 --> 00:13:26: we do is that one of the goals of this

00:13:26 --> 00:13:28: program is for Austin by 2039,

00:13:28 --> 00:13:31: which would be after light rail is up and running,

00:13:31 --> 00:13:33: and new commuter services are up and running.

00:13:33 --> 00:13:36: But by 2039. To hit a 5050 mode split.

00:13:36 --> 00:13:41: Between single occupancy vehicles and non and within the none

00:13:41 --> 00:13:42: would be 16%

00:13:42 --> 00:13:46: transit. We expect that to be somewhere between 325,

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

00:15:28 --> 00:15:29: to provide more BRT,

00:15:29 --> 00:15:34: but to provide our first all electric BRT line.

00:15:34 --> 00:15:40: We've just signed a deal for 200 additional electric buses,

00:15:40 --> 00:15:43: which will greatly greatly expand our electric bus fleet and

00:15:44 --> 00:15:46: transition S away from from our diesel fleet.

00:15:46 --> 00:15:48: Then down below you can see additional parking,

00:15:48 --> 00:15:51: right opportunities, improvements to our bus system and those anti

00:15:51 --> 00:15:53: displacement investments.

00:15:53 --> 00:15:56: That you can see you can see that they're fairly

00:15:56 --> 00:15:56: front loaded,

00:15:56 --> 00:16:00: and they may ultimately become even more frontloaded because like

00:16:00 --> 00:16:01: many of you,

00:16:01 --> 00:16:03: depending on what city you're living in,

00:16:03 --> 00:16:06: but I would say probably most cities right now.

00:16:06 --> 00:16:08: If we don't act now,

00:16:08 --> 00:16:10: we're not going to be able to lock in affordability

00:16:10 --> 00:16:13: along these corridors in the way that we would like

00:16:13 --> 00:16:13: to.

00:16:13 --> 00:16:15: There's also going to be a lot of upside to

00:16:15 --> 00:16:18: land banking so that we can use some of this

00:16:18 --> 00:16:19: land for construction,

00:16:19 --> 00:16:23: lay down, and then eventually transition into affordable housing park

00:16:23 --> 00:16:24: space.

00:16:24 --> 00:16:28: Small business incubators. Who knows?

00:16:28 --> 00:16:31: The anti displacement investment again I just want to talk

00:16:31 --> 00:16:35: about it because it's a wonderful intersection of land use

00:16:35 --> 00:16:38: and affordability and transit and I believe that if this

00:16:38 --> 00:16:42: was a standalone bond initiative for pure affordable housing,

00:16:42 --> 00:16:44: this would be the third of the fourth largest single

00:16:45 --> 00:16:47: investment approved by voters in the country's history.

00:16:47 --> 00:16:51: And so it was packaged within a multi billion dollar

00:16:51 --> 00:16:52: program.

00:16:52 --> 00:16:53: So maybe it gets a little bit lost,

00:16:53 --> 00:16:56: but I think it's a really critical part of the

00:16:56 --> 00:16:58: story and honestly it's part of a.

00:16:58 --> 00:17:01: Good faith effort to try anything and everything to keep

00:17:01 --> 00:17:05: the people who are going to need this transit system

00:17:05 --> 00:17:08: the most is close to the services as possible.

00:17:08 --> 00:17:11: So working with the City of Austin's new Project,

00:17:11 --> 00:17:15: Connect office on an equity assessment tool again to prioritize

00:17:15 --> 00:17:17: or call it rehashing some of this money so that

00:17:18 --> 00:17:21: we can make sure that we're investing it properly and

00:17:21 --> 00:17:25: equitably and also making these investments in development that will

00:17:25 --> 00:17:27: be sustainable as well.

00:17:27 --> 00:17:29: And the city is also separately.

00:17:29 --> 00:17:32: Created a racial equity anti displacement tool and so these

00:17:32 --> 00:17:35: two are going to work in parallel over the course

00:17:35 --> 00:17:36: of the coming year.

00:17:36 --> 00:17:38: The city is going to release a report along with

00:17:39 --> 00:17:42: the tool itself and a significant amount of community engagement.

00:17:42 --> 00:17:46: Finalizing Grant awards for the \$300 million in anti displacement

00:17:46 --> 00:17:50: investments and then launching a new program of rapid land

00:17:50 --> 00:17:54: acquisition again so that we can lock in affordability along

00:17:54 --> 00:17:59: these corridors. Capital Metro runs a great transit system.

00:17:59 --> 00:18:02: I'm incredibly proud to have been a part of that

00:18:02 --> 00:18:03: system.

00:18:03 --> 00:18:05: It is very heavy on bus we have a lot

00:18:05 --> 00:18:08: of 15 minute high frequency bus routes.

00:18:08 --> 00:18:12: We also have 132 mile commuter rail route that's on

00:18:12 --> 00:18:16: an existing freight line that capital Metro owns,

00:18:16 --> 00:18:19: but it's only recently that we've really started to come

00:18:19 --> 00:18:20: into our own and start.

00:18:20 --> 00:18:23: Acting like a lot of our larger city or more

00:18:23 --> 00:18:25: established peers,

00:18:25 --> 00:18:28: and one of those things is becoming more of a

00:18:28 --> 00:18:32: developer and finding good opportunities for TO D.

00:18:32 --> 00:18:35: And this is really Plaza Saltillo.

00:18:35 --> 00:18:37: You can see a couple of images here.

00:18:37 --> 00:18:41: This was really capital Metro's first foray into this type

00:18:41 --> 00:18:42: of thing,

00:18:42 --> 00:18:45: and I would say prior to this we had parking

00:18:45 --> 00:18:45: rides.

00:18:45 --> 00:18:47: We have our rail stations and some of them are

00:18:47 --> 00:18:48: quite constrained.

00:18:48 --> 00:18:51: Just because that line has been there since.

00:18:51 --> 00:18:53: 1882 in the city has grown up around it,

00:18:53 --> 00:18:55: so we didn't have the luxury of having a lot

00:18:55 --> 00:18:56: of properties,

00:18:56 --> 00:18:59: especially properties that capital Metro owned to redevelop,
 00:18:59 --> 00:19:03: and so with our partners at Endeavor Real estate here
 00:19:03 --> 00:19:05: in Austin as well as community members,
 00:19:05 --> 00:19:09: we are able to redevelop a former Southern Pacific freight
 00:19:09 --> 00:19:12: yard that also has the second Red Line commuter rail
 00:19:12 --> 00:19:15: station right in the middle into a fairly sizable mixed
 00:19:16 --> 00:19:18: use development. And you can see some of the images
 00:19:18 --> 00:19:20: here with the local architect Michael Hsu,
 00:19:20 --> 00:19:24: who. Provided most of the design for this and it's
 00:19:24 --> 00:19:26: really been a success,
 00:19:26 --> 00:19:28: and there's also affordable housing units,
 00:19:28 --> 00:19:30: there are senior affordable housing units.
 00:19:30 --> 00:19:33: There is public art. There is new paseos and small
 00:19:33 --> 00:19:34: pocket park spaces,
 00:19:34 --> 00:19:39: and it really showed our community what transit oriented
 00:19:39 --> 00:19:42: development
 00:19:43 --> 00:19:46: can be and how you do good engagement and good
 00:19:46 --> 00:19:50: design in the context of that existing Community.
 00:19:50 --> 00:19:54: Working with the city of Austin since Capital Metro does
 00:19:54 --> 00:19:56: not have control over the Land Development code,
 00:19:56 --> 00:19:59: so we work with our city partners both on the
 00:19:59 --> 00:20:02: staff side and certainly with City Council,
 00:20:02 --> 00:20:04: but working with them to develop an equitable teody tool
 00:20:05 --> 00:20:07: and come up with a framework so that as we
 00:20:07 --> 00:20:11: start expanding out this light rail system,
 00:20:11 --> 00:20:14: additional parking rides. Ultimately a new commuter rail line
 00:20:14 --> 00:20:16: that
 00:20:16 --> 00:20:19: we're able to make best use out of these station
 00:20:19 --> 00:20:22: areas and that we don't just build.
 00:20:22 --> 00:20:25: The traditional surface parking lot parking rides.
 00:20:25 --> 00:20:26: They serve a purpose, but in a growing region they
 00:20:26 --> 00:20:30: they may not serve the community in the way that
 00:20:30 --> 00:20:34: we would like to.
 00:20:34 --> 00:20:38: So some of the challenges is that we have had
 00:20:38 --> 00:20:41: a very large influx of population that is strained city
 00:20:42 --> 00:20:45: services and certainly infrastructure and our black and Latin
 00:20:45 --> 00:20:47: X
 00:20:47 --> 00:20:50: households have not been able to keep pace with this
 00:20:50 --> 00:20:53: growth from an income standpoint and many of the people
 00:20:53 --> 00:20:57: who are being displaced from Austin.
 00:20:57 --> 00:21:00: Are being displaced out in areas with even less services
 00:21:00 --> 00:21:03: even less infrastructure and because of the way that capital,
 00:21:03 --> 00:21:06: metro and metropolitan transportation agencies are set up in

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

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

00:24:20 --> 00:24:23: We are still feeling today and this is a generational

00:24:23 --> 00:24:27: opportunity to correct that wrong and then improving health and

00:24:27 --> 00:24:31: enhancing environmental sustainability and reducing climate risks for our growing

00:24:31 --> 00:24:34: region and all of these things.

00:24:34 --> 00:24:37: Have been put out there by you lie and it's

00:24:37 --> 00:24:40: already what project connect and the folks here in Austin

00:24:40 --> 00:24:42: have been thinking about for some time.

00:24:42 --> 00:24:44: And so I think that we're just in a really

00:24:44 --> 00:24:47: great place where with the infrastructure bill and this renewed

00:24:47 --> 00:24:51: focus on both equity and sustainability is all coming together

00:24:51 --> 00:24:54: so that people in the development side of the House,

00:24:54 --> 00:24:57: transit and everything else in between are able to come

00:24:57 --> 00:25:00: together for some common goals that are really important for

00:25:00 --> 00:25:01: the communities that we live on.

00:25:01 --> 00:25:05: And with that I will hand it back over to

00:25:05 --> 00:25:05: Mike.

00:25:05 --> 00:25:07: Grab believe is going to hand it off to Vicki.

00:25:08 --> 00:25:11: You I didn't even have my moderation job to do

00:25:11 --> 00:25:11: here.

00:25:11 --> 00:25:15: This is great but and Sam likewise,

00:25:15 --> 00:25:16: I know I've got some questions.

00:25:16 --> 00:25:18: I know the audience will two for you,

00:25:18 --> 00:25:20: but it really is amazing.

00:25:20 --> 00:25:23: Both what Austin is doing but with the intention ality

00:25:23 --> 00:25:26: and then the thoughtfulness by which it's happening.

00:25:26 --> 00:25:29: And so Vicki I think to to hear from your

00:25:29 --> 00:25:32: perspective as a as a developer would be great.

00:25:32 --> 00:25:34: And so please please take it away.

00:25:34 --> 00:25:37: Wow are you guys a hard act to follow up

00:25:37 --> 00:25:41: on that is really actually very inspirational to me and

00:25:41 --> 00:25:44: it got me thinking about my my own portfolio and

00:25:45 --> 00:25:47: things were working on and and.

00:25:47 --> 00:25:51: Whole idea of bringing transit in.

00:25:54 --> 00:25:57: I just want to start there and say.

00:25:57 --> 00:26:01: I have a project where I'm harvesting the land.

00:26:01 --> 00:26:05: It was a lay down yard for transit and highways

00:26:05 --> 00:26:07: 40 years ago and in DC,

00:26:07 --> 00:26:11: and it's the one project that I missed him bringing

00:26:11 --> 00:26:13: into this presentation.

00:26:13 --> 00:26:18: So sucks on that, but but I wanted to first

00:26:18 --> 00:26:19: of all,

00:26:19 --> 00:26:21: tell you how grateful I am to be here.

00:26:21 --> 00:26:22: I work with urban Atlantic.

00:26:22 --> 00:26:27: We've been doing, uh urban and transit oriented development and

00:26:27 --> 00:26:31: urban infrastructure for the last 24 years and.

00:26:31 --> 00:26:34: And I I have an amazing team that I work

00:26:34 --> 00:26:37: with at our company and we work on the in

00:26:37 --> 00:26:41: the Mid Atlantic area down to Florida and up up

00:26:41 --> 00:26:48: through Connecticut. So this slide is shamelessly borrowed from the

00:26:48 --> 00:26:49: Internet.

00:26:49 --> 00:26:50: And you might say, well,

00:26:50 --> 00:26:53: why does this matter and.

00:26:53 --> 00:26:57: This is a by ranking of by income.

00:26:57 --> 00:27:02: You know the lowest income tier to the highest income

00:27:02 --> 00:27:04: tier in 20th 20 percentiles.

00:27:04 --> 00:27:11: And what you should see is that housing and transportation

00:27:11 --> 00:27:15: are are always at least 45 to 55%

00:27:15 --> 00:27:21: or a little bit higher of of household expenditures that

00:27:21 --> 00:27:22: makes this.

00:27:22 --> 00:27:29: Very, very important, and particularly if you can.

00:27:29 --> 00:27:33: Gains synergy between transportation and housing and and so I

00:27:34 --> 00:27:35: want to just say this.

00:27:35 --> 00:27:42: Transportation on average in the United States cost \$12,000 for

00:27:42 --> 00:27:44: a household of two.

00:27:44 --> 00:27:48: But if that same household use transit and use it

00:27:48 --> 00:27:52: every day of the work and each person use transit

00:27:52 --> 00:27:54: every day of the week,

00:27:54 --> 00:27:59: all year long. That transportation costs could likely be cut

00:27:59 --> 00:28:00: by about 40%,

00:28:00 --> 00:28:02: and that's that's really a very,

00:28:02 --> 00:28:05: very big impact. And so I wanted to share that

00:28:05 --> 00:28:05: with you.

00:28:05 --> 00:28:08: As to why this matters.

00:28:08 --> 00:28:11: In the big picture at the bottom you see a

00:28:11 --> 00:28:15: section of town in DC called the Capitol Riverfront,

00:28:15 --> 00:28:17: and it's bordered by a river.

00:28:17 --> 00:28:19: It used to be where are our shipyards?

00:28:19 --> 00:28:22: Were they made ships for the Second World War so

00:28:22 --> 00:28:24: quite some time ago,

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

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

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

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

00:35:56 --> 00:35:59: rented an apartment. But really,

00:35:59 --> 00:36:02: I think what people are looking for.

00:36:02 --> 00:36:08: Explicitly knowledgeable today is connections my favorite picture of all

00:36:08 --> 00:36:11: of these is the one with our lawn and gazebo

00:36:11 --> 00:36:12: in the back.

00:36:12 --> 00:36:14: And it's a community event.

00:36:14 --> 00:36:18: It is a jazz. Concert and we have done unbelievable

00:36:18 --> 00:36:22: numbers of events this year because it's out of doors

00:36:22 --> 00:36:25: for COVID and so people have been able to spread

00:36:25 --> 00:36:29: out and we've had thousands of people at people on

00:36:29 --> 00:36:30: the the community.

00:36:30 --> 00:36:34: The overall timeline for this particular project which it came

00:36:34 --> 00:36:36: up in the chat was 15 years.

00:36:36 --> 00:36:39: I'm five years in and I'm halfway done and we

00:36:39 --> 00:36:41: produced our affordable housing for us.

00:36:41 --> 00:36:43: It's very important to us.

00:36:43 --> 00:36:44: It's very important to our community.

00:36:44 --> 00:36:46: It's very important to our surrounding community.

00:36:46 --> 00:36:49: To be inclusive in all facets.

00:36:49 --> 00:36:52: So we have formerly homeless housing.

00:36:52 --> 00:36:56: And we have market rate housing and we have \$1,000,000

00:36:56 --> 00:36:59: condos and we have condos that are targeted to people

00:37:00 --> 00:37:00: earning 50%

00:37:00 --> 00:37:02: of median. So it is.

00:37:02 --> 00:37:04: It is a very inclusive.

00:37:04 --> 00:37:06: We also have a charter school which is II grew

00:37:06 --> 00:37:07: up in DC.

00:37:07 --> 00:37:09: I'm a fourth generation Washingtonian.

00:37:09 --> 00:37:14: Our Charter school is an International Baccalaureate total

00:37:14 --> 00:37:19: Immersion,

00:37:19 --> 00:37:22: Chinese, Spanish and French. Not exist.

00:37:22 --> 00:37:25: Remarkable what the city has.

00:37:25 --> 00:37:25: The thing on the far right is a groundbreaking next

00:37:25 --> 00:37:27: Lee.

00:37:27 --> 00:37:32: Oh, and I forgot to mention children hospital.

00:37:32 --> 00:37:37: Oh my goodness, children hospital started a Research Center together

00:37:37 --> 00:37:41: with Johnson and Johnson for research and development of pediatric

00:37:41 --> 00:37:43: innovations and they also brought a clinic to the site.

00:37:43 --> 00:37:48: Up next slide, please. Uhm?

00:37:48 --> 00:37:52: Kondro we started this project in 1999.

00:37:52 --> 00:37:55: It was built in oh in 2010.

00:37:55 --> 00:38:00: What's important about it? It's a transit oriented development site.

00:38:00 --> 00:38:03: It exists, it's been in existence for 10 years.

00:38:03 --> 00:38:05: It functions very, very well.

00:38:05 --> 00:38:08: It has retail. We dedicated 20%

00:38:08 --> 00:38:09: of the units to 50%

00:38:09 --> 00:38:11: of median income at this site.

00:38:11 --> 00:38:14: We did that without any subsidy and we did it

00:38:14 --> 00:38:17: through a public private partnership,

00:38:17 --> 00:38:20: which I think is very similar to what Sam talked

00:38:20 --> 00:38:20: about.

00:38:20 --> 00:38:25: Or Austin and I. It's an inclusive community,

00:38:25 --> 00:38:28: and so I put it on here because it is

00:38:28 --> 00:38:32: older and because it is a proven model.

00:38:32 --> 00:38:35: And I thought it would be helpful to see both

00:38:35 --> 00:38:39: a smaller scale and a larger scale of development where

00:38:39 --> 00:38:43: you can see infrastructure that happened on this particular site.

00:38:43 --> 00:38:45: The city gave us a pilot so that we could

00:38:45 --> 00:38:47: move the buses around to be able to build anything.

00:38:47 --> 00:38:51: We had 23 buses per hour plus every two minutes

00:38:51 --> 00:38:55: circling through their constructive site the entire time.

00:38:55 --> 00:38:58: And so they helped us with that and it was

00:38:58 --> 00:39:01: a catalyst for bringing 274 units here,

00:39:01 --> 00:39:05: it's. Paid back in many multiples to the city and

00:39:05 --> 00:39:08: what our city has done with that in Washington as

00:39:09 --> 00:39:13: an example is they have dedicated more and more money

00:39:13 --> 00:39:16: to their affordable housing gaps.

00:39:16 --> 00:39:18: Announcing fund called Housing Production,

00:39:18 --> 00:39:22: Trust Fund and so every year they spend \$100 million.

00:39:22 --> 00:39:25: I think this year that number goes up to \$400

00:39:25 --> 00:39:27: million for a city of 800,000 people.

00:39:27 --> 00:39:32: It's quite remarkable and it's a true commitment to inclusiveness.

00:39:32 --> 00:39:35: And I think that's a big part of creating communities.

00:39:35 --> 00:39:38: The other thing I will say is I think cities

00:39:38 --> 00:39:39: are very vibrant.

00:39:39 --> 00:39:40: I think they are changing.

00:39:40 --> 00:39:42: I think it's much less auto focused.

00:39:42 --> 00:39:45: A lot of streets have been shut down in our

00:39:45 --> 00:39:49: area for outdoor eateries and play areas and community areas.

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

00:41:22 --> 00:41:22: there.

00:41:22 --> 00:41:24: But but uhm salmon Vicki,

00:41:24 --> 00:41:26: you know I wanted to dive in first,

00:41:26 --> 00:41:28: is really a long following.

00:41:28 --> 00:41:31: Deep into the theme of this report and and both

00:41:31 --> 00:41:34: of you already covered it in your remarks a lot

00:41:35 --> 00:41:39: about the intrinsic links between transportation and housing.

00:41:39 --> 00:41:42: And I think a really in in the spirit of

00:41:42 --> 00:41:42: that.

00:41:42 --> 00:41:45: Even spending a little bit more time with both of

00:41:45 --> 00:41:48: you in dialogue around how we create more equitable and

00:41:48 --> 00:41:50: inclusive communities.

00:41:50 --> 00:41:52: And so Sam, I'm going to ask you to go

00:41:52 --> 00:41:53: first if you're you're amenable,

00:41:53 --> 00:41:56: but one of the things that really,

00:41:56 --> 00:41:59: I think Austin is is remarkably grappled with is the

00:42:00 --> 00:42:04: perceived concerns that transit investments can create displacement,

00:42:04 --> 00:42:08: when in fact we're we're building transit to address where

00:42:08 --> 00:42:09: there may be historic.

00:42:09 --> 00:42:13: Underinvestment or or or lack of mobility and access,

00:42:13 --> 00:42:15: and I think just to to add,

00:42:15 --> 00:42:16: you know, I think when those of us step back

00:42:17 --> 00:42:18: and study even the subprime mortgage crisis,

00:42:18 --> 00:42:21: one of the things that we saw happening at that

00:42:21 --> 00:42:24: time was fuel prices rising very rapidly,

00:42:24 --> 00:42:27: and people who had had moved into areas where they

00:42:27 --> 00:42:31: they did not have transit access were very car dependent.

00:42:31 --> 00:42:34: That that some of their household expenses became very volatile.

00:42:34 --> 00:42:37: As fuel prices went up and in ways that people

00:42:37 --> 00:42:38: didn't even expect.

00:42:38 --> 00:42:40: But I think we could you talk a little bit.

00:42:40 --> 00:42:45: More SIM first just within Austin about the process of

00:42:45 --> 00:42:50: really reaching the consensus to use the frameworks that you're

00:42:50 --> 00:42:52: applying and and how you know.

00:42:52 --> 00:42:55: Sort of a diverse set of communities came together to

00:42:55 --> 00:42:57: really agree and understand those and,

00:42:57 --> 00:42:58: and I guess also concurrence.

00:42:58 --> 00:43:01: Or how do you address the timing gap too?

00:43:01 --> 00:43:03: You know, as as transit comes on and and Vicki,

00:43:03 --> 00:43:05: that's the part that I'd love for you to explore

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

00:44:50 --> 00:44:52: And so I think that as we talked about that

00:44:52 --> 00:44:54: it became easier for people to.

00:44:54 --> 00:44:57: To feel like government in particular,

00:44:57 --> 00:45:00: but also our partners in the private sector.

00:45:00 --> 00:45:02: We're coming at this in good faith and we're saying

00:45:03 --> 00:45:05: we are attempting to solve a problem and we are.

00:45:05 --> 00:45:08: We are aware that increasingly,

00:45:08 --> 00:45:11: when transit infrastructure investments are put onto a map,

00:45:11 --> 00:45:14: it tends to trigger a lot of private development interest

00:45:14 --> 00:45:18: and that will ultimately have market forces that may not

00:45:18 --> 00:45:21: be fully aligned with with our goals for affordable housing.

00:45:21 --> 00:45:24: But creating the right policy framework and the right.

00:45:24 --> 00:45:27: Regulatory framework we can get there.

00:45:27 --> 00:45:29: We can get there in a way that's going to

00:45:29 --> 00:45:30: be mutually beneficial for everybody,

00:45:30 --> 00:45:34: and it's going to create a far more economically and

00:45:34 --> 00:45:39: hopefully racially balanced neighborhoods and developments

00:45:39 --> 00:45:41: and things like that.

00:45:39 --> 00:45:41: And so I wouldn't say that we've gotten to the

00:45:41 --> 00:45:44: point where we have come up with a perfect framework

00:45:44 --> 00:45:44: yet.

00:45:44 --> 00:45:47: In fact, this is really going to be Austin's first

00:45:47 --> 00:45:50: attempt at coming up with a comprehensive framework for

00:45:50 --> 00:45:53: transit

00:45:50 --> 00:45:53: oriented development and also affordable housing.

00:45:53 --> 00:45:55: And you'll start seeing some of this rolling out.

00:45:55 --> 00:45:57: Actually this month and next,

00:45:57 --> 00:46:01: and so it encourage folks to continue going to project

00:46:01 --> 00:46:02: connect.

00:46:02 --> 00:46:04: Com where we linked to a lot of the city's

00:46:04 --> 00:46:07: engagement efforts as well as their equity tool and the

00:46:07 --> 00:46:09: EOD report that's being worked on.

00:46:09 --> 00:46:12: But now we, we're really saying we're going to go

00:46:12 --> 00:46:12: for it,

00:46:12 --> 00:46:16: and along with the \$300 million that voters approved,

00:46:16 --> 00:46:19: and that I think was one of probably called the

00:46:19 --> 00:46:23: top five things that put Proposition 8 over over the

00:46:23 --> 00:46:24: finish line.

00:46:24 --> 00:46:28: Was that we were making that upfront investment in

00:46:28 --> 00:46:31: affordability

00:46:28 --> 00:46:31: and you mentioned that timing gap once it being a

00:46:31 --> 00:46:34: huge issue and and to be perfectly honest we see

00:46:34 --> 00:46:37: that timing gap also becoming an issue with our ability

00:46:37 --> 00:46:40: to be competitive for certain federal funds.

00:46:40 --> 00:46:42: So for instance we have one line,

00:46:42 --> 00:46:45: the green line which is a future commuter rail line.

00:46:45 --> 00:46:49: It heads out into what's essentially a Greenfield and in

00:46:49 --> 00:46:53: a perfect world you would be able to compete well

00:46:53 --> 00:46:54: for federal.

00:46:54 --> 00:46:57: Funds for for new starts.

00:46:57 --> 00:47:00: With that blank canvas, knowing full well that there's a

00:47:00 --> 00:47:01: lot of opportunity out there,

00:47:01 --> 00:47:04: but it also means that our ability to prove ridership

00:47:04 --> 00:47:04: is really limited,

00:47:04 --> 00:47:07: so we may need to fund that one locally,

00:47:07 --> 00:47:09: but it it is that chicken in the egg situation

00:47:09 --> 00:47:12: where we're going to have a lot of development on

00:47:12 --> 00:47:13: these light rail corridors now.

00:47:13 --> 00:47:16: Well before we ever open for service.

00:47:16 --> 00:47:18: And then we've got areas that we would love to

00:47:18 --> 00:47:20: see developed that might lag a little bit,

00:47:20 --> 00:47:22: and so. At the end of the day,

00:47:22 --> 00:47:25: it winds up being. Conversations it winds up being creating

00:47:25 --> 00:47:26: relationships.

00:47:26 --> 00:47:29: It winds up creating partnerships so that we can each

00:47:29 --> 00:47:31: see each others perspective.

00:47:31 --> 00:47:33: Whether you're a developer, whether you're a long term,

00:47:33 --> 00:47:35: multi general resident of the neighborhood,

00:47:35 --> 00:47:39: and you're very concerned about being displaced or you're in

00:47:39 --> 00:47:39: my position,

00:47:39 --> 00:47:43: you're with the transit operation and coming together and

00:47:43 --> 00:47:46: identifying

00:47:43 --> 00:47:46: the problem and hopefully coming to some kind of informed

00:47:47 --> 00:47:47: consent.

00:47:47 --> 00:47:49: Not everyone is going to be 100%

00:47:49 --> 00:47:50: behind what you put out there,

00:47:50 --> 00:47:53: but just informed consent that we are earnestly trying to.

00:47:53 --> 00:47:58: Solve a problem. But I think that we're going to.

00:47:58 --> 00:48:00: We're going to get there and I I feel very

00:48:00 --> 00:48:04: confident that the tools that we put out there are

00:48:04 --> 00:48:05: going to work and hopefully,

00:48:05 --> 00:48:10: along with the city of Austin taking another try at

00:48:10 --> 00:48:13: updating our land development code,

00:48:13 --> 00:48:15: I think that we're going to have a much better

00:48:15 --> 00:48:18: toolbox for Austin to grow over the next 10 to

00:48:18 --> 00:48:18: 20 years.

00:48:18 --> 00:48:20: And it's a partnership.

00:48:22 --> 00:48:24: It's extraordinarily well said and Vicki,

00:48:24 --> 00:48:29: as we extrapolate also out to two national contexts and

00:48:29 --> 00:48:31: certainly DC among them.

00:48:31 --> 00:48:34: Do you wanna share a little bit of your perspective

00:48:34 --> 00:48:36: on this and and even just how we increase production

00:48:36 --> 00:48:37: too?

00:48:37 --> 00:48:39: With relative this timing gap with infrastructure?

00:48:41 --> 00:48:45: It starts with intentionality. And a plan.

00:48:45 --> 00:48:51: Setting goals. We, as developers and the money that we

00:48:51 --> 00:48:52: invest.

00:48:52 --> 00:48:57: Go where it's wanted and where it's treated well.

00:48:57 --> 00:49:01: Very important, right? Do you see said plan and it

00:49:01 --> 00:49:03: was an ambitious one.

00:49:03 --> 00:49:06: It was to grow by 50,000 people a year.

00:49:06 --> 00:49:11: A lot, right? That's a lot for anywhere and and

00:49:11 --> 00:49:14: they focus their resources.

00:49:14 --> 00:49:18: On that, and that's so that's what makes them a

00:49:18 --> 00:49:19: national model.

00:49:19 --> 00:49:23: They also focused on inclusivity,

00:49:23 --> 00:49:27: and they used just about every tool in the box.

00:49:27 --> 00:49:32: So inclusionary, zoning, financial incentives,

00:49:32 --> 00:49:36: infrastructure incentives, all of those things.

00:49:36 --> 00:49:39: But you know what? There's lots of other.

00:49:39 --> 00:49:41: Areas of the country that are doing it.

00:49:41 --> 00:49:43: We're working in Charlotte right now.

00:49:43 --> 00:49:48: We're doing the first. Mixed income building in downtown

00:49:48 --> 00:49:50: Charlotte

00:49:48 --> 00:49:50: and North Carolina.

00:49:50 --> 00:49:59: It's 2021. It's. It's a very ambitious goal,

00:49:59 --> 00:50:04: but it is very important and perhaps a precedent setter

00:50:04 --> 00:50:09: because it is a more integrated approach than what maybe

00:50:09 --> 00:50:13: has been done in the past in terms of approach

00:50:13 --> 00:50:17: to affordable housing really being in the center of town

00:50:17 --> 00:50:20: being right down on Tryon St with all the very

00:50:20 --> 00:50:22: best residences in town,

00:50:22 --> 00:50:26: right right where the corporate headquarters are because it

00:50:26 --> 00:50:27: gives

00:50:26 --> 00:50:27: you proximity to jobs.

00:50:27 --> 00:50:31: And to transit, and to shopping and to the things,

00:50:31 --> 00:50:34: and to parks and two entertainment.

00:50:34 --> 00:50:38: And to the beautiful library that they're planning there that

00:50:38 --> 00:50:40: that make quality of life great.

00:50:40 --> 00:50:45: And. And so it happens in a lot of locations.

00:50:45 --> 00:50:50: But really, it's about putting together the toolbox and knowing

00:50:50 --> 00:50:54: what helps achieve it and and so if I say

00:50:54 --> 00:50:55: to an investor,

00:50:55 --> 00:50:57: oh, we're going to build this wonderful.

00:50:57 --> 00:51:00: Road in our community and it's going to be great

00:51:00 --> 00:51:02: because we can put all kinds of buildings and they're

00:51:02 --> 00:51:03: like,

00:51:03 --> 00:51:06: well, well, Vicki. What kind of returning my make it

00:51:06 --> 00:51:07: on the road?

00:51:07 --> 00:51:10: Here is a little bit more difficult sales process right?

00:51:10 --> 00:51:11: And I say it road,

00:51:11 --> 00:51:13: but it might just as well be a transit station.

00:51:13 --> 00:51:15: It could be, you know,

00:51:15 --> 00:51:18: could be bike share. It could be anything and and

00:51:18 --> 00:51:22: it's it's a more indirect connection and that's why I

00:51:22 --> 00:51:26: think this bill in particular is this very critical because

00:51:26 --> 00:51:30: it helps bridge the things that are otherwise very difficult

00:51:30 --> 00:51:33: for developers to do because they have to be done

00:51:33 --> 00:51:34: at scale.

00:51:36 --> 00:51:39: Yeah look that's great and and I I think Sam,

00:51:39 --> 00:51:40: I'm gonna come to you first.

00:51:40 --> 00:51:43: Like in in a moment for a little bit more

00:51:43 --> 00:51:45: about of commentary around the bill.

00:51:45 --> 00:51:46: But before we do that,

00:51:46 --> 00:51:49: I want to ask both of you just to give

00:51:49 --> 00:51:52: a quick perspective on the planning these projects and going

00:51:53 --> 00:51:56: forward and and Vicki and making investments in the context

00:51:56 --> 00:51:59: of the pandemic. Now a couple years in and I

00:51:59 --> 00:52:00: think you know we,

00:52:00 --> 00:52:04: we've seen our clients in the market go through different

00:52:04 --> 00:52:05: phases seeing the streets now.

00:52:06 --> 00:52:08: In some cases be more filled with with people in

00:52:08 --> 00:52:10: different ways too,

00:52:10 --> 00:52:11: but in some sense you're.

00:52:11 --> 00:52:14: You're both making investments that look ahead and and you

00:52:15 --> 00:52:18: know a quick commentary on how you've done that and

00:52:18 --> 00:52:19: how you're approaching that.

00:52:19 --> 00:52:21: Given where we are. Vicki,

00:52:21 --> 00:52:22: you wanna go first?

00:52:23 --> 00:52:29: OK so uhm. We use our company has a background

00:52:29 --> 00:52:36: both in market rate development and in affordable development,

00:52:36 --> 00:52:40: and we have also courtesy of large public private partnerships

00:52:40 --> 00:52:41: that we've done.

00:52:41 --> 00:52:46: We have a tremendous amount of experience in financing infrastructure

00:52:46 --> 00:52:49: and working with public partners to do that.

00:52:49 --> 00:52:54: And So what we do that is our special sauce

00:52:54 --> 00:52:58: is we combine those resources.

00:52:58 --> 00:53:02: In non traditional ways, my poor finance partners like how

00:53:02 --> 00:53:05: how much harder you gonna make it for me,

00:53:05 --> 00:53:09: uh but uh but she knows she pulls together all

00:53:09 --> 00:53:13: these different resources in a very graceful way.

00:53:13 --> 00:53:16: We liken it to stone soup.

00:53:16 --> 00:53:18: You start with the stone,

00:53:18 --> 00:53:21: but by the time the whole community puts in all

00:53:21 --> 00:53:23: of the ingredients to the stone soup,

00:53:23 --> 00:53:27: you have a very wonderful and rich meal for everybody.

00:53:27 --> 00:53:30: And that's another part. Of our development that you will

00:53:30 --> 00:53:33: find a lot of developers who are like this is

00:53:33 --> 00:53:36: what I'm doing and I'm going here and I'm building

00:53:36 --> 00:53:38: this product 'cause that's my thing.

00:53:38 --> 00:53:43: And we don't do that we we work with communities.

00:53:43 --> 00:53:46: And we listen. We listen to what people have to

00:53:46 --> 00:53:46: say.

00:53:46 --> 00:53:49: And you know, I was on a community meeting until

00:53:49 --> 00:53:52: 11:00 o'clock last night and the people live in one

00:53:52 --> 00:53:53: of the wealthiest areas.

00:53:53 --> 00:53:59: We are. Mike grew up in the city and on

00:53:59 --> 00:54:01: and they all.

00:54:01 --> 00:54:06: Want affordable housing? In their community.

00:54:06 --> 00:54:09: Directly and it's been challenging to make that happen,

00:54:09 --> 00:54:11: and we're working on it right now,

00:54:11 --> 00:54:14: but I found it very interesting that if you listen

00:54:14 --> 00:54:18: to people they are all interested in being inclusive,

00:54:18 --> 00:54:21: and I think that's a very significant change in our

00:54:21 --> 00:54:23: times that has happened.

00:54:23 --> 00:54:25: During COVID and maybe a little bit before,

00:54:25 --> 00:54:28: but I think the inclusiveness that I'm seeing is the

00:54:28 --> 00:54:31: first time that it's this level in my lifetime,

00:54:31 --> 00:54:34: and I think it's a great way to go,

00:54:34 --> 00:54:39: because it harvests the power of the community in its

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

00:56:20 --> 00:56:20: don't.

00:56:20 --> 00:56:22: We don't have a cord to grow yet,

00:56:22 --> 00:56:25: but we will eventually but also increases in 53 or

00:56:25 --> 00:56:26: 7 formula funds.

00:56:26 --> 00:56:30: 'cause while I've been so focused on Project Connect and

00:56:30 --> 00:56:33: the growth of this new system I always have to

00:56:33 --> 00:56:35: remind people in Austin that underlying that.

00:56:36 --> 00:56:38: He's a fantastic local bus,

00:56:38 --> 00:56:40: high frequency bus and commuter rail system and so this

00:56:40 --> 00:56:42: build not only is going to help us.

00:56:42 --> 00:56:45: Continue to put great service on the street for the

00:56:45 --> 00:56:47: people who are using it today,

00:56:47 --> 00:56:50: but hopefully give us enough runway that we can plan

00:56:51 --> 00:56:54: for a future community in 2030 that is not only

00:56:54 --> 00:56:58: more affordable and equitable and works for more people.

00:56:58 --> 00:57:00: Because the bill does have a lot of different buckets

00:57:01 --> 00:57:03: of funds and a lot of different timelines associated with

00:57:03 --> 00:57:03: it,

00:57:03 --> 00:57:06: so I am very excited about that part of it.

00:57:06 --> 00:57:09: I want to be mindful of time.

00:57:09 --> 00:57:11: Mike. What was your follow up question?

00:57:12 --> 00:57:14: You already? Just you've got there.

00:57:14 --> 00:57:16: I was gonna I was gonna ask you to widen

00:57:16 --> 00:57:17: out to the federal side.

00:57:17 --> 00:57:19: I think obviously we've we've had the chance to talk

00:57:19 --> 00:57:20: a little bit ahead of time too.

00:57:20 --> 00:57:22: So sure, part of it.

00:57:22 --> 00:57:24: But if you and Vicki wanted to collect your

00:57:24 --> 00:57:27: thoughts and and and maybe if there's 30 seconds,

00:57:27 --> 00:57:29: just did. If each of you wanted to.

00:57:29 --> 00:57:31: To share some parting thoughts are areas that we didn't

00:57:31 --> 00:57:33: cover that would be great,

00:57:33 --> 00:57:36: and I'm filibustering now hopefully give me a second there

00:57:36 --> 00:57:36: too,

00:57:36 --> 00:57:38: not, but Vicki. If I could put you on the

00:57:38 --> 00:57:39: spot and then Sam if that's OK,

00:57:39 --> 00:57:42: I think that'd be great and will everybody end on

00:57:42 --> 00:57:42: time here.

00:57:44 --> 00:57:48: Son, I'm leaning to the side.

00:57:48 --> 00:57:52: This behind me is the historic building at Walter Reed

00:57:52 --> 00:57:56: and the people behind me are doing a Easter egg

00:57:56 --> 00:58:00: roll and and to me this is about community.

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

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

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

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