GOOD EVENING, EVERYONE. WE ARE GOING TO GO AHEAD AND GET STARTED. IF YOU WOULDN’T MIND TAKING YOUR SEATS, WELCOME. MY NAME IS TONYA STERN. THE DEPUTY DIRECTOR AT THE MONTGOMERY COUNTY PLANNING DEPARTMENT. I'M SO HAPPY TO HAVE YOU HERE WITH US THIS EVENING WITH THE SECOND OF OUR SERIES OF THREE EVENTS FOR OUR 2019 WINTER SPEAKER SERIES. THE FOCUS FOR OUR SPEAKER SERIES THIS YEAR IS TO LOOK AT REGIONAL ISSUES THAT MONTGOMERY COUNTY SHOULD CONSIDER AS WE WILL BE EMBARKING ON OUR GENERAL PLAN UPDATE WHICH YOU WILL HEAR ABOUT SHORTLY. JUST A COUPLE OF QUICK NOTES, ONE IS THAT THIS SESSION WILL BE LIVESTREAMED AND IF ANY OF YOU WOULD LIKE TO GET CREDITS, WE HAVE SIGN IN SHEETS UP FRONT. MAKE SURE YOU SIGN THAT. BEFORE I GIVE YOU TO OUR SPEAKER HARRIET TREGONING, I WILL GIVE YOU A LITTLE INFORMATION. THIS IS OUR IMAGE FROM THE 1964 PLAN ALSO CALLED THE CORRIDOR PLAN. THIS IS AN IMAGE 50 YEARS AGO OF WHAT PLANNERS THOUGHT MONTGOMERY COUNTY WOULD LIKE LIKE IN 2000. THE IMAGE IS REALLY ABOUT A MODERN AND EFFICIENT COUNTY. AND IT'S ALSO KIND OF PROVIDES A GREAT VISUAL FOR OUR PLAN, THE WEDGES AND CORRIDORS PLAN REALLY CREATED THE FOUNDATION FOR A LOT OF WHAT YOU SEE TODAY IN MONTGOMERY COUNTY. THE IMAGE ON THE LEFT IS OF THE COVER OF OUR 64 GENERAL PLAN. THE IMAGE ON THE RIGHT IS THE REGION WIDE CONCEPT OF WEDGES AND CORRIDORS THAT WAS ADOPTED FROM THE 1961 DOCUMENT FOR THE CAPITAL REGION PREPARED BY THE NATIONAL PLANNING COMMISSION. HERE YOU SEE THE CORRIDORS RADIATING OUT FROM WASHINGTON D.C. AND WEDGES IN OPEN SPACE AND CORRIDORS.
COUNTY IS THE ONLY ONES THAT CONSIDERED THIS IN ADOPTING THE GENERAL PLAN. SO FOLLOWING THE 64 GENERAL PLAN, THE COUNTY COUNCIL UPDATED THE PLAN IN 1969. THIS 69 PLAN WAS MUCH MORE OF A POLICY DOCUMENT COMPARED TO THE 64 PLAN WHICH WAS MUCH MORE ASPIRATIONAL AND CONCEPTUAL. ONE PARTICULAR TO NOTE FROM THE 1969 GENERAL PLAN IS THAT IT INCLUDED THREE KEY RECOMMENDATIONS THAT HAS LED TO LE MAJOR PLANNING INITIATIVES THAT ARE STILL IN EFFECT TODAY. THE GOAL OF INCREASING AFFORDABLE HOUSING WAS RECOGNIZED THROUGH THE MODERATELY PRICED PROGRAM AND THE GOAL FOR OPEN SPACE WAS ADDRESSED THROUGH CLUSTERING OPTIONS AND THE PURCHASE AND TRANSFER OF DEVELOPMENT RIGHTS. AND LASTLY THE DEVELOPMENT WITH PUBLIC INFRASTRUCTURE WAS ADDRESSED THROUGH THE ADEQUATE PUBLIC FACILITIES ORDINANCE WHICH IS PART OF THE COUNTY CODE TODAY.

THIS IS VERY SENSITIVE. ALL RIGHT. WHY ARE WE UPDATING THE GENERAL PLAN?
AGAIN, THE LAST COMPREHENSIVE UPDATE OF OUR GENERAL PLAN WAS IN 1969 WHICH WAS BASICALLY 50 YEARS AGO. AND AS YOU ALL KNOW, SINCE THEN, MONTGOMERY COUNTY HAS REALLY CHANGED QUITE SIGNIFICANTLY FROM AN A COMMUNITY TO ABOUT OVER 1 MILLION RESIDENTS AND WE ARE ALSO CHANGING INTO TECHNOLOGY AND CULTURAL SHIFTS. THIS IS THE TIME TO LOOK AT THE VISION PLAN FOR MONTGOMERY COUNTY'S NEXT 50 YEARS.

SO IN THINKING ABOUT THE FUTURE OF MONTGOMERY COUNTY THERE ARE A LOT OF NEW FEATURES UNDERWAY THAT WE ARE THINKING ABOUT AND ABOUT TO EMBARK ON THESE PROJECTS. AS YOU KNOW MONTGOMERY COUNTY HAS UNDER TAKEN A FEW DEMOGRAPHIC SHIFTS AND A STUDY A FEW WEEKS AGO HAS A LOT OF DATA OF HOUSING AND EMPLOYMENT FOR THE PAST 5 YEARS AND THOSE CHANGES AND WE KNOW THAT...
IT'S AFFECTING A LOT OF OUR COMMUNITIES. CLIMATE CHANGE IS OBVIOUSLY A SIGNIFICANT CONCERN AND WE'LL BE HEARING MORE ABOUT THAT TONIGHT. THERE IS ALSO A GROWING PREFERENCE FOR WALKABLE SPACES AS WELL AS USING OR LEVERAGEING THE BENEFITS OF THE SHARING ECONOMY AND THINKING ABOUT HOW THAT HAS TRANSFORMED NOT ONLY JOBS BUT WHAT PEOPLE HAVE ON LAND AND ALSO THINKING ABOUT AUTONOMOUS VEHICLES.

SO, LASTLY, I JUST WANTED TO HIGHLIGHT THE TIMELINE FOR THIS PROJECT. WE ARE CURRENTLY IN WHAT WE CALL OUR PREPLANNING PHASE. WE ARE PLANNING ON DOING OUR OFFICIAL LAUNCH OF THE PROJECT LATER THIS SPRING, EARLY SUMMER. AND THEN OVER THE REST OF THIS YEAR, WE WILL BE EMBARKING ON A SERIES OF VISIONING CONVERSATIONS WITH THE COMMUNITY AS WELL AS DOING ANALYSIS ON A NUMBER OF MAJOR ISSUES AND TRIALS AFFECTING THE COUNTY INTO NEXT YEAR. AND WE ARE LOOKING FORWARD TO BRINGING A WORKING DRAFT BY NEXT SPRING, AND ALSO HAVING SOME WORK SESSIONS WITH OUR PLANNING BOARD AND OUR COUNTY COUNCIL WITH THE GOAL OF TRANSMITTING THE NEW GENERAL PLAN BY JULY 2021.

WITH THAT, I WANT TO INTRODUCE OUR SPEAKER HARRIET TREGONING TO TALK ABOUT TONIGHT'S TOPIC. WHAT IS RESILIENCE AND SHE WORKS IN HOUSING ISSUES AND SERVED IN THE OBAMA ADMINISTRATION AND THE OFFICE OF HOUSING AND PLANNING DEVELOPMENT IN PLANNING AND URBAN DEVELOPMENT. HER WORK HELPS STATES, REGIONS ACROSS THE COUNTRY TO BUILD A STRONG FOUNDATION OF RESILIENCE IN A CHANGING CLIMATE AND FOR A PROSPEROUS ECONOMY FOR A COMMUNITY AND QUALITY IN PLACE, ECONOMIC OPPORTUNITY, FISCAL STABILITY, TRANSPORTATION CHOICE AND AFFORDABILITY.

TREGONING WAS PREVIOUSLY DIRECTOR OF THE COLUMBIA OFFICE OF PLANNING WHERE I HAD THE PLEASURE OF WORKING WITH HER AT THE TIME. WHERE SHE MADE DC A GLOBALLY COMPETITIVE AND WALKABLE AND THRIVING CITY. SHE ALSO SERVICE IN...
PLANNING OF MARYLAND AND IS A GRADUATE OF MARYLAND ON DESIGN AND NOW WORKING ACROSS THE COUNTRY TO HELP STATES AND LOCALITIES TO PREPARE FOR FUTURE CHALLENGES INCLUDING SMART MOBILITY, CLIMATE CHANGE, DISASTER RECOVERY AND RESILIENCE, HOUSING AFFORDABILITY AND COMMUNITY DEVELOPMENT. HARRIET IS CURRENTLY THE DIRECTOR OF THE YOU URBAN MOBILITY ALLIANCE. AN OUT GROWTH OF THE SHARED MOBILITY PRINCIPALS FOR LIVABLE CITIES WHICH MORE THAN 170 COMPANIES AND GOVERNANCE HAVE SIGNED ON TO AS A GUIDING VISION FOR MORE SUSTAINABLE, INCLUSIVE, AND PROSPEROUS RESILIENT CITIES. WITH THAT, LET’S WE CAN HARRIET TREGONING.

GOOD EVENING, EVERYONE. I'M REALLY HAPPY TO BE HERE AND HAPPY TO SEE ALL OF YOU COMING OUT TO PREPARE FOR THE NEXT GENERAL PLAN THAT YOU ARE GOING TO BE DOING. I DEFINITELY THINK EVERY 50 YEARS WHETHER YOU NEED ONE OR NOT, YOU SHOULD IS DO ANOTHER GENERAL PLAN. I'M GLAD MONTGOMERY COUNTY IS DEFINITELY DOING THAT. HOW MANY HAVE LOOKED AT THE TREND REPORT PUT OUT A COUPLE WEEKS AGO? I THOUGHT IT WAS REALLY FASCINATING. I'M GOING TO USE A COUPLE SLIDES FROM THAT PRESENTATION, BUT MOST OF WHAT I'M GOING TO TALK ABOUT TONIGHT IS CHANGE. HOW MANY OF YOU LOVE CHANGE? REALLY LOVE IT? OKAY, WELL, THAT'S MORE THAN I EVER SEE IN A PLANNING MEETING. SO, MORE POWER TO YOU. BUT CHANGE IS HARD. HARDLY ANYONE LOVES IT FOR ITS OWN SAKE. SOME PEOPLE GET BETTER, SOME PEOPLE GET WORSE OFF. IT'S DISRUPTIVE BY ITS NATURE BUT WE HAVE A LOT OF CHANGE COMING OUR WAY. MORE IN WHAT’S GOING TO HAPPEN, I COULDN'T TELL YOU OR ELSE I WOULD BE MAKING A LOT OF MONEY. BUT I'M GOING TO INSTEAD TALK ABOUT WHAT WE NEED TO KNOW TO BE ABLE TO THRIVE, WHATEVER THOSE FUTURES MIGHT BE, WHAT NEEDS TO BE ADAPTABLE AND CHANGEABLE AND WHAT NEEDS TO BE MUTABLE, MAYBE VERY LITTLE AND WE NEED TO USE DATA AND INFORMATION TO WHERE WE ARE. THAT'S WHY I LOVE TO SEE
TRENDS REPORT. PLANNERS DO A GREAT JOB AND THEY GET TO THINK ALL THE TIME ABOUT THE FUTURE. A LOT OF US SWIM EVERYDAY IN THE TIDE OF CHANGE AND WE MAY NOT EVEN KNOW IT. IF WE ARE NOT DOING THINGS DIFFERENTLY OURSELVES 15 YEARS AGO, OTHER REGIONS ARE UP-TO-THE-MINUTE WITH EVERYTHING NEW THAT THEY CAN POSSIBLY TRY. IT'S HELPFUL TO SHOW INFORMATION FROM DAY-TO-DAY TO SHOW HERE IS WHAT IS CHANGING AND HERE IS WHAT IS HERE TO STAY, AND HOW CAN WE PREPARE FOR IT. THAT'S MY MESSAGE FOR YOU TODAY. ALL RIGHT. I'M A BIG GAME OF THRONES FAN. SO WINNERS ARE ACTUALLY ALREADY HERE BUT IT'S CHANGE THAT'S COMING AND THERE ARE THINGS WE NEED TO BE CONCERNED ABOUT. TONYA HAS ALREADY MENTIONED CLIMATE CHANGE. I HAVE HAD A COUPLE PEOPLE COME UP BEFORE WE STARTED TONIGHT'S PRESENTATION AND EXPRESSED SOME CONCERNS ABOUT THAT AS WE SHOULD BE, AND I WILL TALK A LITTLE BIT ABOUT CLIMATE CHANGE, BUT I'M GOING TO TALK MOSTLY ABOUT ALL OF THESE THINGS THAT ARE COMING. I CAN TALK ABOUT 3 OR 4 TIMES AS MANY OF THESE THINGS BUT THESE ARE BUCKETS AND ALSO REFLECTED A LITTLE BIT IN THE TRENDS REPORT THAT THE COUNTY PUT OUT. TRANSPORTATION AND MOBILITY. AND I WILL TALK QUITE A BIT ABOUT THAT. THAT'S A LOT OF WHAT MY NEW JOB IS. BUT WHAT'S CHANGING ABOUT THAT, WHAT'S DIFFERENT ABOUT THAT AND WHAT WE MIGHT NEED TO PREPARE FOR WHEN IT COMES TO THOSE CHANGES. CLIMATE AND RESILIENCE, YOU KNOW, IT'S NOT JUST BUILD A WALL, RIGHT? IT'S REALLY GOING TO BE ABOUT THE THINGS THAT THE QUALITIES THAT MAKE PLACES RESILIENT. YOU KNOW, ONE OF THE THINGS THAT REALLY AFFECTS RESILIENCE IS WEALTH, YOU KNOW? IT'S A LOT EASIER TO SURVIVE AND DISASTER AND CATASTROPHE IF YOU'VE GOT A FAT BANK ACCOUNT AND A SALARY JOB. IT'S REALLY A LOT HARDER IF YOU ARE A RENTER AND LIVING PAYCHECK TO PAYCHECK. SO THOSE WILL HELP THE COUNTY BE MORE RESILIENT AND
HAVING A LOT OF CONNECTIONS TO PEOPLE.

THROUGH ORGANIZATIONS LIKE CHURCHES,

OR CIVIC ASSOCIATIONS OR CLUBS OR

OTHER THINGS, BUT HAVING THOSE

CONNECTIONS, RIGHT? YOU KNOW, THEY

HAVE A WHOLE PHENOMENON. MY MOTHER IS

JAPANESE AND I FOLLOW A LOT OF THE

GEOGRAPHIC CHANGES IN JAPAN AND THEY

HAVE THIS VERY LOW BIRTHRATE AND THEY

HAVE THIS PHENOMENON WHERE PEOPLE PASS

AWAY AND IT'S DAYS, WEEKS, MONTHS

BEFORE PEOPLE KNOW BECAUSE SO MANY

PARTS OF JAPAN, NOT THE BIG CITIES,

BUT THEY HAVE BECOME DEPOPULATED AND

THEY DON'T HAVE SO MANY PEOPLE AROUND.

SO HAVING THOSE NETWORKS AS WE GET

OLDER IS PARTICULARLY IMPORTANT. AND

THE ECONOMY IS CHANGING ALMOST BEFORE

OUR EYES AND WHAT KINDS OF JOBS ARE

BEING PRODUCED ARE DIFFERENT. IN

SOMEWAY MONTGOMERY COUNTY IS CHANGING

WITH THAT ECONOMY, MORE ECONOMY

WORKERS AND HIGHLY DEGREEED IN THE

COUNTY, BUT THAT'S NOT EVERYBODY. WHEN

YOU USED TO BE ABLE TO GET A JOB AND

SUPPORT A FAMILY WITHOUT A COLLEGE

DEGREE, SOMETIMES WITHOUT A HIGH

SCHOOL DIPLOMA, THOSE OPPORTUNITIES

ARE INCREASINGLY RARE AND THEY ARE NOT

SECURE. WHEN YOU CAN FIND A JOB LIKE

THAT, IT'S OFTEN VERY INSECURE. THOSE

CIRCUMSTANCES ARE GOING TO LEAD TO

INCREASING DISPARITIES IN OUR REGION.

SO LET'S START WITH TRANSPORTATION AND

TALK A LITTLE BIT ABOUT THIS.

SO, WHAT'S INTERESTING TO ME ABOUT

TRANSPORTATION IS THAT IT'S HOW VERY

RIGHT FOR DISRUPTION IT'S BEEN FOR A

WHILE. OKAY. IT'S A REALLY STRANGE

SYSTEM THAT WE HAVE IN THE U.S. IF

YOU TRAVEL OTHER PLACES, OTHER

COUNTRIES DO NOT RELY AS MUCH AS WE DO

ON PRIVATE OWNERSHIP OF AUTOMOBILES.

LIKE, WE HAVE ESSENTIALLY PRIVATIZED

MUCH OF OUR TRANSPORTATION AND IN

AMERICA, AUTOMOBILE OWNERS, RIGHT,

THEY DRIVE THE AUTOMOBILES THEY OWN 5%

OF THE TIME, THEY PARK THEM 95% OF THE

TIME. IF ANY OF THOSE WERE OWNERS

THROUGH AN ASSET LOCATION, WHY DO THEY

BUILD THIS ASSET. OH MY GOODNESS.

IT'S HAVING AN EFFECT ON OTHER THINGS.

DID YOU KNOW THAT THE LARGEST CATEGORY
OF CONSUMER OF DEBT IN THIS COUNTRY OF
INDIVIDUALLY HELD DEBT IS STUDENT
LOANS?
OKAY, CREDIT CARDS ARE BEHIND STUDENT
LOANS, SO MORTGAGES ARE STILL BIGGER,
THAT'S A BIGGER CATEGORY, BUT THAT
STUDENT LOAN DEBT IS REALLY CRUSHING
AND TONS OF COLLEGE STUDENTS COMING
OUT OF SCHOOL WITH DEBT ARE MAKING
CHOICES ABOUT WHERE TO LIVE BASED ON
HOW QUICKLY THEY CAN PAYOFF THEIR
LOANS IN THE PLACES THEY GET. I FIND
IT ALMOST A BADGE OF HONOR IN DC THAT
WE HAVE THE HIGHEST COLLEGE
INDEBTEDNESS IN AMERICA AND THAT'S
BECAUSE PEOPLE CAN LIVE IN DC AND
PARTS OF OUR REGION WITHOUT AN
AUTOMOBILE. IT'S ENORMOUSLY
DIVERSIFIED OUR ECONOMY IN THE
DISTRICT AND THE REGION. THAT'S GOING
TO BE INCREASINGLY IMPORTANT IN THE
FUTURE. LET ME TALK ABOUT ANOTHER
THING. EVERYONE HAS TAKEN A LYFT OR
UBER. HOW MANY. MY MOTHER HAS TAKEN
AN UBER AND SHE DOESN'T LIKE TO DRIVE
AT NIGHT AND SHE CAN NOW CALL AN UBER
AND IT MAKES A DEFERENCE ABOUT WHAT
SHE'S WILLING TO DO IN THE EVENING.
ANOTHER THING ABOUT THE DISRUPTION FOR
TRANSPORTATION SYSTEM IS WE TEND TO
SWAT A FLY WITH A BAZOOKA. ALMOST
HALF THE TRIPS ARE 3 MILES OR LESS.
The commute trips are often longer but
we take on average 11-car trips, 11
trips per household per day, 11 total
trips and the others are commute
trips. 75% are taken by automobile. A
lot of them can be taken in other
ways. 3 miles might be a bit to walk.
But guess what? Trips that are a mile
or less, 60% of those trips are taken
by car. This shows what might be
another option depending on the length
of the trip. And what's so interesting
is that those TNC companies, the
ubers, the lyfts, they are not seeing
themselves anymore as just providing a
particular product or service, they
are wanting to own a piece of the
transportation ecosystem because they
know that most of us don't do any one
thing. All of us are pedestrians
someday or another. Many of us take
EVERY SINGLE MODE THAT'S AVAILABLE AT SOME POINT OR ANOTHER, I BIKE, I DRIVE, I WALK, I TAKE UBER OR LYFT. YES, I DO ALL OF THOSE THINGS AND I WANT TO HAVE SERVICES AS SEAMLESS AS POSSIBLE SO I CAN MATCH MY PREFERENCES, SAFETY, COST, SPEED TO MY NEEDS AT THE TIME AND HAVING MORE CHOICES IS A WONDERFUL THING. SO UBER HAS BOUGHT A COMPANY CALLED JUMP. ANYONE SEEN THESE RED ELECTRIC BIKES AROUND TOWN? THRILLING TO RIDE. I WOULD PAY MUCH MORE THAN $2 TO RIDE THOSE BIKES. THEY ARE FAST. IT CAN BE A HOT DAY AND IT'S KIND OF BREEZY TO BE ON A JUMP BIKE, IT'S REALLY MOTIVATIONAL. LYFT BOUGHT MOTIVATE. DO YOU SEE WHAT THEY ARE THINKING ABOUT? ONE OF THE THINGS THAT MOTIVATED UBER IS THAT THEY FOUND OUT THAT THE UBER TRIPS THAT PEOPLE WERE TAKING IN THE CITIES WERE EXACTLY THE SAME AS THE JUMP THAT PEOPLE WERE TAKING. SO THEY SAID, LET'S USE PRICE AND OTHER THINGS TO SEND SIGNALS FOR PEOPLE TO THINK ABOUT WHAT THEY MIGHT WANT TO TAKE. IF YOU DON'T KNOW ALL OF THESE THINGS, I DON'T BLAME YOU. IT'S CHANGING SO FAST. IF YOU CAN SEE THE CHANGE OF THE CURB. REMEMBER WHEN CAR SHARING WAS NEW AND CAR SHARING CAME TO MONTGOMERY COUNTY AND IT TOOK A LONG TIME TO RAMP UP AND WE WERE UP IN ARMS IN DC ABOUT WHETHER OR NOT WE SHOULD LET THEM PARK ON THE STREET. AND RIDE SHARE BECAME VERY QUICK AND UBER AND LYFT AND THE SCOOTERS, SOME OF THOSE ARE NOW LONG GONE. THEY ARE NOT JUST COMING FAST AND IN SOME CASES THEIR GOING FAST BECAUSE THEIR FINANCIAL MODEL DIDN'T WORK. BUT BASICALLY YOU ARE GOING TO SEE A LOT OF THIS ENTRANCE IN THE MOBILITY PHASE. IT'S NOT A GREAT VALUE PROPOSITION AND YOU DON'T HAVE TO BE A MILLENNIAL TO KNOW THAT. ALTHOUGH, THANKFULLY, BABY BoomERS AND MILLENNIALS ARE SO UNNATURALLY CLOSE. ADMIT IT. YOU BoomERS, YOU LIVE AND DIE ABOUT WHAT YOUR KIDS SAY ABOUT WHAT'S COOL, WHAT TO DO, BLAH, BLAH, BLAH. IT'S REALLY CHANGING SO QUICKLY ABOUT HOW SOME OF THIS TECHNOLOGY IS
ADOPTED. WHERE HEY, THIS PRIVATE CAR OWNERSHIP AS A PREREQUISITE TO THE ECONOMY, THAT SUCKS. WE WANT TO HAVE A BETTER WAY TO DO THIS. IT'S NOT THAT THINGS ARE HAPPENING SO QUICKLY BUT SOME OF THESE IMPACTS ARE GOING TO BE FAR REACHING. YOU KNOW, I DON'T WANT TO TELL YOU HOW MUCH REVENUE THE CITY GETS FROM SPEED CAMERAS. IT'S MORE THAN 7 FIGURES, MAYBE 8 FIGURES, IT'S A LOT. AND IN A FUTURE, WHERE WE WOULD HAVE AUTONOMOUS VEHICLES THAT WE ARE CONNECTED TO EACH OTHER, YOU KNOW, THERE WOULDN'T BE SPEEDING, THERE WOULDN'T BE RED LIGHT RUNNING. THERE WOULD BE A LOT MORE SAFETY. WE TOLERATE 40,000 TRAFFIC DEATHS IN THIS YEAR WITHOUT BLINKING AN EYE, BUT IT ALSO MEANS THAT REVENUE GOES AWAY. IMAGINE THAT THE FUTURE AUTONOMOUS VEHICLES ARE ELECTRIC AND WHY WOULD YOU PAY A DOLLAR TO PARK IF THE VEHICLE COULD JUST CIRCLE. SO NO PARKING REVENUE, BUT BOY, MAYBE TERRIBLE CONGESTION. SO THESE ARE THE KINDS OF IMPLICATIONS PEOPLE NEED TO BE THINKING ABOUT. JOBS, ONE OF THE LARGEST CATEGORIES OF MALE EMPLOYMENT IN THE UNITED STATES IS DRIVING AND DELIVERY. RIGHT? IT'S NOT JUST MEN, BUT A LOT OF MEN ARE EMPLOYED IN THIS AND THERE IS A FUTURE WHERE THERE IS MUCH LESS OF THAT EMPLOYMENT. AND WHERE ARE THE JOBS THAT ARE GOING TO REPLACE THOSE JOBS? ENTIRELY UNCLEAR. SO THESE ARE THINGS THAT ARE KNOWABLE. IT IS POSSIBLE TO PLAN FOR THEM. IN OUR REGION, WE'VE KIND OF BLINDLY AUTOMATED FOR DECADES. WE'VE AUTOMATED THINGS INSTEAD OF HAVING PEOPLE. A LOT OF METRO SYSTEMS HAVE TICKET TAKERS. SO MANY IN THE PAST ARE AUTOMATED. SOMEONE DECIDED THAT OUR MINIMUM WAGE SHOULD BE HIGHER. IT WAS BECAUSE WE WERE FINDING OUT THAT WE CONTINUED TO HAVE TO SUPPORT PEOPLE WITH JOBS AND VERY LOW WAGES WITH HEALTHCARE SUPPORTS AND OTHER THINGS. WE HAD TO SUBSIDIZE THEIR LIGNITY AND INDEPENDENCE WHEN THEY WORK FULL TIME AND THAT'S BECAUSE THEY WERE LEAVING THEIR REGION AND
GOING INTO THEIR SHAREHOLDERS POCKETS.

THIS IS A QUESTION WE SHOULD BE ASKING OURSELVES. MIGHT WE RATHER TOGGLE TOWARDS MORE EMPLOYMENT IN SOME CASES UNLESS AUTOMATION AND MEANS PEOPLE COULD BE WORKING AND EMPLOYED AND HAVING THAT SECURITY AND MIGHT MEAN WE DON'T HAVE TO PAY FOR OTHERS SUPPORT. THAT'S SOMETHING WE MAY HAVE TO THINK ABOUT IN THE FUTURE BECAUSE, IT IS POSSIBLE THAT EVERYTHING THAT'S WRONG WITH OUR SOCIETY WHETHER IT'S, YOU KNOW, WHETHER IT'S EMPLOYMENT, WHETHER IT'S FAIRNESS, WHETHER IT'S ACCESS TO THE ECONOMY THROUGH TRANSPORTATION, YOU KNOW, WHETHER IT'S CLIMATE CHANGE. YOU KNOW, WHETHER IT'S THE COST-OF-LIVING. ALL OF THOSE THINGS COULD BE BETTER IN THE FUTURE, BUT THEY COULD ALSO BE MUCH WORSE. RIGHT? AND BASICALLY, THE FREE MARKET IS NOT GOING TO DELIVER THE BETTER OUTCOMES ON THEIR OWN. IT'S NOT GOING TO BE JUST THAT OPERATION OF PROFIT MAKING COMPANIES DELIVERING US THE BETTER FUTURE. WE ARE GOING TO HAVE TO ACTUALLY ARTICULATE WHAT WE WANT IN TERMS OF VALUES IN OUR COMMUNITY AND THEN WE ARE GOING TO HAVE TO SET THE RULES SO THAT WE GET THOSE THINGS, AND THE STAKES ARE HIGH. YOU KNOW, THE STAKES ARE VERY HIGH.

I'M GOING TO SAY SOMETHING ELSE ABOUT THIS.

SO, WE ARE GOING TO HAVE TO KNOW ALMOST ON A CONTINUOUS BASIS. WE'VE ESTABLISHED OUR VALUES, WE'VE SAID THIS IS THE FUTURE WE WANT. WE HAVE TO KEEP ASKING OURSELVES ARE WE GETTING THERE, ARE WE GETTING CLOSER TO THAT THERE, ARE WE GETTING CLOSER TO THAT FUTURE OR FURTHER AWAY FROM IT AND WE HAVE TO BENCHMARK OURSELVES. I WILL TALK ABOUT THIS A COUPLE TIMES. WE ARE IN A FIGHT, EVERY JURISDICTION IS COMPETING FOR RESOURCES AND FOR PEOPLE WHO CHOOSE TO BE IN OUR JURISDICTION, FOR BUSINESSES AND INDUSTRIES TO INVEST IN OUR REGION, FOR PROPERTY OWNERS TO CHOOSE TO BUY, YOU KNOW, IN OUR COMMUNITIES, AND OTHER PEOPLE ARE COMPETING FIERCELY FOR THAT TOO. WE HAVE TO GIVE THEM A BETTER PROPOSITION, RIGHT? AND MONTGOMERY
COUNTY HAS AN INTERNATIONAL REPUTATION FOR DOING THAT. SOME OF THE THINGS THAT TONYA TALKED ABOUT, THOSE WERE SOME OF THE FIRST THINGS I EVER KNEW ABOUT PLANNING, BUT YOU CAN'T REST ON YOUR LAURELS, YOU HAVE A GREAT TRADITION OF BEING PROGRESSIVE AND BEING PIONEERS AND LEADERS AND WE NEED THAT GOING FORWARD BECAUSE WE ARE IN THIS COMPETITION. DC AND MONTGOMERY COUNTY WE ARE TIGHT AND WE DO THINGS TOGETHER BUT MAYBE WE ARE A LITTLE BIT COMPETITIVE. JUST PUTTING IT UP HERE.

THIS IS A FACT SHEET FOR HOUSING AND TRANSPORTATION COST FOR MONTGOMERY COUNTY AND DISTRICT OF COLUMBIA. THE COUNTY IS VAST, YOU HAVE AG PRESERVE AND THIS GREEN SPACE, AND DC, FOR THE SAKE OF ARGUMENT, WE HAVE OUR VOTERS AND BASED ON A LOT OF LAND AND OTHER THINGS AND CHARACTERISTICS ABOUT OUR LAND USE, THERE ARE SOME REALLY BIG DIFFERENCES IN HOW OUR JURISDICTIONS PERFORM. YOU CAN BARELY READ IT BUT 60% IS LOCATION AND PLACES. PLACES THAT ARE WALKABLE, THINK ABOUT IT AS A HIGH WALK SCORE. PLACES IN MONTGOMERY COUNTY ARE LOCATION EFFICIENT AND THEY SAY 100% ARE LOCATION EFFICIENT IN DC WHERE THERE ARE CHOICES AND YOU CAN WALK TO A LOT OF YOUR DESTINATIONS.

WELL, WHO CARES ABOUT THAT? WELL, YOU MIGHT CARE ABOUT WHAT IT COSTS YOU. YOUR TRANSPORTATION COSTS ARE HIGHER IN MONTGOMERY COUNTY. $13,000 A YEAR IN MONTGOMERY COUNTY THAT IS 47% OF HOUSING AND TRANSPORTATION, IN THE DISTRICT IT'S ONLY 32% OF AVERAGE HOUSEHOLD INCOME. THAT MEANS IN THE DISTRICT YOU HAVE 68% OF YOUR INCOME LEFT TO SPEND ON OTHER THINGS. IN MONTGOMERY COUNTY IT'S ON THE 56%.

THAT'S A BIG DIFFERENCE. THAT MAY MEAN A DIFFERENCE FOR A COLLEGE GRADUATE WHERE THEY WANTING TO BECAUSE THEY NEED THOSE COSTS TO BE LOWER SO THEY CAN PAYOFF THEIR DEBT. THAT'S BENCHMARKING WHAT YOU NEED TO DO AND THE PLACES THAT YOU ARE COMPETING WITH
AND BENCHMARK THE THINGS THAT YOU CARE ABOUT. AFFORDABILITY IS ONE OF THEM.

MAYBE YOU DO NOT CARE SO MUCH ABOUT TRANSPORTATION COST. ANOTHER FAVORITE FOR ME IS CAR FREE HOUSEHOLDS BECAUSE FOR ME THAT IMPLIES A LOT OF THINGS.

WHEN YOU GET THIS DATA FROM THE INFORMATION, IT'S A BIT OF A PROXY FOR LAND USE AND WALK ABILITY AND ALSO SUGGEST AFFORDABILITY IF THAT RATE IS GOING UP AND THE RATE OF THE VEHICLE IS GOING UP, THAT'S A NEGATIVE.

SORRY, THE OTHER WAY AROUND. IF THE COST OF HOUSEHOLDS IS GOING UP AND THE CARS GOING UP THAT'S BAD. FOR OUR COUNTRY AS A WHOLE, BOTH OF THOSE THINGS ARE GETTING WORSE AND THE PLACES THAT ARE DOING BETTER, ARE HONESTLY DOING BETTER COMPETENTIVELY AND THEY ARE TRACKING THE ECONOMY AND THE WORKERS.

ENOUGH ABOUT THAT, THERE IS A LOT TO PAY ATTENTION TO THERE AND ONE OF THE THINGS THAT ARE IMPORTANT TO KNOW IS THAT IN THE URBANIZED AREAS THERE IS 30% DEVOTED TO LAND FOR PARKING, IT'S CAR STORAGE MOST OF THE TIME AND TO STREETS. THE STREETS ARE PUBLICLY OWNED. THAT'S LAND THAT COULD BE ON THE TAX ROLES OR PROVIDING HOUSING OR MANAGING STORMWATER.

WE'VE GIVEN OVER A LOT. WE HAVE 7-9 PARKING SPACES FOR EVERY CAR IN AMERICA. WE HAVE GIVEN A LOT TO MOBILITY. IF WE HAVE CHANGES, THAT MEANS WE CAN GET SOME OF THAT SPACE BACK FOR OTHER PURPOSES. PEOPLE LIKE TO SAY THEY ARE NOT INVENTING MORE LAND, BUT THIS IS A CASE WHERE YOU MIGHT BE INVENTING MORE LAND TO USE IT FOR SOMETHING ELSE. I WILL TELL YOU WHAT YOU CAN USE IT FOR IN A MINUTE.

TALK ABOUT A FREIGHT TRAIN. I HEAR THIS EVERYWHERE. THIS IS WHEN IT WAS MY FOCUS AT HUD, I HAD NO IDEA THAT HUD WAS RESPONSIBLE FOR DISASTER RECOVERY. I HEARD THIS EVERYWHERE WHEN I WAS ADD HUD THAT THIS IS THE WORSE EVER. THEY WOULD SAY IT EVERY YEAR, BUT THE BOTTOM LINE IS IT'S THE WORSE EVER SO FAR BECAUSE IT'S GOING TO GET WORSE AND YOU FEEL WE DON'T SEEM TO BE DOING MUCH AS A NATION TO REALLY STOP THESE
CHANGES.

A LOT OF WHAT WE’VE DONE SINCE THE LAST GENERAL PLAN, IF YOU LOOK ACROSS THE ENTIRE COUNTRY HAS REALLY EXACERBATED THE RISK. IT’S NOT JUST THAT THE SEA LEVEL IS RISING AND RAIN, EXTREME WEATHER EVENTS ARE GETTING MORE FREQUENT, IS THAT WE HAVE VERY ACIDOUSLY MOVED TO PLACES AND WE’VE DOUBLED THE HOUSING ON THE COAST. THE VALUE OF THAT PROPERTY FOR NOW IS HIGH. IT’S SIX TIMES THE DENSITY OF INLAND COMMUNITIES, SO WE KIND OF DELIBERATELY PUT OURSELVES IN THIS POSITION AND WE ARE REALLY SEEING THE IMPACTS OF IT WITH UNBELIEVABLE LOSSES IN TERMS OF PROPERTY AND THE VALUE OF THE DISASTER MITIGATION THAT THE FEDERAL GOVERNMENT IS HAVING TO PAY FOR. AND IT’S NOT JUST SEA LEVEL RISE AND FLOODING. DID YOU KNOW THAT’S THE BIGGEST KILLER AND THE BIGGEST RISK. WE TALK ABOUT ISOLATION, NOT HAVING A DENSE WORK OF CONNECTIONS. A LOT OF VERY YOUNG AND VERY OLD PEOPLE END UP DYING WHEN THERE IS EXTREME HEAT. THERE WAS A HORRIBLE EPISODE IN CHICAGO WHERE HUNDREDS OF PEOPLE WERE KILLED BECAUSE THEY JUST WEREN’T PREPARED. THAT IS A PLACE THAT WASN’T USED TO HEAT WAVES AND THERE ARE A LOT OF OTHER PLACES IN THE COUNTRY WHERE IT’S NOT CUSTOMARY TO HAVE AIR-CONDITIONING AND THE PLACES THAT PEOPLE HAVE MOVED TO BECAUSE IT’S SO NICE AND WARM IN THE WINTER, I MEAN, ARIZONA CAN BE 120 DEGREES IN THE SUMMER NOW. RIGHT? THINK ABOUT THINGS LIKE PUBLIC WORKS. WHEN COULD YOU DO ANY WORK IN THE SUMMER IN ARIZONA? AT NIGHT? MAYBE NOT AT ALL. SO THOSE KINDS OF THINGS ARE ALSO GOING TO BE HAPPENING BECAUSE OF THE TEMPERATURES RISING. AND WHEN THEY GET RAIN, THEY GET AN INCREDIBLE AMOUNT OF RAIN. WE’VE HAD MANY OF THOSE EXPERIENCES LAST YEAR. WETTEST YEAR ON RECORD, RIGHT? I MEAN, WHAT GIVES?

SO, THESE THINGS ARE HAPPENING. YOU MAY NOT BE LIVING IN A COASTAL COMMUNITY, BUT THAT HEAVY RAIN, WE
HAVE RIVERS, WE HAVE LAKES, WE HAVE WATER. RIGHT? AND WE ARE NOT USED TO SO MUCH RAINFALL AND SO MUCH OF THE LAND THAT WE DO HAVE IN PARTS OF OUR REGION IS FILLED. IT'S LAND THAT WAS SWAMPY. WE ARE IN THE CHESAPEAKE BAY ESTUARY. A LOT OF IT WAS SWAMPY.

THAT WATER WAS REALLY SCARY. I'M NOT GOING TO SCARE YOU WITH NUMBERS, I'M GOING TO SAY TO YOU, YOU NEED TO KNOW THESE NUMBERS. I HAVE DONE A LOT OF WORK WITH A LOT OF THESE PLACES ABOUT KNOWING THE RISKS.

HOW MANY OF YOU ARE FAMILIAR WITH FEMA FLOOD MAPS TO KNOW WHAT YOUR FLOODING RISK IS? HOW MANY EVEN KNOW WHAT A FEMA FLOOD MAP IS?

I LOVE FEMA. THE FLOOD MAPS ARE A TOTAL NEW LOOK IN THE REAR VIEW MIRROR.

I DID SOME WORK IN TEXAS WHERE I MET SO MANY PEOPLE IN HOUSTON WHO LIVED 1 BLOCK FROM THE MAPPED FEMA FLOODPLAIN AND THEY SAID THANK GOD I DIDN'T HAVE TO GET FLOOD INSURANCE. THAT FLOOD MAP WAS DRAWN 30 YEARS AGO BEFORE THERE WAS ANY DEVELOPMENT WHATSOEVER, BEFORE ANYTHING HAD BEEN PAVED OVER SO THE WATER HAD NO WHERE TO GO. THE FLOODING WAS CATASTROPHIC AND 80% OF THE DAMAGE WAS OUTSIDE OF THE FEMA FLOODPLAIN. I'M TELLING YOU, BUY FLOOD INSURANCE. I LIVE IN COLUMBIA HEIGHTS.

UP. BUY FLOOD INSURANCE. BUT THE BIGGEST THING IS KNOW YOUR RISK. NO ONE SHOULD BE RELYING ON FEMA FOR INFORMATION ABOUT RISK. DC IS EVEN SAYING, WE ARE GOING TO USE THE 500-YEAR FLOOD MAP. NO, IT'S STILL NOT WITH SEA LEVEL RISE. WE ARE COASTAL.

SO, KNOW THE RISK. SHARE THE KNOWLEDGE ABOUT RISK. MOST PEOPLE DON'T KNOW ABOUT RISK. MOST PEOPLE DON'T KNOW ABOUT THE RISK DUE TO FLOODING. THAT'S WHERE MOST OF THE DAMAGE COMES FROM THIS STUFF. THE OTHER THING I WILL SAY IS THE THINGS THAT MAKE YOU VULNERABLE ARE NOT NECESSARILY OF WHERE YOU ARE ON THE FLOODPLAIN, BUT ALSO OTHER THINGS. ARE YOU JOB INSECURE? ARE YOU IN A PLACE WHERE YOU HAVE NO TRANSPORTATION CHOICES? RIGHT?
MOST VULNERABLE. WHERE IS THE CHEAPEST LAND IN THE COUNTY? THE CHEAPEST LAND IS IN THE LAND THAT OTHER PEOPLE DON'T WANT, SOMETIMES BECAUSE IT FLOODS A LOT. EVEN AT HUD, A LOT OF WHAT EXISTED PREFORMATION OF HUD WAS ON FLOODED LAND. IF I WANTED TO SAY SOMETHING TO REUP THE CONTRACT, THEY WOULD SAY DON'T DO THAT. I WOULD RATHER HAVE A 50% CHANCE OF FLOODING NEXT YEAR THAN 100% CHANCE OF BEING HOMELESS THIS YEAR. SO LOOK AT THE VULNERABLE, LOOK AT WHERE THAT HOUSING IS, AND THINK ABOUT, YOU KNOW, WHERE IT NEEDS TO BE AND WHAT OPPORTUNITIES YOU MIGHT HAVE TO REPLACE IT BECAUSE THAT IS GOING TO BE A PROBLEM. A LOT OF THE HOUSING STOCK THAT WE HAVE OUR COMMUNITIES HAVE GROWN AROUND THAT HOUSING STOCK EVEN THOUGH IT MIGHT BE IN A VULNERABLE LOCATION AND WE DON'T HAVE LARGE SPOTS OF LAND OPEN TO SHIFT IT INTO. THAT'S GOING TO REQUIRE A LOT OF WORK AND A LOT OF THOUGHTFULNESS. IF YOU DO GET A DISASTER AND I HOPE YOU DON'T, REMEMBER WHEN THAT HAPPENS THAT YOU NEED TO DO MORE THAN WHAT WAS THERE. WHAT WAS SHOCKING TO ME AT HUD WAS THE BILLIONS AND BILLIONS OF DOLLARS THAT HUD SPENT WAS TO LOVINGLY REPLACE THINGS EXACTLY THE WAY THEY WERE. THAT'S THE IMPULSE. PEOPLE WANT TO RETURN TO NORMALCY. YOU HAVE TO FIGHT THAT IMPULSE AND YOU HAVE TO ASK YOURSELF, MY VISIONARY, 2021, GENERAL PLAN HAS ME GOING IN THIS DIRECTION. IF I HAVE A CATASTROPHE, HOW CAN I USE THE MONEY ASSOCIATED WITH THAT TO PROPEL ME IN THAT DIRECTION? I DON'T WANT A RETURN TO WHAT WAS HERE BEFORE AS LOVELY AS IT MIGHT HAVE BEEN. I NEED TO PREPARE FOR THAT FUTURE. THINK ABOUT WHAT THOSE ASPIRATIONS ARE AND HOW YOU ARE GOING TO ACHIEVE THEM. I WOULD ALSO JUST SAY WHEN IT COMES TO THIS KIND OF RESILIENCE, THERE IS NOT A CLEAR AND DEFINITIVE ANSWER ABOUT WHAT TO DO, AND PLANNERS KIND OF LIKE THAT. THE CONSTRUCTION COMMUNITY KIND OF LIKES THAT. WE'VE ALWAYS BUILT A QUICK STINT POINT. IMAGINE SAYING THIS AREA IS GOING TO BE LOVELY FOR...
THE NEXT 30 YEARS AND THEN IT’S NOT, IT’S NOT GOING TO BE HABITABLE AND IT’S NOT WORTH IT TO MAKE IT HABITABLE.

BECAUSE THE WALL THAT I RAISE IS GOING TO BE DIFFICULT ON THAT SIDE OF THE WALL AND MAYBE YOU WILL NOT PASS YOUR HOME TO YOUR CHILDREN OR GRANDCHILDREN. BUT MAYBE YOU WILL LEAVE THEM A DIFFERENT LEGACY. THAT’S OUR FUTURE. AND OUR FUTURE TODAY TO STOP OUR EMISSIONS.

FOR THE HOUSING, MAYBE WHAT YOU PUT THAT LAND USE TO MORE OPEN CONNECTIVITY SO INSTEAD OF IT LASTING FOR 20 YEARS, IT MIGHT LAST FOR 50 YEARS. THAT’S THE FUTURE WE ARE IN.

THAT’S NOT HOW WE ARE USED TO THINKING ABOUT IT, BUT THAT’S WHAT WE HAVE TO THINK ABOUT.

I’M GOING TO GIVE YOU AN EXAMPLE WHEN I SAID NO ONE IS LOOKING AT THE REAL RISK, THAT IS NOT TRUE. THE STATE OF LOUISIANA IS LOOKING AT THE REAL RISK AND I DID SOME WORK IN BOSTON.

THIS IS THE CURRENT AND HISTORIC SHORELINE AND THAT IS WHERE THE FEMA FLOOD MAP IS, RIGHT? WHEN WE MODELED THE STORM EVENTS, OTHER AREAS ARE HIGHER AND SOMEWHAT PROTECTED THAT WITH JUST ONE KEY INTERVENTION IN THE CHANNEL, ALL OF THAT LAND WHICH IS WHERE SOME OF THE POOREST PEOPLE IN THE AREA LIVE IS PROTECTED, BUT ALL OF THIS IS UNDERWATER. AND THEY HAVE A 2030 NUMBER AND 2070 NUMBER. IN 2070, THEY WILL BE WALKING AWAY FROM THE SEAPORT. WE ARE HAVING CONVERSATION NOW ABOUT WHAT TO DO BETWEEN NOW AND 2030.

BECAUSE IN REAL ESTATE, AFTER 7 YEARS, IT DOESN’T MATTER. THEIR BALANCE SHEET, HOW THEY MAKE INVESTMENT DECISIONS, TO SAY THAT IT’S GOOD TO 2070 MIGHT BE SAYING IT’S GOOD FOREVER FOR THE PURPOSES OF THEIR CALCULATIONS.

THAT MIGHT WORK FOR CITIES TOO, RIGHT, THAT WE ARE GOING TO PUT INFRASTRUCTURE IN AND COLLECT TAXES AND HAVE ACTIVITY AND THEN WE ARE GOING TO RETREAT FROM THIS AND WE ARE GOING TO INVEST SOMEWHERE ELSE. HOW WE DO IT MIGHT BE DIFFERENT, BUT THIS IS
Our future because we can't afford to protect this in perpetuity with sea level rise and storm surge. This is through the end of the century in terms of storm intensity, population, sea level rise, it's going to get a lot worse. For most things, our lives aren't going to be different, it's going to be hotter and stickier in the summer, and colder in the winter. For some of us it's going to be very rough. Our waterfront is going to be our favorite things, the thing is there is always going to be a waterfront but not where it is right now.

Right now, almost no one is getting a signal about their risk. The flood insurance program, FEMA flood insurance program, is not market based and when Congress tried to assess an actual risk of adjusted premium, members of Congress went nuts for their risky areas. Right now most state commissions average the premium for the state. The low risk places subsidize the high risk places just like the drivers for car insurance.

That means people aren't getting that signal. Home builders you can't rely on them to build on a place that's going to flood. They call their own industry blow and go. They have no long-term. That's just their business model. I'm not even saying that pejoratively. They are going to be bankrupt in 10 years and they certainly don't care. What -- it's like in 30 years. They are buying the cheap land when they can have the biggest margin. People need to be informed about their risk.

The bond ratings are going to change in counties, in cities. They are starting to change now. There is bond rating agencies starting to ask places like Miami and New Orleans, what are you doing. It's not quantitative yet. They have not declined an issue to a 30-year bond, but there are some places. I wouldn't buy anything on the ground in Miami, right? They are
ALREADY SEEING IN SOUTH FLORIDA A DECLINE IN PROPERTY VALUES. MAYBE NOT IN MIAMI BEACH, BUT IN VENEZUELA, WHERE PLACES IS TO STASH IN 5 YEARS THAT WILL BE GREAT. THAT ISN'T SOMETHING TO SAY THAT IT SHOULDN'T BE SOMETHING WE SHOULD WORRY ABOUT. AND CONGRESS IS SEEING THAT WE ARE PAYING OVER AND OVER IN THE SAME PLACES. FOR THE FIRST TIME EVER IN JANUARY 2018, CONGRESS APPROPRIATED MONEY TO HUD FOR MITIGATION. THEY ALLOCATED $15 BILLION TO ONLY GO TO A DOZEN PLACES THAT HAVE BEEN HARD HIT OVER THE LAST 3 YEARS. IT'S SOMETHING, IT'S A START. THE RULES AREN'T YET OUT ON HOW THAT MONEY IS TO BE SPENT, BUT SOME PLACES, I THINK PUERTO RICO GOT $8 BILLION OF THAT MONEY. SO THERE IS A LOT OF MONEY TO DO SOMETHING DIFFERENT BECAUSE WHAT WE ARE DOING NOW AT EVERY LEVEL IS JUST NOT WORKING. IT'S PLACES LIKE HOUSTON HAVE WORKED THEIR WAY OUT FOR A NUMBER OF YEARS, THAT'S NOT GOING TO WORK FOR EVERYBODY. SAME IN LOUISIANA, WE'LL JUST BUILD A BIGGER LEVY. NO. IN MIAMI, THE SUBSURFACE IS LIMESTONE, POROUS. ENDANGERING THE EVERGLADES. THE BEST THING ANYBODY COULD DO IS TO NOT ALLOW BUILDINGS TO GO IN THE WRONG PLACES. SO YOU HAVE TO KNOW YOUR RISK TO KNOW WHERE THE WRONG PLACES ARE, RIGHT? AND YOU NEED TO INFORM PEOPLE WHO ARE GETTING BUILDING PERMITS OR EVEN BEFORE THAT, BUYING LAND, WHAT THAT RISK IS BECAUSE THERE IS NOTHING WE CAN DO THAT IS BETTER THAN PREVENTING THAT BUILDING FROM HAPPENING IN THE WRONG PLACE. OKAY, I'M GOING TO SAY A LITTLE BIT MORE. I DID SOME WORK, I WAS ON A TASK FORCE FOR THE GOVERNOR ON THE VIRGINIA ISLANDS AFTER IRMA AND MARIA. HE WANTED TO HAVE A RESILIENT RECOVERY. WE DID A BUNCH OF WORKSHOPS ON THE THREE ISLANDS, THE VIRGINIA ISLANDS. I HAVE DONE THIS WORKSHOP MANY TIMES IN MANY PLACES AND IT'S ALWAYS INTERESTING TO ME BUT SHOCKING TO THE PARTICIPANTS. WE HAVE THEM GO THROUGH AN EXERCISE WHERE THEY LOOK AT CONSEQUENCE AND FREQUENCY OF EVENTS AND WE ASKED THEM TO CONSIDER THEIR
SHOCKS AND STRESSES. SHOCKS MIGHT BE A HURRICANE, RIGHT? GOSH, IT MIGHT BE A FINANCIAL COLLAPSE, A GLOBAL RECESSION. A STRESS IS CHRONIC POVERTY, A STRESS IS UNEMPLOYMENT OR UNDER EMPLOYMENT. A STRESS MIGHT BE CIVIL UNREST OR DISEASE, RIGHT? A LACK OF CLEAN WATER. SO WHEN PEOPLE END UP ANALYZING THE HIGH CONSEQUENCE, HIGH FREQUENCY THINGS, THEY ARE ALMOST ALWAYS THOSE CHRONIC THINGS. IT SAYS A LOT ABOUT IF YOU ARE GOING TO BE MAKING INVESTMENTS IN RESILIENCE, WHAT YOU SHOULD BE PLANNING FOR AND FOR THOSE CONDITIONS THAT ARE SO STRESSFUL TO LIVE EVERYDAY, BUT ALSO TO RECOVER, TO BE RESILIENT IN THE FACE OF A DISASTER. AS YOU GO THROUGH YOUR OWN PLANNING PROCESS, IT MIGHT BE EASY TO PRIORITIES ON THOSE STRESSES AND SHOCKS THAT YOU THINK ARE GOING TO HAPPEN AND THEN FIGURE OUT, WHAT ARE THOSE SIDE OF VALUES THAT MIGHT BE AROUND MONTGOMERY COUNTY AND PRINCE GEORGE'S COUNTY. A LOT OF TIMES IT'S NOT THE WHAT, BUT THE HOW THAT GIVES YOU A MORE RESILIENT OUTCOME AND HOW YOU ENGAGE AND HOW BROADLY YOU ENGAGE. WHAT WE HAVE THOUGHT IS TAKING THOSE SHOCKED STRESSES AND ADD A VALUE, A LOT OF THOSE CAN BE PLANNED FOR DISASTER RECOVERY AND INVESTMENTS THEY MIGHT TAKE OUT OF THEIR CAPITAL PLAN. BECAUSE WE AS A COUNTRY, AS A COUNTY, AS A PEOPLE, WE USED TO HAVE ENOUGH MONEY THAT WE COULD AFFORD TO PAY FOR ONE THING AT A TIME, HAVE A SINGLE PURPOSE, A CIVIL WORKS PROJECT. A SINGLE PURPOSE ENTITY, PAY A DOLLAR, GET A DOLLAR'S WORTH FOR THE VALUE. WE CAN'T DO THAT RIGHT NOW. WE REALLY CAN'T. AND SO MUCH OF WHAT WE COULD BE DOING IS SERVE MULTIPLE PURPOSES. WE NEED TO GET 4, 5, OUT OF $10 OF EXPENDITURE AND A LOT OF THAT IS CHANGING THE HOW OF WHAT WE DO. I WOULD START MINING YOUR CAPITAL BUDGET AND GETTING YOUR AGENCIES TOGETHER AND IF THEY SHARE SOME OF THESE VALUES, THEY MIGHT BE ABLE TO WORK TOGETHER ON PROJECTS WHERE THE COMBINED COSTS OF DOING SOMETHING IS ACTUALLY LESS WHEN
They work together than if they work separately. That's what we find in almost every case. It's not just the what, it's the how. I will say and this is an example from the Virginia Islands that if their values were investing in people, reducing risk, increasing their own competitiveness, because it's expensive to live there and serving imported especially energy and their electric grade was really unreliable. If those are values and the things that you are investing in are different than if you had a different set of values, you are focusing more on using the money to actually train the local workforce. You don't want contractors doing the work if it takes longer to recover. You want your people doing that work and you want to be able to transition them to main attaining that infrastructure that has been built. Why would you suffer high rates of unemployment when you have all of this funding coming in. In Puerto Rico if you have $8 billion, you better have funding for that. So helping these guides on what to do can make things better. I heard some talk of, you know, maybe it's too soon but a capital budget and reduction in fees. Winston Churchill said it right, gentlemen, we are out of funds and now we have to think during World War II and that's where you are. It's not necessarily that bad. Okay, we are not recovering from disaster, but we are doing anything to win the economy. We have to think better, smarter, thinking about the future, we are going to win. Okay, so, just to give you a quick example of some other work that we did at HUD that's relevant. This is an example of a post Sandy Manhattan. And what you would do if you had a storm surge and a hurricane. Isn't it obvious that you would build a seawall. That's engineering 101. And in fact there were seawall plans in New York and Montgomery County that
ARE DECADES OLD. SOMEONE WOULD SURE DRAG OUT ONE OF THOSE PLANS AND SAY,
GREAT, WE CAN NOW FINALLY FUND THIS WITHOUT LOOKING AT HOW THAT 40-YEAR PLAN MEETS OUR NEEDS. NO 40-YEAR-OLD PLANS, NO 20-YEAR-OLD PLANS. I GUARANTEE YOU SOMETHING THAT YOU PLAN 10 YEARS AGO DIDN'T LOOK AT CLIMATE CHANGE. SO YOU HAVE TO RELOOK AT ALL OF THOSE THINGS. YES, YOU COULD BUILD THE EQUIVALENT OF A SEAWALL, BUT WHY WOULD YOU DO THAT IF YOU CAN INSTEAD HAVE A SERIES OF WATER FRONT PARKS THAT HAVE A DIFFERENT CHARACTER IN EVERY NEIGHBORHOOD, RIGHT? THAT ALSO PROVIDE THE SAME LEVEL OF PROTECTION AS A SEAWALL. SO, THAT GETS MULTIPLE BENEFITS ON A DAY WHEN THERE IS NOT A STORM SURGE, NOT A HIDEOUS EYESORE THAT MAKES IT MORE BEAUTIFUL AND PEOPLE USE IT ALL THE TIME. SO THAT'S THE KIND OF THING WE ARE LOOKING TO TRY TO DO. I WOULD FURTHER SAY THAT ON ALL OF THESE THINGS WHETHER IT'S TRANSPORTATION OR RESILIENCE, THERE IS NOT A SILVER BULLET. I'M NOT HERE TO TELL YOU THIS IS WHAT TO DO, HERE IS THE ANSWER, DO THE ANSWER. NO, YOU ARE GOING TO HAVE TO INNOVATE. OH GOSH, I DON'T KNOW WHAT HAPPENED THERE. SOMETHING BAD. YOU ARE GOING TO HAVE TO INNOVATE. INNOVATING ACTUALLY MEANS BEING TOLERANT OF FAILURE. BELIEVE ME, IF YOU NEVER FAIL HERE, THEN YOU ARE NOT TRYING TO ACTUALLY DO ANYTHING DIFFERENT. I KNOW, GOVERNMENTS HATE TO FAIL, YOU HATE TO BE ON THE FRONT PAGE OF THE POST WITH SOMETHING YOU DID. I ALWAYS HATED THAT. BUT, SORRY, YOU HAVE TO DO IT. IN SOME CASES, IT'S REALLY A BADGE OF HONOR, RIGHT? BUT YOU ARE NOT GOING TO GET TO NEW INNOVATIVE SOLUTIONS WITHOUT TOLERANCE AND A LOT OF YOU IN THE SMART PLANNING DEPARTMENT KNOW HOW TO DO THIS. YOU HELP MANAGE PEOPLE'S EXPECTATIONS. WE TALKED ABOUT THE BICYCLE SHARE PROGRAM, WE NEVER TALKED ABOUT THAT CLUNKER. THAT BIKE SHARE PROGRAM WAS THE WORSE. IT'S CALLED SMART BIKE. WE MADE SOME POOR ADVERTISING COMPANY PAY
US IN BIKE SHARE SERVICES RATHER THAN MONEY. THEY WANTED TO ADVERTISE ON OUR BUS STOP AND WE SAID SURE, GIVE US BIKE SHARE SERVICES. THEY SAID WHAT?
WHAT IS THAT? WE SAID FIGURE IT OUT. IT WAS 100 BIKES, TEN STATIONS, IT WASN'T REGIONAL, TERRIBLE. BUT CAPITAL BIKE SHARE, AWESOME. EVERYTHING WE HAVE LEARNED THAT WE HATED ABOUT A SMART BIKE WE FIXED IN CAPITAL BIKE SHARE AND IT WAS REGIONAL, IT WAS SOLAR POWERED, IT WAS BIG. THE BIKE COMPANIES WERE GETTING BIGGER. HERE IS A BIKE COMPANY ON PENNSYLVANIA AVENUE. WE SAID, WE NOT GOING TO DO THAT. WE ARE GOING TO DO SOMETHING TEMPORARY. WE ARE GOING TO GET OUT SOME PAINT AND PAINT SOME BIKE LANES AND TAKE FEEDBACK. SO HE RESTRIPED THIS FIVE TIMES IN 3 MONTHS. WHEN THE SCREAMING GOT TO A DULL ROAR, THE DIFFERENT FACTIONS, THE BIKERS, PEDESTRIANS, MOTORIST AND THE COMMUTERS, WHEN THEY WERE ABOUT SCREAMING AT THE SAME LEVEL, WE SAID, AHH, DONE. IT'S STILL THERE. IT'S TEMPORARY AND ALSO HELPS TO MANAGE PEOPLE'S EXPECTATIONS. WE ARE GOING TO CHANGE IT. WE ARE JUST DOING THIS TO GET YOUR FEEDBACK AND YOU HAVE TO. FAILING IS A BADGE OF HONOR BECAUSE IT SHOWS YOU ARE INNOVATING AND THAT'S A MARKETABLE THING FOR SOMETHING YOU WANT TO ATTRACT. BIKE SHARE IS THE LARGEST IN NORTH AMERICA FOR SEVERAL YEARS AND DID ALSO SOMETHING WE COLLECTIVELY WANT TO DO AND CHANGED THINGS IN THE COUNTRY FOR ADOPTING THIS BIKE SHARE PROGRAM.
IN THE ECONOMY, THINGS ARE CHANGING IN THE COUNTY. IT LOOKS LIKE YOUR MEDIAN GROWTH IS STAGNANT INCOME GROWTH, BUT IT'S NOT. THE WEALTH ARE GETTING WEALTHIER AND THE NON-WEALTHY ARE GETTING MORE NON-WEALTHY. THIS IS THE DISTRICT BY HOUSEHOLD INCOME AND YOU CAN SEE, THIS IS 2014, THAT ORANGE SPIKE AT THE TOP AT THE FAR RIGHT, THAT'S HOUSEHOLDS OF OVER $150,000 OF INCOME. WE ARE TRACKING THOSE ECONOMY WORKERS OF ANY AGE AND THEY ARE GETTING MORE MONEY AND IT'S CHANGING A LOT ABOUT THE HOUSING STOCK, ABOUT THE
TYPES OF RESTAURANTS THAT OPEN, BUT THE DISPARITIES ARE JARRING. AND THEY ARE JARRING IN A LOT OF NEIGHBORHOODS. ANOTHER THING THAT'S TRUE IN DC IS THAT POVERTY IS REALLY CONCENTRATED. ONE OF THE THINGS THAT I WAS RESPONSIBLE FOR WAS FAIR HOUSING. WE HAVE SEVERAL RACIAL AND ETHNICALLY SIGNIFICANTLY CONCENTRATIONS OF POVERTY IN THE DISTRICT. THAT IN ANOTHER YEAR WOULD HAVE PROBABLY RESULTED IN SOME VERY SERIOUS SANCTIONS BECAUSE ALMOST ALL OF THE POVERTY IS CONCENTRATED TO THE EAST AND NOTHING IS HAPPENING IN THE WEST. AND THE CITY'S OWN REPORT TO HUD FOR THE LAST 10 YEARS HAVE SAID THE VERY SAME THING BUT NOT A LOT OF ACTION ABOUT IT. IT'S NOT SO MUCH THAT WE DON'T LIKE CONCENTRATION. WE DON'T LIKE WHAT CONCENTRATED POVERTY DOES TO SCHOOL PERFORMANCE. WHAT IT DOES TO ACCESS TO OPPORTUNITY. YOU KNOW, YOU MIGHT THINK OF THE AMERICAN DREAM, MANY PEOPLE DO AS THE SINGLE FAMILY DETACHED HOUSE WITH THE PICKET FENCE, BUT HONESTLY FOR MOST PEOPLE IS THIS THE LAND OF OPPORTUNITY, MOBILITY, ECONOMIC MOBILITY. I'M A FIRST GENERATION AMERICAN, MANY PEOPLE IN THIS ROOM PROBABLY ARE, BUT MONTGOMERY COUNTY DOES WONDERFULLY WELL IN ATTRACTING IMMIGRANTS. FOR 30 YEARS, COMMUNITIES IN THE U.S. WERE GROWING MOSTLY THROUGH NET FOREIGN IMMIGRATION. BALTIMORE WERE TERRIBLE AT ATTRACTING IMMIGRANTS AND THEIR POPULATIONS HAVE REALLY CRATERED. BUT OPPORTUNITY, THEY COME FOR OPPORTUNITY, OUR PARENTS CAME FOR OPPORTUNITY AND FOR GENERATIONS THEY HAD THAT OPPORTUNITY. THE NEXT GENERATION DID BETTER THAN THE PREVIOUS ONE BUT THAT'S NOT THE CASE. OUR ECONOMY HAS CONCENTRATED SO MUCH OF THE NATION'S GDP IN A FEW PLACES AND HOUSING AND YOU ARE ABLE TO GET TO THOSE CONCENTRATED AREAS. WE HAVE TO DECONCENTRATE POVERTY AND IT'S NOT JUST HOUSING BUT ACCESS. OUR OTHER INVESTMENTS MIRROR THIS. I MENTIONED THE CAR BEING FOR MANY PEOPLE THE TICKET, THE PRICE OF ENTRY INTO THE
ECONOMY. IF YOU DON'T HAVE A CAR YOU CAN'T GET TO A JOB IN MANY PARTS OF OUR REGION, RIGHT? THIS SHOWS THAT THE LONGEST COMMUTES ARE IN THAT SAME EASTERN PARTS OF THE REGION. ONE OF THE THINGS THAT'S MOST IMPORTANT TO UNDERSTAND IS THAT ACCESS. AND IF I WERE TO LOOK FOR A SINGLE MEASURE OF EQUITY, FOR ME THAT WOULD BE THE MEASURE, EQUITY OF ACCESS. PROXIMITY TO JOBS. HOW LONG DOES IT TAKE TO GET THERE AND IS THAT COST TO THAT TRANSPORTATION, IS IT AFFORDABLE FOR THE PEOPLE WHO ARE TRYING TO SERVE. HERE, I MENTIONED THAT YOUR INCOMES ARE STAGNANT, BUT GROWING, BUT HERE YOU SEE THAT THE LIGHT YELLOW PLACES ARE WHERE POVERTY IS INCREASING OR INCOMES ARE DECLINING. THE DARKER THE AREAS ARE WHERE INCOMES ARE GROWING. YOU KNOW, YOU HAVE SOME VERY WEALTHY PLACES, WITH SOME NOT VERY WEALTH PLACES, AND IN THE DISTRICT ONE OF THE THINGS WE HAVE EXPERIENCED WHAT LOOKS ALMOST LIKE ECONOMIC IMMIGRATION IN THE NEIGHBORHOOD. THAT WITHOUT MORE HELP FROM THIRD PARTIES, THERE IS NOT MUCH ACTUAL MIXING OF PEOPLE. PEOPLE STICK TO THEIR OWN TRIBE AND IT'S NEVER BEEN EASIER TO LOOK AT YOUR PHONE AND NEVER HAVE AN INTERACTION WITH SOMEBODY LIKE YOU. OTHER WAYS TO THINK ABOUT IS WHAT ARE THE WAYS THAT WE CAN INCREASE THE CASUAL INTERACTION OF THE PEOPLE LIVING IN OUR NEIGHBORHOODS? WHAT CAN WE DO THAT BRING PEOPLE TOGETHER AND HOW CAN WE THINK ABOUT DOING THAT ON AN ON GOING BASIS. PLANNING AND PLANS OF THE FUTURE, IS SOMETHING TO DO TO TALK ABOUT THE FUTURE AND THAT'S SOMETHING GOVERNMENT ALWAYS DOESN'T DO WELL BUT IS IMPORTANT. I WANT TO TALK ABOUT THE LAST DISASTER IN OUR REGION WHICH IS THE RECESSION AND I WANT TO POINT OUT HOW DIFFERENT REGIONS FAIRED. LOOK AT MONTGOMERY COUNTY WHICH WAS THE RED LINE. IT DIDN'T HAVE THE HIGHEST PRICED MEDIAN HOUSING BUT IT WAS FOURTH IN 2007, FOURTH HIGHEST AND EVERYONE HAD THAT BIG BUMP UP.
In 2016, it’s now 5th, but most importantly is that overall it hadn’t regained the prerecession housing values, right? So some of the other jurisdictions, Alexandria and Arlington were districts that experienced the recession differently. I was planning director in DC at the time and I got scared because I saw cars disappearing and I thought people were fleeing the district and it was terrible but it turns out they were dialling down their cars and 2-car households became one and some gave up their cars and while values dipped, they didn’t plummet. And we gained on our regional chair of both populations and jobs post recession. Transportation choice was resilience, and started to see what other jurisdictions were looking for because in the job market, there was a lot of stimulus, our districts fared so differently and what were those differences and how can we make sure that we invest for those good shocks and move away from the things that continue to hurt us. I’m also going to show you commuting by locality even though these are hard to see. I’m going to point out. Look at the work at home, look at public transit, the walk, 1990, in 2000, work at home is good, transit and walking is some. That drive alone is going to be disrupted. If you’ve invested in anyway in that scenario, the transition is going to be rough, right? So parking standards. Investing in structured parking without thinking about what it could be when we are not when we don’t have so many cars, because the predictions are if we go to shared mobility, that some predictions are we are going to have 90% fewer vehicles which is crazy, but at least 50%, right? So that’s a lot of parking spaces that we are not going to need. So those are some things to think about, but also, these are moveable. We can do things to get more walking. What the current economy means is that every
RESIDENTIAL NEIGHBORHOOD NOW HAS LIKE AN OFFICE BUILDING’S WORTH OF WORKERS IN IT EVERYDAY BECAUSE PEOPLE WORK FROM HOME. THOSE PEOPLE WOULD SUPPORT AMENITIES IN THEIR NEIGHBORHOODS IF THE ZONING ALLOWED IT. LET ME TALK ABOUT ZONING FOR A SECOND. JUST SAY EVERY CITY, EVERY JURISDICTION IN AMERICA THE LARGEST CATEGORY IN RESIDENTIAL IS SINGLE FAMILY. YOU SAW FROM THE REPORT HOW MUCH THE DEMOGRAPHICS HAVE CHANGED. I THINK ALMOST 40% OF THE COUNTY OF RESIDENTS ARE ONE OR 2-PERSON HOUSEHOLDS AND THAT’S GOING TO GET EVEN MORE THE CASE AS PEOPLE LIVE LONGER AND AGE, RIGHT? AND THAT HOUSING STOCK IS NOT NECESSARILY SO EASY TO AGE IN PLACE. IT’S NOT EASY TO ACCOMMODATE THE CHANGE IN DEMOGRAPHICS. WHAT YOU ARE DOING FOR YOUR RESIDENTS IS MAYBE STICKING THEM WITH AN ASSET THAT THEY COUNTED ON BEING ABLE TO SELL BUT MAYBE THE MARKET ISN’T GOING TO BE THERE. SO WHAT CAN YOU DO TO MAKE THAT STOCK MORE MUTABLE, RIGHT? ONE OF THE THINGS WE DID IN DC WAS WHEN WE UPDATED OUR ZONING CODE WAS ALMOST EVERY RESIDENTIAL BY RIGHT. AND WE DISTRACTED PEOPLE WITH OUR PARKING REGULATIONS BUT IT’S ALSO EASY FOR US BECAUSE WE HAVE A TYPE OF ADU, AND THAT’S NOT JUST FLAT ZONE, WE’VE ALWAYS ALLOWED IT BY RIGHT AND PEOPLE CAN HAVE 2 UNITS AND PEOPLE WERE FAMILIAR WITH THAT NOTION THAT YOU HAVE SOMEBODY ELSE LIVING IN YOUR SINGLE FAMILY DWELLING BUT NOW YOU CAN HAVE IT DETACHED AND SEMI DETACHED IN ALMOST EVERY ZONE AND THAT MEANS A LOT OF DIFFERENT THINGS. IT MEANS INVISIBLE DENSITY AND INVISIBLE AFFORDABILITY IN NEIGHBORHOODS THAT HAVE CHANGED. ALMOST EVERY NEIGHBORHOOD IS LESS DENSE. I SHOULDN’T SAY THAT ABOUT MONTGOMERY COUNTY. SOME NEIGHBORHOODS ARE DEFINITELY LESS DENSE BECAUSE YOU HAVE SO MANY IMMIGRANTS, YOUR HOUSEHOLD SIZE IS GOING UP. IN THE DISTRICT IT’S KIND OF GOING DOWN AND WE HAVE ALMOST AS MUCH AS HALF IN THE HOUSES IN 1950 THAN 2010. THAT MEANS FEWER
CUSTOMERS FOR TRANSIT AND RETAIL AND BECAUSE THE STOCK HASN'T CHANGED, THERE WAS NOT MUCH WE COULD HAVE DONE FOR DENSITY AND RESTORE THE DENSITY THAT HAD BEEN THERE WHEN THOSE NEIGHBORHOODS WERE BUILT. IT'S A GREAT THING TO LOOK AT. I'M LOOKING AT HAN'S BECAUSE I KNOW HE HAS A BILL THAT WOULD MAKE THINGS EASIER TO HAVE THIS IN THE DISTRICT AND IT MAKES SENSE FOR SO MANY FOR SO MANY REASONS. EVEN WITH AFFORDABILITY IN THE DISTRICT, IT'S NATURALLY MORE AFFORDABLE WITH THAT ACCESSORY UNIT BECAUSE IT'S SMALLER AND YOU HAVE THAT AFFORDABILITY AND THAT SECURITY TO RETIRE BECAUSE YOU HAVE THIS INCOME AND BECAUSE YOU ARE GOING TO AGE AND HOW ABOUT THOSE PESKY TEENAGERS WHEN THEY COME BACK FROM COLLEGE. WOULDN'T IT BE GREAT IF THEY HAD A PLACE WHEN THEY COME BACK. A LOT OF PEOPLE BUILDING ADU'S IN THE DISTRICT AND THEY ARE MOVING TO AN ADA ACCESSIBLE UNIT AND THEY ARE GOING TO TRAVEL AND HAVE THAT INCOME TO TRAVEL ON. THEY ARE VERY EXCITED ABOUT IT. IT'S A GREAT OPPORTUNITY, SOMETHING PERFECT TO THINK ABOUT AS YOU LOOK AT THE FUTURE AND A LOT OF PLACES ARE GETTING INTO IT. CALIFORNIA IS HAVING A HUGE BOOM AND PART BECAUSE THE STATE PREEMPTED LOCALITIES WHO HAD OVERLY STRICT REQUIREMENTS. WE ARE TALKING ABOUT WHERE PEOPLE ARE GOING TO LIVE AND ARE WE EDUCATING THE WORKFORCE OF TOMORROW. AS YOU PROBABLY HAVE HEARD, THIS IS MY FAVORITE QUOTE, THE FUTURE IS ALREADY HERE, IT'S JUST NOT EVENLY DISTRIBUTED. SO WE HAVE POCKETS OF IT EVERYWHERE. THANK YOU VERY MUCH FOR YOUR TIME. I WOULD BE HAPPY TO TAKE QUESTIONS. [ APPLAUSE ]

SO WE HAVE A COUPLE OF MIC'S GOING AROUND THE ROOM. I WILL START WITH YOU, SIR.

PUBLIC SPEAKER: WE SEE CLIMATE CHANGE OCCURRING AND WE SAW IN THE LAST 2 WEEKS THAT THE NATIVE IS PUTTING A 15-FOOT FLOODWALL IN WASHINGTON. MOST OF SOUTH OF PENNSYLVANIA WILL BE
UNDERWATER IN 50 YEARS. WE WILL HAVE NO MONORAIL SERVICE, MOST WON'T WANTING TO INTO THE DISTRICT AND MOST AGENCIES WILL HAVE TO RELOCATE TO MONTGOMERY COUNTY OR PRINCE GEORGE'S COUNTY WHICH IS MOST OF ALEXANDRIA AND ARLINGTON WILL BE UNDERWATER ALSO. ARE WE PLANNING FOR THIS OR JUST ASSUMING IT'S NOT GOING TO HAPPEN?

I CAN'T REALLY SPEAK TO WHAT DC IS DOING NOW, BUT I THINK THEY ARE PLANNING FOR THIS. I HAVE ALWAYS SAID THE MONUMENT WOULD BE GREAT TO SEE BY GONDOLA. AND IF YOU HAVE BEEN TO VENICE. I'M BEING FACETIOUS. BUT PART OF THAT MIGHT BE HOW WE ACCESS THINGS DIFFERENTLY. IN MIAMI THEY ARE TALKING ABOUT HOW THE SEA RISES, THEY ARE GOING TO HAVE REQUIREMENT COMMUNITIES THAT YOU CAN REACH BY BOAT FOR THAT PARTICULAR SPECIAL PURPOSE. I THINK WE ARE GOING TO SEE A LOT OF THOSE KINDS OF CHANGES. SOME OF IT FOR A NUMBER OF DECADES IS GOING TO MEAN PUTTING THE UTILITIES SOMEWHERE HIGH WHERE THEY CAN'T GET DAMAGED. WE HAD ONE ON THE MALL WHERE THERE WAS FLOODING. THERE ARE SOME THINGS THAT PEOPLE CAN DO IN THE INTERIM THAT WILL ALLOW LOWER FLOORS TO GET WET. THAT'S POSSIBLE AND MOST OF THE TIME, SEA LEVEL RISE IS A DIFFERENT THING BUT A LOT OF IT IS WEATHER RELATED BY FLOODING THAT CAN BE ACCOMMODATED BY CERTAIN ADAPTATIONS. WE MIGHT HAVE TO MOVE THE BUILDINGS BACK AND ACCOMMODATING AT A DIFFERENT DENSITY AND PUBLIC LAND ON THE NEW WATER FRONT. THERE ARE LOTS OF CONCENTRATIONS THAT WE NEED TO THINK ABOUT AND BETTER TO DO IT NOW THAN TO WAIT FOR THOSE EVENTUALITIES TO HAPPEN.

I WAS AT A CORRESPONDENCE AND THERE WAS A PRESENTATION FROM THE AARP WHO HAS BEEN STUDYING ADU'S AND SOME OF THE GREATEST OPPOSITION WERE FROM THOSE WHO MAY AS WELL BE AARP MEMBERS. AARP HAD NOT BEEN ADVOCATING FOR THIS AND I LOOK AROUND THIS ROOM AND INCLUDING MYSELF THERE IS A FAIR NUMBER OF US WHO COULD QUALIFY AS AARP MEMBERS AND
IF YOU CAN GET THESE KIND OF ORGANIZATIONS BEHIND IT, THEY HAVE SIGNIFICANT LOBBYING ABILITY. THEY ARE JUST NOT USING IT AND IT’S HOW TO KIND OF UNLOCK THAT FOR THESE PURPOSES WHICH ONE OF THEM KNOWS IS VALUABLE. >> I COULDN’T AGREE WITH YOU MORE. I HAVE BEEN TO A CONVENING RECENTLY THAT AARP IS DOING AND THEY ARE ALSO REVAMPING SOME REGULATORY GUIDELINES TO HELP ADOPT ADU’S, THE REGULATIONS THEMSELVES. SO AT LEAST PART OF THE AARP IS INTERESTED IN DOING IT. BUT I DO THINK THAT THERE IS NOTHING THAT KIND OF BEATS ON THE GROUND LOCAL ORGANIZATION TO HELP TALK ABOUT THE BENEFITS. THE MULTIPLE BENEFITS OF HAVING MORE OF THAT KIND OF HOUSING CHOICE. SO, YEAH, I THINK YOUR POINT IS A GOOD ONE. I WILL SHARE IT WITH THEM.

PUBLIC SPEAKER: I WOULD LIKE TO KNOW A LITTLE BIT ABOUT HOW YOU WORK WITH OTHER COMPETING AGENCIES TO GET WHAT YOU WANT. FOR INSTANCE, I HAVE SEEN A COUPLE PROJECTS COME IN WHERE DEVELOPERS ARE REALLY PROGRESSIVE AND THEY ARE GOING TO LOWER THE AMOUNT OF PARKING SPACES AND OTHER DEVELOPERS WANT TO MAXIMIZE IT AND YOU HAVE TO REASON WITH THEM AND SAY YOU DON’T NEED SO MANY PARKING SPACES, AND WITH ROADS, WE ARE PUTTING OUT MORE ROADS AND WIDENING WHEN IT DOESN’T MAKE SENSE WHEN THEY ARE PREDICTING THERE ARE GOING TO BE FEWER CARS. WE ARE KIND OF CONTRADICTING OURSELVES. I’M WONDERING HOW DO YOU WORK WITH THOSE CONTRADICTIONS?

I THINK IT STARTS WITH TRYING TO FIND A SHARED VALUE OR SET OF VALUES THAT YOU HAVE WITH SOMEONE. YOU MIGHT END UP DISAGREEING ON APPROACHES OR TACTICS, BUT IF YOU BOTH BELIEVE THAT THE GOVERNMENT MAYBE SHOULDN’T WASTE ITS RESOURCES, RIGHT? IF YOU BOTH BELIEVE THAT YOU WOULD LIKE THE DEVELOPER’S PROJECTS TO BE SUCCESSFUL AND WHY THAT IS AND HOW THAT COULD BE. YOU KNOW, SOMETIMES PEOPLE DON’T BELIEVE WHAT YOU ARE SAYING IS RIGHT. THEY DON’T BELIEVE YOU ARE CORRECT. A
[01:23:34] LOT OF TIMES FOR DEVELOPERS, IF THEIR
[01:23:39] DEVELOPMENT WAS PHASED, I WOULD
[01:23:41] BASICALLY REQUIRE THEM TO MONITOR
[01:23:47] THEIR PARKING UTILIZATION. THERE WAS
[01:23:53] ONE THAT COULDN'T TELL ME ABOUT THEIR
[01:23:57] RATE FOR THEIR DEVELOPMENT AND IS THAT
[01:23:59] GOING TO DOUBLE WITH THEIR SINGLE
[01:24:01] DEVELOPMENT? I DON'T THINK SO. WHY
[01:24:03] DO THEY HAVE SUCH A HIGH PARKING
[01:24:07] NUMBER? THEY COULD NEVER TELL ME AND
[01:24:10] NOT A SINGLE ONE KNEW WHAT THE CAR
[01:24:14] RATE WAS. SO LET'S SEE HOW MANY PEOPLE
[01:24:17] PARK. YOU BUILD THE PARKING YOU WANT
[01:24:19] TO BUILD FOR YOUR FIRST PHASE AND YOU
[01:24:22] EAT THAT PARKING OFF YOUR SECOND PHASE
[01:24:24] EVEN THOUGH IT'S NOT GOING TO BE VERY
[01:24:27] CONVENIENT FOR THE SECOND DEVELOPMENT
[01:24:28] IF YOU DON'T GET THE UTILIZATION THAT
[01:24:30] YOU SAY YOU ARE GOING TO GET THAT YOU
[01:24:33] DON'T GET MORE PARKING. IN SOME CASES
[01:24:34] THEY WILL JUST DO THE PARKING AND THE
[01:24:39] OTHERS WOULD TAKE THE OTHER ROUTE AND
[01:24:42] GET BIG PARKING AND IT WASN'T THE CASE
[01:24:45] THAT MORE PEOPLE PARKED THAN THEY
[01:24:46] THOUGHT AND WE COULD HAVE BEEN MORE
[01:24:50] AGGRESSIVE. BUT, YOU KNOW, I DON'T
[01:24:51] THINK IT'S UNFAIR TO ASK PEOPLE TO BE
[01:24:54] SHOWN. SOMETIMES THERE IS A SOLUTION.
[01:24:56] YOU KNOW, 1 CASE MIGHT BE DON'T BILL
[01:25:02] THE PARKING PERMANENTLY BECAUSE OUR
[01:25:03] OWN DEVELOPMENT
[01:25:06] COMMUNITY IN THE REGION HAS DONE SOME
[01:25:08] ANALYSIS. THE HIGHER THE WALK SCORE,
[01:25:22] BUILD THAT UP. WHY NOT SAY MEET HALF
[01:25:27] THE REST OF IT IN OTHER PLACES BECAUSE
[01:25:31] THOSE BUILDINGS HAVE OFTEN PARKING
[01:25:37] DISCREPANCIES. THE PARKING MANAGER IS
[01:25:40] NOT LEASING THE PARKING, HE'S LEASING
[01:25:42] OFFICES. HE DOESN'T PAY ANY ATTENTION
[01:25:44] TO THAT OR HAVE ANY KNOWLEDGE. THIS IS
[01:25:51] ABILITY TO DO A TRANSACTION
[01:25:56] ELECTRONICALLY CAN BE MAGICAL BECAUSE
[01:25:57] WE HAVE TOO MUCH PARKING. WHAT WAS
[01:26:03] YOUR OTHER QUESTION?
[01:26:07] >> THE EXPANDING ROADS.
[01:26:08] >> I WILL SAY SOMETHING ABOUT ROADS.
[01:26:10] DO WE BELIEVE IN ECONOMICS, DO WE
[01:26:12] BELIEVE IN SUPPLY AND DEMAND? YES OR
[01:26:18] NO, YES? WE DON'T APPLY IT TO ROADS.
[01:26:22] RIGHT? INSTEAD OF DOLLARS ON THE
[01:26:24] SUPPLY AND DEMAND CURVE, RIGHT? WE
[01:26:27] USE TIME. TIME IS THE SUBSTITUTE FOR
[01:26:29] DOLLARS. SO WE MODULATE HOW FAR AWAY
[01:26:37] WE ARE WILLING TO LIVE AND THAT NUMBER
[01:26:40] ENDS UP BEING PRETTY CONSTANT AND THE
[01:26:44] THING ABOUT BUILDING NEW ROADS IS THAT
[01:26:45] IT MAKES IT FASTER TO DRIVE
[01:26:47] TEMPORARILY WHICH MAKES MORE PEOPLE
[01:26:48] GET IN A CAR AND DRIVE OR MOVE TO A
[01:26:51] PLACE WHERE THEY ALWAYS HAVE TO BE IN
[01:26:53] A CAR BECAUSE AT LEAST FOR, YOU KNOW,
[01:26:56] A HOT MINUTE, IT'S ACTUALLY FASTER TO
[01:26:58] DO THIS THING, BUT THEN THE ROAD FILLS
[01:27:01] UP AGAIN. YOU KNOW, WE ARE NOT
[01:27:04] CHARGING PEOPLE, WE ARE NOT USING
[01:27:06] THOSE RULES OF ECONOMICS TO FIGURE
[01:27:08] THIS PROBLEM OUT. SO, YEAH, IT'S ONE
[01:27:13] OF THE STUPIDEST THINGS WE DO IN
[01:27:16] AMERICA AND THERE IS A LOT OF
[01:27:17] COMPETITION FOR THAT PRIZE.
[01:27:18] >> I THINK WE HAVE TIME FOR ONE MORE
[01:27:23] QUESTION.
[283x445] OU CAN'T
[72x432] [ LAUGHTER ]
[01:27:32] >> BUT FOOD IS AN AREA THAT WE ARE
[01:27:41] GOING TO BE EXPERIENCING. WE ARE GOING
[01:27:43] TO SEE RISING COST AND THERE WAS A
[01:27:45] STUDY THAT CAME OUT THAT WAS LOOKING
[01:27:47] AT THE CALIFORNIA FOOD SYSTEM AND HOW
[01:27:50] ITS PROJECTED TO BE DISRUPTED IN
[01:27:58] CALIFORNIA WHICH PRODUCES TWO-THIRDS
[01:28:02] OF OUR FRUITS AND NUTS AND OUR
[01:28:07] VEGETABLES. WE ARE GOING TO FEEL THOSE
[01:28:11] EFFECTS. HOW DO YOU ADDRESS THAT ON
[01:28:17] >> MAYBE I'M LAZY. I OFTEN LOOK FOR
[01:28:23] FRUIT. ONE OF THE THINGS THAT'S BROKEN
[01:28:26] IN AMERICA IS FOOD WASTE. WE HAVE
[01:28:31] ENORMOUS AMOUNTS OF FOOD WASTE.
[01:28:33] WITHOUT GROWING MORE FOOD, WE COULD DO
[01:28:35] A BETTER JOB. I HAVE A CSA THAT'S
[01:28:40] CALLED THE HUNGRY HARVEST. DON'T YOU
[01:28:43] LOVE IT? IT'S REALLY CHEAP. YOU GET
[01:28:47] BIZARRE THINGS. I GOT A PINEAPPLE THIS
[01:28:52] BIG AND A SQUASH THIS BIG. IT'S STUFF
[01:28:56] THAT THEY DON'T THINK THEY CAN SELL
[01:29:01] LIKE TWO CARROTS STUCK TOGETHER AND
[01:29:03] THEY CAN'T SELL THAT. THAT WOULD BE
[01:29:05] FOOD WASTE AND THIS IS A COMPANY
THAT'S BEEN CREATED TO TAKE THINGS OUT OF A SUPPLY AND FIND A MARKET FOR THEM SO THAT FOOD DOESN'T GET THROWN DIRECTLY AWAY. THAT'S NOT THE TOTAL ANSWER TO YOUR QUESTION, BUT I THINK WE COULD BE DOING THINGS A LOT SMARTER WITH HOW WE DISTRIBUTE FOOD AND HOW WE ACTUALLY GET IT USED AND HOW SOME PEOPLE MIGHT NEED IT.

FOR CALIFORNIA, FOR BETTER OR WORSE, THERE ARE OTHER PARTS OF THE COUNTRY THAT ARE GOING TO HAVE MORE OF A CLIMATE LIKE CALIFORNIA. PLACES IN AMERICA WILL HAVE A LONGER GROWING SEASON. WHETHER YOU ARE A WINE GROWER OR YOU ARE A FARMER, WHETHER YOU ARE A FISHERMAN BECAUSE THOSE THE FISHERIES ARE CHANGING BECAUSE OF THE WATER TEMPERATURE AND WHAT KIND OF FISH ARE THERE AND EVERY IS CHANGING ABOUT THE BUSINESS AND FOR YOU BEING ABLE TO DO IT. FOR MONTGOMERY COUNTY WHAT TREES CAN THRIVE WITH MORE RAIN AND HIGHER HEAT. WE ARE IN A DIFFERENT PLANT ZONE. SO I DON'T HAVE A COMPLETE ANSWER TO YOU, BUT IF THE MESSAGE OUT OF THIS CONVERSATION IS BE PREPARED, LOOK TO WHAT'S CHANGING, REACT TO WHAT'S CHANGING, DON'T KEEP DOING WHAT YOU ARE DOING. I THINK THAT APPLIES TO FOOD AS MUCH AS ANYTHING ELSE.

THANK YOU ALL SO MUCH. LET'S GIVE A BIG HAND TO HARRIET FOR THE WONDERFUL PRESENTATION.