

# 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 --> 00:20:22: Thinking about regenerative urbanism.  
00:20:22 --> 00:20:23: And digital access as really clear foundational pieces.  
00:20:23 --> 00:20:24: So what really does that mean in the way of  
00:20:24 --> 00:20:25: 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.

00:25:42 --> 00:25:45: And again there was, it's still going to be segregated

00:25:45 --> 00:25:46: by this Interstate that was constructed as part of that

00:25:46 --> 00:25:49: urban redevelopment.

00:25:49 --> 00:25:53: So the idea was to try to reconnect that community,

00:25:53 --> 00:25:56: rebuild the roots, rebuild that that sense of pride and

00:25:56 --> 00:25:59: and connection back to the the downtown business core.

00:25:59 --> 00:26:03: And here's one of the concepts showing again the the

00:26:03 --> 00:26:07: cap surface in between the vehicular bridges and the city

00:26:07 --> 00:26:10: streets as we move on touching on the community outreach,

00:26:10 --> 00:26:14: when we got involved in the project, there wasn't a

00:26:14 --> 00:26:16: whole lot of community input being involved with the the

00:26:16 --> 00:26:19: project at that phase.

00:26:19 --> 00:26:23: So we decided to have a series of design spreads

00:26:23 --> 00:26:28: in the community to explain the purpose of this new

00:26:28 --> 00:26:32: Cap land bridge structure and offer the opportunity for the

00:26:32 --> 00:26:35: the residents of the the the community to develop the

00:26:35 --> 00:26:39: elements that would be incorporated into the design.

00:26:39 --> 00:26:43: Through this series of three charettes, we came up with

00:26:43 --> 00:26:45: six different common themes, that being water, green,

00:26:45 --> 00:26:49: destination, music,

00:26:49 --> 00:26:54: seating and connection.

00:26:54 --> 00:26:59: Those themes were all developed by the community, had a

00:26:59 --> 00:27:01: long history with that, that throwback to the original

00:26:59 --> 00:27:01: community,

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

00:46:18 --> 00:46:23: looks like and how to respond to it comprehensively is

00:46:23 --> 00:46:29: like first thinking about this opportunity as a blank canvas.

00:46:30 --> 00:46:35: Then really taking a look at what are the measures

00:46:35 --> 00:46:40: and things that we're trying to respond to like better

00:46:40 --> 00:46:47: health outcomes, better mobility access, better ways in which

00:46:47 --> 00:46:50: people

00:46:47 --> 00:46:50: can get what they need in a 10 or 15

00:46:50 --> 00:46:51: minute walk.

00:46:52 --> 00:46:55: Those are the things that really have been very important.

00:46:55 --> 00:47:00: So defining restorative development first as the foundation is

00:47:00 --> 00:47:01: what

00:47:00 --> 00:47:01: we needed to do.

00:47:02 --> 00:47:06: Then we began to incorporate as how we define equity

00:47:06 --> 00:47:11: is again a sustainable and resilient community, which means

00:47:12 --> 00:47:16: that

00:47:12 --> 00:47:16: we've got to factor in all of the pressures that

00:47:16 --> 00:47:21: 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  
01:09:01 --> 01:09:05: primary, secondary, tertiary beneficiary is.  
01:09:05 --> 01:09:08: Everyone's going to benefit in one form or another.  
01:09:08 --> 01:09:11: This is not just about Rondo, it's about African Americans  
01:09:11 --> 01:09:14: and in Minneapolis, yeah, etcetera.  
01:09:14 --> 01:09:16: So that that's what I would, I would would start  
01:09:16 --> 01:09:17: off saying.  
01:09:19 --> 01:09:21: Thanks Kate and Maria, do you want to close this  
01:09:21 --> 01:09:23: out with your words of advice?  
01:09:24 --> 01:09:24: Sure.  
01:09:25 --> 01:09:28: My advice would be get involved no matter where you  
01:09:28 --> 01:09:31: are and no matter if you are working on one  
01:09:31 --> 01:09:33: of these projects or not.  
01:09:33 --> 01:09:37: There is a lot of transportation funding and decision making  
01:09:37 --> 01:09:38: that's being made right now.  
01:09:38 --> 01:09:41: And so as important as it is to seize this  
01:09:41 --> 01:09:44: moment to repair and reconstruct some of the wounds that  
01:09:44 --> 01:09:48: have been created by past transportation projects, we also  
01:09:48 --> 01:09:50: need  
01:09:50 --> 01:09:54: to be involved to make sure we're not investing in  
01:09:54 --> 01:09:56: future transportation projects that we're going to have to go  
01:09:56 --> 01:09:59: back and have these same conversations.  
01:09:59 --> 01:10:04: So I think hopefully those of you who are on  
01:10:04 --> 01:10:11: this call, either professionally but also personally get involved  
01:10:11 --> 01:10:14: in  
01:10:14 --> 01:10:17: those regional, those local, those metropolitan, statewide  
01:10:17 --> 01:10:20: transportation planning discussions,  
01:10:20 --> 01:10:23: Are you engaged in those conversations?  
01:10:23 --> 01:10:27: Are you utilizing your voice both as a community member  
01:10:27 --> 01:10:28: and also as an expert who might be able to  
01:10:28 --> 01:10:29: have resources and support that you can bear, whether it's  
01:10:29 --> 01:10:33: in projects, lots of procurements, lots of RFPs are flowing  
01:10:33 --> 01:10:38: right now.  
01:10:38 --> 01:10:42: How are you responding?  
01:10:42 --> 01:10:46: Those in a way that's really bringing this comprehensive,  
01:10:46 --> 01:10:48: holistic,  
01:10:48 --> 01:10:51: transformative approach to the next set of transportation  
01:10:51 --> 01:10:54: investments.  
01:10:54 --> 01:10:57: But also, you know, there's lots of opportunities to be  
01:10:57 --> 01:11:00: growing and building small businesses to work with nonprofit  
01:11:00 --> 01:11:03: organizations  
01:11:03 --> 01:11:06: that often lack this type of technical expertise.  
01:11:06 --> 01:11:09: And this is where I think Uli and your advisory

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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