

CLOSING PLENARY SESSION – THE PROSPECT FOR ADVANCING
METROPOLICIES IN THE COMING YEAR

MS. LIU: Thank you so much for many of you for staying with us this long from dinner last night until today. I know it's been a very tight schedule with a lot of content, and we do want to keep this session short, but we also want to give a chance for many of you to ask questions and give us suggestions, as well.

The purpose of this wrap-up session is to really talk about next steps. I think there were a lot of ideas discussed today and argument about why we are a metro nation and why need a metro policy to match the realities of our economy today, the way we live, and what we really want to reinforce to many of you is that we realize that this conversation cannot stop at this conference today, and we yesterday had a meeting with our partners and some members of our leadership council about to ensure that the ideas generated out of this conference, the innovations, and energies that are happening in the regions around the country inform and animate up truly in a bottoms-up way. The state reforms, the federal reforms that we are talking about that are needed to, again, advance the prosperity of this nation.

And we feel, again, very confident that there is real opportunity right

now in the political environment, in the public discourse, to make these ideas real because they are so much grounded in, again, the way most problem-solving is happening on the ground today, and there are plenty of ideas out of this session, there are certainly plenty of facts, there's certainly plenty of statistics to make this argument. There are certainly many proposed solutions. The issue now is the action and the political will to make those changes occur and take these ideas to the next level. And, so, what I want to do is to lay out a little bit today how we think about -- I think there's one slide we put up here. We think there's plenty of things that you can do with us at Brookings, with our metropolitan partners to advance this agenda beyond today, and I'm going to talk through them very quickly, but I also have up here to join us in this conversation -- obviously, many of you know Bruce Katz.

We have Steve Crawford, who is the deputy director of the Metropolitan Policy Program, who's working very closely with many of you on state reforms, particularly in the Great Lakes area. I know he has a lot of ideas and relationships that can contribute to this. But I also had asked one of our partners to reflect on what he is going to do in his community to advance this agenda and what he has observed, he would like to see from his own citizens, and that is Mayor Funkhouser, who's the mayor of Kansas City, and we have been very lucky to work with Mayor

Funkhouser at the very beginning of this blueprint for American Prosperity. He was one of our earliest partners. He got it right away because he was elected on a reform agenda, and he has embodied that reform spirit from the moment he has entered office. And you heard from Johnson County executive, Annabeth Surbaugh today. He has made it a priority from the beginning to work with his surrounding jurisdictions with Annabeth Surbaugh on many of the issues that are critical to not just the City of Kansas City, but to the region as a whole, and I think he has been so articulate on these issues, particularly when he gave a speech about a year ago to the editorial writers conference that took place in Kansas City.

But we also, as I go through this real quickly today, I know we really want to hear suggestions from you. If you think there are other things that we have forgotten, if you think there's better ways we can communicate this agenda, I think we are certainly open to it.

So, I'm going to go ahead and sit down and join -- you can see on this slide today that we do think there are lots of things that you can do to help to make this work. We have so many leaders in this room who represent so many different sectors of our local communities, whether it's private, non-profit, grassroots, elected positions.

We think one of the first things that you can do is to really embody the spirit and principles of leading a metro nation. I think the fact

that many of you are here today, that you understand this inherently, and the thing is you have so much influence in your own home community and within your own organization.

All I kept thinking about yesterday when listening to Professor Porter was that regional success, which, again, this agenda has to start from the bottom up. It has to start from local innovations, the ideas that come from our localities because the feds and the states will respond to the innovations and the demands that are coming from our communities, and this happens because of the enormous amount of ideas, relationships, partnerships that are being built in our jurisdictions, in our communities every day, and those are the people sitting in this room.

So, I would say when you go back to your organizations to think about integrated solutions all the time. I think you do already. It is about working in partnership with the public and private sector; it is about always working across jurisdictional lines and thinking about the regional context in which many of the challenges that you were working on do. I think many of you do this already. If you embody this in your activities every day, I think it would have a thousand fold impact on the ground.

The second thing we wanted to say is, obviously, we can organize and advance this agenda at home. Again, we think that the ideas and the energy -- if the federal leaders and national leaders would

respond to the innovative ideas that come up from the bottom up, and many of our partners who are still here in this room already have ideas on how they can organize their regions in a way to solve problems across jurisdictional lines, and even organizing -- I know some of our friends from Tennessee are still here, but our friends in Tennessee and other states want to organize the metropolitan areas in their own state in a statewide summit to inform state reform and particularly around the governors races in 2010 and beyond or the ones that are happening now. There are plenty. I think that if we organize ourselves at home, it will percolate up, and because this about federalist reform at the federal, state, and local level, we certainly know that we have to act this way at home, we certainly have to engage our states and partner to this, and I think the feds will respond.

Third is obviously to promote ideas through the media. In all of these, you know, I was going to say is that Brookings is trying to help support all of the regional action and state action that's going around the country.

On the media side, we certainly believe that public opinion matters, and that we need to shape the news coverage, the opinion pages to inform the electorate and our leaders who read these print pages all the time. And many of you are so much more articulate about the realities of

a metro nation that's not being captured by decision-making that might be happening on the ground today.

And, so, I would ask you to write op-eds, to write letters to you editors, to blog, because I'm sure many of you have blogs at home, to really advance these ideas and educate many of your peers and those in your networks.

We certainly here at Brookings have been very aware of the political season that we are in and have been trying to place op-eds with our partners, sit down with editorial writers in key primary states and other key states as we move into the general. Highly encourage -- you have so much influence locally, as well, and would like to ask you to also think about the political season that we are in.

The fourth is that we do want to advance discreet federal policies. I think many of you sat through some, I hope, very dynamic discussions today about some key legislative opportunities that we see before us. For us, the blueprint is about change. It is not only about changing the mental map of the public discourse about our metro nation, but we want to change policy. For us, victory would be if we can get some emblematic reforms passed at the federal level in the next Congress, in the next administration, and, over time, see that also infiltrate down at the state level.

In all the sessions that we talked about today, there are real vehicles reform at this moment, and Bruce I know in a private session we had with some of our partners yesterday articulated the really real vehicles that are before us, and we would tell you you have, again, because of your relationships, because of your influence, to sit down with you members of Congress, your House or Senate members, even the congressional races that are going on right now to inform about these opportunities.

Just real quickly, transportation reauthorization, we know that that bill expires. The current bill expires in 2009, hearings are happening this very moment. We have an opportunity to shape the reauthorization bill in 2010. That is a real vehicle, and I know that there are members here, the T4 America Coalition, which is a grassroots coalition. You can join them and join us in informing your members about the real opportunities right now to not reauthorize the transportation bill, but to overhaul the transportation system in a way that matches, again, the realities and the priorities that we talked about so much today. And I don't know if Jeff Anderson is still here, but you can go to their Web site at www.t4america.org, t4america.org. They have a grassroots newsletter, they are organizing, they are looking for organizations to join them in this federal discussion, and I really encourage you to do that.

There was a discussion about the opportunity to move the earned income tax credit. Bruce always reminds us there's a real tax bill that is going to happen in 2010. Obviously, the Bush tax cuts expire at that time. There are a lot of tax proposals that are being discussed right now by both the presidential candidates and Congress. We have an opportunity to really shape that tax bill, and the talk about expanding the EITC, that is the vehicle to do this. These are real opportunities, we are not just proposing something, we are very mindful of the legislative calendar that is before us.

I think the sustainability climate change will definitely come back in the fall. Many of you are certainly very focused on the climate change opportunity and bill. Obviously, climate change and transportation will happen in multiple committees.

Again, we have proposed a couple ideas today about housing efficiency, a challenge grant to integrate land use, housing, transportation together that can happen, and the House and Senate both have committees that link housing and transportation together. Those are the targets for us, and we hope, again, that you can reach out to your delegation in that committee, in the transportation committee, on the ways and means committee, to advance these reforms.

Did I miss any other?

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SPEAKER: (Off mike)

MS. LIU: Okay. Besides the discreet legislative side, we are in a presidential campaign season, a congressional race season. These issues are not just about the president. We certainly, at Brookings, have tried very hard to reach out or respond to requests from both parties. We have gotten a lot of requests for policy ideas from both parties, and I will tell you that we are talking very much to them about these ideas. But we certainly are one of many voices, and, again, I think you all have relationships probably, may be working on these campaigns, maybe volunteering on the presidential side, but, also, your congressional races. We need to inform these races, we need to evaluate candidates along these lines, and, again, I urge you to actively think about those opportunities.

The last thing I'm going to mention is a slide you see here is to join us, join our list serve at blueprintprosperity.org. We are going to keep folks apprised of the policy ideas, the progress, the opportunities, the statistics on the Web site, and I think that's a great place for you, also, to get copies of the PowerPoint. I'm going to talk about that in a moment.

We want to democratize this information. There are facts about your own state, about your own metropolitan area on the Web site; we'll have new policy ideas coming out. We want to empower each one of

you to be even more effective leaders at home and in your own states. And please join this Web site as a resource for the good work that you do. And we will keep you apprised of the progress there.

There have been a lot of requests for Bruce's presentation and for other speeches. We are going to work very hard to post Bruce's presentation, perhaps with some notes. If you want to deliver the presentation, you're certainly more than welcome to. But we're going to make that available hopefully as early as early next week. We transcribed every single session and the speeches, and we'll try to turn those around as quickly as possible so you can have them.

And I think those are the categories, and I certainly, again, after we maybe hear from any other additions from Mark, Steve, Bruce, and from the mayor. I do want to say again that we want to open the mikes to folks who want to add suggestions to anything that might be missing or even hear how you might want to commit yourself or join us in this effort.

Before I turn to Mayor Funkhouser, Bruce, did you want to add anything or Steve?

STEVE: I just underlined what Amy said about the state networks. As the person who has some additional responsibility for our

state work, I think that's a terrific idea, to have a cluster of leaders in each of the metro areas in your state.

And, so, in your metro area, if you can help organize that core group and then link up with other such groups around the state and begin to have some sort of loose network or association of leadership groups from the key metros around the state, that can be helpful, whether it's going to boards of editors or talking to your representatives or inviting us out to give speeches to community groups. That can be helpful in making the case both for state reforms and for federal reforms that will get this aligned federalist support for the metropolitan agenda that we've been discussing. We can't do that, you can, and we'd love to work with you on it.

SPEAKER: Do I go before the Mayor?

MS. LIU: No.

SPEAKER: I will defer to the Mayor.

MR. FUNKHOUSER: I'm going to make a few comments and then I'm going to have to sprint for an airplane. But Amy asked me to look at using this, and I'm going to call this stuff because it's the blueprint, it's the various documents, it's the organizing principle. I mean, there is a whole lot of material that is available through this project, documents and documents.

Who should use it? Well, mayors and county executives and their staff. I mean, we got a call at the 11th hour to testify this morning in support of the National Infrastructure Bank. My staff were immediately able to turn to the material that we had from the Brookings Institution to put together my presentation this morning. It was not a problem. Right like that, they were able to do it.

Not-for-profit leaders, the major not-for-profits and foundations in my community and probably in yours can find a direct connection between their mission and the kinds of things that are talked about in the blueprint. Chambers of commerce and economic development folks, the same thing. Anybody interested in prosperity, in economic development, and that would be pretty much all of this, this stuff works for us.

What do you do with it? Well, first you link it to problems and challenges. I mean, you can take this and you can link it. For me, in Kansas City, Missouri, today, I've got two huge problems all in the billions.

First, I've got sewer overflow control. We put 6 billion gallons a year of sewage overflow into our streams and rivers and urban lakes. It's a little bit of a problem. It's going to cause billions of dollars to fix. This stuff helps on work that, the testimony, obviously, this morning on the National Infrastructure Bank is a step in that direction.

Transit, we have in our metropolitan area three -- what I refer to as anemic -- bus systems. They don't cooperate, they don't coordinate well, they're not linked up together, they don't have sort of the throw weight that we need to have to get things done to move people efficiently around the metropolitan area.

I have 50 percent more unemployment in Kansas City, Missouri, than in the metropolitan area or in the national average. If I could get people to jobs on transit, I would be way ahead. This stuff is going to help me deal with those two problems.

I've heard talked about a lot here this whole idea of a metropolitan caucus of mayors. Well, we were kind of working on that, kind of thinking about it, but it sure is helpful to have this stuff to help us get that off the ground, and we need to do it at two levels in Missouri. I need to do it in the metropolitan area to deal both with the feds and with the state, but then statewide, we're working on an urban alliance, where we would link together two traditional rivals, Kansas City, Missouri, and St. Louis, we need to link us together plus St. Joe, plus Springfield, plus the other major cities in the state, and we can do that, and this stuff allows us to do it. And we can bring this discussion with opinion leaders like the editorial board and so forth and how to use it.

First of all, it's a credibility enhancer. It's one thing if I say it; it's another thing if the Brookings Institution says it. Oh my God, it must be true.

(Laughter)

MR. FUNKHOUSER: It's a set of organizing principles; it's something to organize that metropolitan caucus of mayors around. Here, guys, let's do this. Men and women.

And then, finally -- and, for me, this is kind of a kicker, is it's intellectual fuel. It's the gasoline that we need to make the engine go. I mean, these folks here and you folks are thinking hard about this stuff every day while I'm trying to think about the vote in my council this afternoon. And I don't have time to think at a detailed level and I don't have time to gather the data.

The argument that I'm making about transit, for example, imagine how helpful it was when the Brookings stuff came out about the carbon footprint and I could say to folks -- and we looked terrible in that because we had a tremendous amount of sprawl because we have a lousy transit system and we get prairies to spread out into.

So, that stuff really fuels the argument. Very useful, I'm proud to have been involved from the get-go, and I'm here for the duration.

MS. LIU: Great. Thank you so much.

(Applause)

MR. FUNKHOUSER: And now I'm flying back to Kansas City.

MS. LIU: I think Mayor Funkhouser really embodies how leaders like him can really take good content and turn it into action, and this is why at Brookings we talk a lot about how we cannot do this alone, we really do depend and really want to be the provider and resource for all the great energy embodied, again, by folks like Mayor Funkhouser.

I did want to mention -- I can't believe I forgot this. I'm looking at Karen Mills right now. The one other real, live vehicle right now on our federal agenda is the innovation and clusters work.

I don't know if folks were not able to sit in the Innovation and Industry Cluster Panel today. We have put out an idea around creating a new federal, independent, innovation agency and a new industry cluster proposal to support all the things that Michael Porter talked about last night. Well, both Senator Collins and Senator Clinton have introduced a bill about 10 days ago that took 90 percent of our proposal, and once that -- and they're actively looking for co-sponsors, they're actively going -- and Rahm Emanuel and others on the House side have committed to create the companion bill on the House side.

Again, reform is easy for us if we have vehicles like that to help move and to organize our energies around, and I would say, again, for those of you who have the opportunity to work with your delegation here in Washington, that is a ripe vehicle for you to engage on, so, take a look at your membership and your delegation, look at their committees and see if this is something that we can work -- that you can help us move through the process.

MR. KATZ: I'll just be very quickly so if anyone has any thoughts or questions.

First of all, just thanks again for coming. I would just emphasize that this really is a work in progress on so many different levels conceptually, organizationally, and we do have two formal networks of partners, one is our leadership council, philanthropies, and business leaders, who are financially supporting this. We have not closed that out, to be frank, all this costs money. And, particularly, given a lot of the ideas that I got today, both in the public session and in private one on one conversations about new communication vehicles, we're really going to have the kind of viral effect, let's say, that the world is flat has had or other similarly situated conceptual frameworks have had. You've got to basically up your game, and, so, we are filling out that leadership council.

And that relates to the second work in progress, which is a network of metropolitan partners, corporate, civic, political, environmental, university. These two relate to each other because in many of the metropolitan areas like Kansas City, where we have elected official participation or the participation of the business leadership, we also have investors, and, so, it tends to have a synergistic effect together.

So, I would just say that, as we're moving this forward, obviously, we can continue to do many things today in ways we couldn't 25 years ago through the Web, through the Net. I mean, in many different ways of organizing and disseminating information. But there are formal alliances that we're building here that have not been closed out and cemented and we obviously, at some point, just from a capacity perspective, have to be thinking about how big these alliances can grow, but there's still in their nascent stage. And, so, many of you can participate in these alliances, and I would urge you to think about that.

So, with that I'll stop because I think we have some questions here.

MR. KING: I'm Arnold King, and I got a little bit of suggestion. I mean, there's individuals that are disabled, but nobody talks about them because disabled people have a higher unemployment rate than (inaudible). I would like for people with disabilities to be considered

in the proposal because they're good workers, they're good employees, but they never get any credit. And, also, they are considered a part of human capital.

MR. KATZ: I appreciate that suggestion, and I think actually what has been interesting to me today is how many suggestions have been put on the table for expanding the intellectual content of this effort under those four drivers, innovation, human capital, infrastructure, and quality places. All I would say to you is that we've been taking copious notes and we're going to sit as a staff next week and really try to sort through this and look for people to work with us on many of these issues.

MS. LIU: There's a --

MR. KATZ: Oh, I'm sorry.

MS. LIU: Why don't we go back and forth

MR. KATZ: You're in charge.

MS. LIU: We'll take the person in the front here.

MR. JAVSICAS: Yes, Peter Javsicas. I'm the head of Pennsylvanians for Transportation Solutions, which is a statewide effort to get adequate, dedicated funding for public transportation.

And I can commit my group right now to do everything we can to use your materials and use whatever help you can provide us. You have so much wonderful resources that we can't put together.

MR. KATZ: That's great.

MR. JAVSICAS: But I would also like to specifically ask for help in dealing with our many, many rural legislators, who -- and I know other states, and I've talked to some panelists about this that have the same issue -- that their constituents and those legislators are not going to see any specific benefit immediately coming to them, and the concept that's before us that you presented to us seems to appear to be somewhat of an end run around the state legislators to provide these incentives to the metro areas, and I'll all in favor of that.

However, I think we -- as one of the panelists said to me, we have to get these rural legislators at the table, also, and show them how their constituents are going to benefit and get them off the we're pouring money into that sinkhole Philadelphia attitude.

MS. LIU: Yes.

MR. JAVSICAS: So, I would appreciate help specifically about that.

MS. LIU: Thank you for your commitment to join us in this, and I think because of the work that we have done in Pennsylvania -- I know we have a couple of colleagues from Pennsylvania that are still here. We have learned so much from you about the power of rural legislators.

(Laughter)

MS. LIU: And all I can say is when you work at the state level, it is, no doubt, that we have to deal with that reality, but the best -- again, I don't want to talk about this as an either or because many of our rural legislators -- we worked with one of the rural groups in Pennsylvania who did join us in this effort. They share a lot of the share challenges that urban and metropolitan areas face. They want place-based solutions, they want integrated solutions, they want to deal with decentralization, loss of jobs, loss of young people, they want new industries. There's a lot of commonality.

The one thing I would say about the politics, and, again, this is something that many of the folks in Pennsylvania can comment on this better than we can and other folks from rural states, we need to organize ourselves better in our state capitals. If you thought our regions were fragmented, our coalitions for state reform are fragmented, and we need to look to you and other folks to think about how you knit that kind of coalition that is going to have the power, influence, and voice at the state level to -- I wouldn't say to change the debate in the state legislature because, right now, there isn't a unified voice around this at the states, and, again, we would look for great suggestions on how to do that, but we'd look for you to find those solutions.

Let's go to the back.

MR. NELSON: John Nelson with Wall Street Without Walls.

Great conference. I think it's a tremendous amount of information and so on. I think you need to put some carrots in the stew and the possibility of tax credits, that you could do it at a federal level and maybe a package of tax credits that could be recommended and adapted for states. One possibility would be some kind of a federal guarantee to encourage capital flows from the institutional investors. You could work in partnership with the CDFIs and the CDCs and the cities in some fashion.

So, Wall Street Without Walls would be happy to volunteer a committee of our advisors, both commercial bankers, investment bankers, and non-profit groups to help structure something that would have meaning at both the national and a local level, but I think you need to figure out how to get the capital flows out of the insurance companies, the pension funds, and others, and a federal guarantee targeted to some of your specific suggestions might be the way to go.

MS. LIU: Great. Thank you very much. Wonderful suggestion.

And I think because of the number of people at the mikes, I do want to ask folks to be respectful of other folks' time and keep your comments or questions short.

MR. MARSHALL: Thank you. Adam Marshall from the Centre for Cities in London. Amy, thanks, for the wonderful event.

Just a plea, I think. As you continue to development both the national blueprint and in individual metro areas as you development networks, don't forget your international friends and international experience.

In the UK, we've taken lessons from this country from business improvement districts, property regeneration, and strong mayors, and made them our own, and it's been extremely helpful to us. Hopefully, we have something we can help to contribute on metropolitan cooperation land use planning and the way to prioritize investment in fields like transport over the next few years. So, I'd look forward to that conversation.

MR. KATZ: I think actually we're going to be increasing our transatlantic learning efforts over the next several years. We're bringing a group of mayors and transportation experts to Germany this summer because we need to learn how to think not just about freight rail, but passenger rail in a radically different way in this country, and to think about public-private partnerships in a radically different way.

So, I think we're looking outside the box and outside the country, and we'll continue to do that.

MS. LIU: Let's get folks from the second mike back there, from the center aisle.

MR. HENDRIX: Thank you. Freman Hendrix from Detroit, and representing higher education in Eastern Michigan University.

I just wanted to add my voice probably to everyone here, to you, Bruce, Amy, and the whole team at Brookings for the extraordinary leadership and bringing us together. I wasn't quite sure what to expect when I got here; I'm not a big conference-goer, but I can tell you that the materials alone was worth the trip, and I agree with the mayor who was sitting on the panel there with you a minute ago. It saves us days and sometimes weeks of researching and chasing around the Web.

And, so, from that perspective, again, I just want to add my voice to the chorus of those who say thank you very much for this leading edge leadership.

I wondered where higher ed was going to come up in the discussion, in the debate, but I held my questions, and when I got to the breakout on boosting innovation, the dig down and drill down there, it was very apparent where we would come into that mix.

MR. KATZ: Great.

MR. HENDRIX: And, so, I look forward to continuing to listen, and this template that you've given us, we all, I think, can take back to our regions and get busy. So, thanks again to Brookings.

MR. KATZ: Thanks.

MS. LIU: Thank you very much.

MS. GAVRON: I'm Nicky Gavron. I'm an assembly member for London, and, until May, I was the deputy mayor to Ken Livingstone for eight years.

And I want to say first thank you, a huge thank you for what you've brought together today, and it's an agenda that has massive resilience for city leaders, obviously, not just here, but, also, in the UK, and I think internationally.

There's one dimension you talk about, and you have talked about all through the day, that I think actually if pulled out, I mean, it sort of heightens in a way, sharpens your whole case around metro areas and city regions, and that is the climate change argument, and I just want to just very briefly explain that because all the -- you know, fossil fuel, power stations are the biggest source of global warming, and we in cities, urban areas, are the end-users, and 80 percent of carbon emissions come from, are the responsibility of urban areas. So, literally, if you don't reverse that trend in urban areas, you don't save the planet. And, therefore, there's a

huge argument for us moving towards a low-carbon economy. With all the competitiveness, productivity, efficiency, quality of life arguments to go with that, low-carbon lifestyles, and so on, and I just wanted to make that point because I think it helps the case.

MR. KATZ: Right.

MS. LIU: Well said.

MR. KATZ: Very helpful.

MS. LIU: Well said. Thank you.

Ma'am?

MS. CARTER: Nancy Carter from Charlotte, North Carolina.

And thank you, and I offer you two partnerships. In North Carolina, we have just this year flipped from a rural population to urban. We have a metropolitan coalition with our North Carolina League of Municipalities. And with the National League of Cities, I chair the Large Cities Council, and I would like to ask the participants to go home to your city councils or commissioners and invite them to join us at the National League of Cities. This is where we can find our voice of unity rather than competition.

MR. KATZ: Right.

MS. CARTER: Thank you so much for offering us that opportunity.

MR. KATZ: That's great.

MS. LIU: Thank you, and we are big fans of NLC, and they are definitely, as a national organization, a partner in this effort, but I know there's a lot of grassroots opportunity, as well. Thank you for echoing that.

Dick?

MR. FLEMING: Dick Fleming, I'm CEO of the St. Louis Regional Chamber.

Tip of the hat, as well, to both of you and the whole team on not only a good substantive event, but well thought out in terms of the communication.

Two suggestions. While the PowerPoints with notes will be terrific, in the spirit of really driving it out, any of the plenary sessions, including the sessions last night that you have tapes of, get them on the Web, get them on You Tube, and so on.

MR. KATZ: Right. Absolutely.

MR. FLEMING: We'll know that this issue has arrived when Bruce and Amy are on the Daily Show talking about this.

(Laughter)

MR. FLEMING: The second suggestion, in the spirit of the rigor with which you are proposing to keep score in terms of the various

initiatives, suggestion to create a scorecard to reward good behavior and call out bad behavior for everything from congressional leaders and presidents to business and civic and mayors and so on because old habits are going to die hard in terms of the paradigm change that is on the table here, and I think it would mean something to have a Brookings scorecard that acknowledged leaders who are stepping up and doing it and calling out people that perhaps are digging in and not doing it.

MS. LIU: Great.

MS. POTTS: Hi, I'm Stephanie Potts from Smart Growth America and I also work on the National Complete the Streets Coalition, as well as the T4 America Campaign.

And I just wanted to mention another legislative vehicle currently in Congress that gets at a lot of the goals of the Brookings' report regarding transportation reform, specifically mode neutrality and also reducing oil dependence and reducing greenhouse gas emissions, and that's Complete Streets bills.

There's one now in the House and Senate. The Senate bill was introduced by Senator Harkin, and it's S2686, and the House bill was introduced by Congresswoman Matsui from California, and that's HR5951, and the whole concept is to build streets that work for all users, whether they're walking, biking, walking to transit, people of all ages and abilities,

and, so, we're looking for co-sponsors. There's more information on completestreets.org if you're interested in helping us do that.

MS. LIU: Great. Thank you.

We're going to go ahead and wrap up with these last three.

MR. UDIN: Me?

MS. LIU: Yes.

MR. UDIN: Thank you. My name is Sala Udin. I'm with the Coral Center for Civic Leadership in Pittsburgh.

I want to, again, thank you, Bruce and Amy and all of Brookings for all of this work. I think that it's vital to the work of us who work in black and Latino inner-city communities.

I hope to see a clearer focus on the connection between minority communities and the metropolitan conversation so that it is not seen as something that diminishes power, but adds power. It is probably likely that the only way to solve the inner-city problems that plague the entire United States is within the context raising all boats in the regional clusters, and I'd like to see a clearer focus on that.

Thank you.

MS. LIU: Great suggestion.

Ma'am?

MS. KNOX: Yes, this gentleman pretty much echoed my point. I'm Lynn Knox from Portland, Oregon, with the Economic Opportunity Initiative there.

And the equity lens in your four (inaudible) plan is there, but it's weak. You need to draw it out more, articulate it so we've got the lunch bucket crowd, the people concerned that they're being left behind, just like they have through the last 20 years of trickle-down, that this is a bottom-up for everybody. Just needs to be articulated more, spelled out.

MR. KATZ: I just wanted to say, I mean, so many people have raised this privately with me today, that the message has gotten through.

MR. KATZ: And there's a bit of *mea culpa* here to some extent, and I really appreciate these comments, and I think it's partly about communication and packaging, but it's also partly about the fact that we need to fill in some policy blanks here and some very, very helpful ideas have come forward from people, both privately and some in the public session.

So, this has gotten through, and, as this thing iterates and evolves, I hope people can come back and say you really did hear us because that's the way Brookings tends to operate.

MR. MORRISON: I guess I'm the final commenter, and I want to, once again, thank you for all your work and for your inclusion for a lot of us out in the field.

I'm Hunter Morrison from Youngstown State, and I've got a couple of related points.

One is if you're trying to engage the younger professional design community to deal with issues which will take a career to resolve, 30 and 40 years of these, particularly as you're dealing with transportation, you might want to consider linked studios in our design planning and geography schools. We've used those a lot in Cleveland with Kent State University, Penn has been using those, as you know, around the question of megapolitans, and this is the group that is going to have to live with the consequences of the modernist approach to development.

MR. KATZ: Yes.

MR. MORRISON: As one person said to me, if you're over 40, greenhouse emissions don't really matter. If you're under 40, it's your world.

So, I think one of the things we can do is to really link out into our studios. I've done some work also at University of Michigan. And related to that is to look, perhaps drawing some insights on American 2050 and some of the groups that are trying to look forward, and ask

questions about what if we don't change? And using some of the modeling techniques, the graphic techniques to show that, I think they'll be very important in places like Cleveland and Pittsburgh with no growth sprawl.

MR. KATZ: Right.

MR. MORRISON: Where you can pencil out what happens if we don't change and what can we do to change because the current course doesn't really work?

The third related point is it would be helpful to have or to work towards a vigorous definition of what the metropolitan regions really are. The two that I found most useful to frame my own changing of mental map has been the megapolitan analysis of Lange and Nelson and also the BEA's economic regions, which have the beauty of covering everybody, the entire countries in an economic region. Those are very powerful tools.

MR. KATZ: Right.

MR. MORRISON: And, finally, in terms of alliances, I would suggest strongly linking up with the City Planning and Management Division at the American Planning Association. That's basically the big city planning directors. We have been meeting through work with the Lincoln Institute and with Harvard for the last several years. The whole issue of climate change and transportation, it's a very focused group that I

think would be a good set of allies, also tied to some of your big city mayors.

Thank you again.

MR. KATZ: Great.

MS. LIU: Great suggestions.

MR. KATZ: Well, this is the end, my friend.

MR. KATZ: This is like the Doors. I really just want to thank everyone. I mean, I know what it's like to go through a day like today. Actually, I don't know if it's better or worse to be there or here, but most of us have been on both sides of the equation. But I really want to applaud you for your persistence and for your attentiveness. And a lot of what we were putting forward, I was just thinking when Michael Porter started speaking last night at like 8:45, we're going through these little slides with regression analyses, I'm going oh my God.

MR. KATZ: But so many people came up to me today and said that was just phenomenal. I mean, I just couldn't believe how riveted I was by that presentation, and we knew that would happen because of Michael, but it just shows that we've got to basically up the discourse. Let's just raise the bar on our own professional development, our own interaction with our colleagues back in the metropolitan areas, here in the Nation's Capital, in the state capitals. I really remain fairly optimistic that

what we have in this country, first and foremost, is an intellectual deficit.

We don't see the country as it is, and we can help repair that.

And, secondly, we have an organizing challenge. We are less than the sum of our parts, and we can change that.

So, I hope you all have felt that this way time well wroth it, and, for us, obviously, it was an action forcing event.

MR. KATZ: We would never have finished any of these papers unless we knew you all were coming to here this. So, it was very successful from that perspective. But I think it's just the interaction mostly in these networking sessions, these private conversations, and in some of public conversations, you have really helped move the ball forward on this effort, and I really just want to thank you for participating.

MS. LIU: And I want to just close because people kept referring to Bruce and Amy and Steve and there's been a lot of talk about the team, and behind the Bruce and Amy and Steve is a lot of folks and Brookings, who have helped make this day possible, and I do want to thank all the staff that are still here.

MS. LIU: To be frank, this is the first time we've ever pulled off anything like this, and I'm amazed we made it to this time, but I think between the logistics, the planning, and many of you have probably been through conferences like this or organized them, so, if you know how hard

work it is, but I know between the logistics, the content, and the presentations, we would not have been able to do that without them, so, I really do thank them for all their work.

I want to add Bruce's thank you to all of you, because, again, we would not be up on the stage, we wouldn't have this agenda if it wasn't for how much many of you have influenced our own work and our own thinking.

So, thank you again and we will bring you back together in months ahead and look forward to working with you.

Thank you.

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