Housing Infrastructure initiative (HIT)

2/13/25

LET'S BUILD HOMES

Road map for testimony

- Overview + Need – Miro Weinberger
- Technical Details – David White
- Example from the field – Zeke Davisson
- Available for questions:
- Charlie Baker, CCPRC
- Michael Gaughan, Vermont Municipal Bond Bank

Overview – LBH Strongly Supports HIT

- LBH Coalition created to advocate for policies that address Vermont's acute housing shortage which is driving up the cost of homes and negatively impacting many sectors of the state
- At a time when VHFA states we need to build 30k homes in five years, projects face numerous stiff financial hurdles with high construction costs and interest rates
- The Housing Infrastructure Initiative is focused on addressing one of those hurdles: **the high cost of public infrastructure**

Why is HIT needed? VT's public infrastructure is very limited and constrained

Vermont municipalities have very limited public infrastructure covering a small percentage of the state to support new housing:

- More than 200 villages lack community wastewater disposal systems
- More than 100 Vermont villages do not have public water systems

ANR has stated that "While many communities have explored municipal water and wastewater solutions in the past, most could not proceed with the projects because users couldn't afford the new rates needed to cover the cost of the project.

Recent VLCT member survey indicates magnitude of infrastructure funding gap

- 88 municipalities responded to a recent VLCT survey, and of those, 35 reported that they currently have plans to build or expand municipal water or sewer systems:
  - 28% have received some state funding, 16% have received some federal funding
  - Average total cost for the project is about $14 million, the median is about $10.2 million (for municipal systems only, excluding villages and fire districts)
  - **Total anticipated costs from all survey respondents is $393,871,000 and the funding secured to date is $151,912,000 (over $240 million needed just to meet expected costs for projects already underway)**

Why is HIT needed? (continued)

- Making the public costs the responsibility of the housing builder can add large costs to project rendering it infeasible or less affordable
- The state, municipalities and taxpayer/ratepayers are under financial pressures that limit public's ability to invest in infrastructure
- **HIT would give housing projects a new ability to "self-fund" infrastructure investment without requiring new state or local appropriations**
- Even in locations that do have existing infrastructure, expensive upgrades are often needed to support substantial new housing

HIT is <u>not</u> TIF

There are **<u>numerous</u>** key differences between the proposed HIT legislation and Vermont's existing TIF legislation:

- TIF debt can be used to support many different investments -- HIT is focused on housing
- Main public benefit is to support and accelerate the creation of more housing – a goal there is a broad consensus for
- As proposed, HIT does not include the "but for" test for grand list growth that has been at the core of so many past TIF debates
- HIT's focus on specific projects fully addresses the TIF concern about capturing "background" tax increment growth in large districts

HIT is not TIF (continued)

- An additional public benefit separate from grand list growth (that TIF is focused on) is to create additional public infrastructure
- Proposal would be far simpler and easier to administer than Vermont's traditional TIF districts
- Proposal would authorize builders, as an alternative to municipalities, to borrow debt for infrastructure, protecting taxpayers and putting some of the administrative burden on builders

Zeke Davisson

- Chief Operating Officer for Summit Properties

SUMMIT
PROPERTIES

Stonecrop Meadows

- Middlebury, VT
- 254-unit master planned PUD
- $30m+ in public investment

Stonecrop Meadows

- Core Village = 80 Homes
- 45 Townhomes / Duplexes
- 35 Unit Apartment Building
- Annual Tax Revenue = $450,000

$75,000 / Home of new infrastructure

Stonecrop Meadows

- Future = 104 Homes
- Mix of townhomes, condos, rentals, triplexes
- Annual Tax Revenue = $575,000

$24,000 / Home $75,000 / Home of new infrastructure

Stonecrop Meadows

- Yellow = Town ROW
- Blue = Town Water Main
- Red = Town Sewer
- Yellow = HOA Parks / Stormwater

Slides from Jonah Richard

- Owner/Principal of Village Ventures

$16m in recent and planned investment in Fairlee's village center

Bridge + Main
A 19-unit, $7.2m scattered site affordable housing project currently in pre-development.

512 Main
Conversion of vacant gas station to retail completed in 2024.

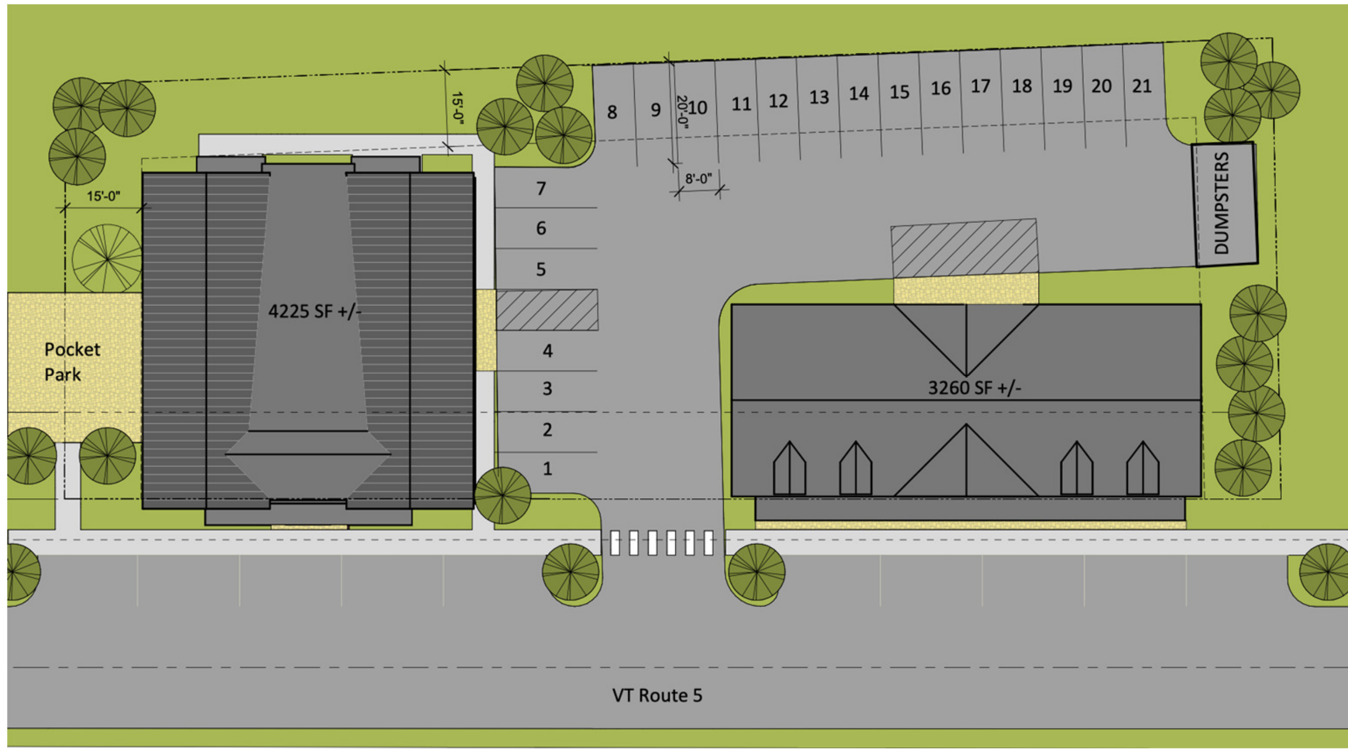
The Denison
$6.5m redevelopment of former Colby Block into 26 mixed-income apartments and retail spaces.

Chapman's General
Recently invested $1.3m into business expansion and workforce housing. Currently under construction.

501 Main
New $1.4m, 9-unit residential (half affordable, half market rate) and coffeeshop completed in 2023.

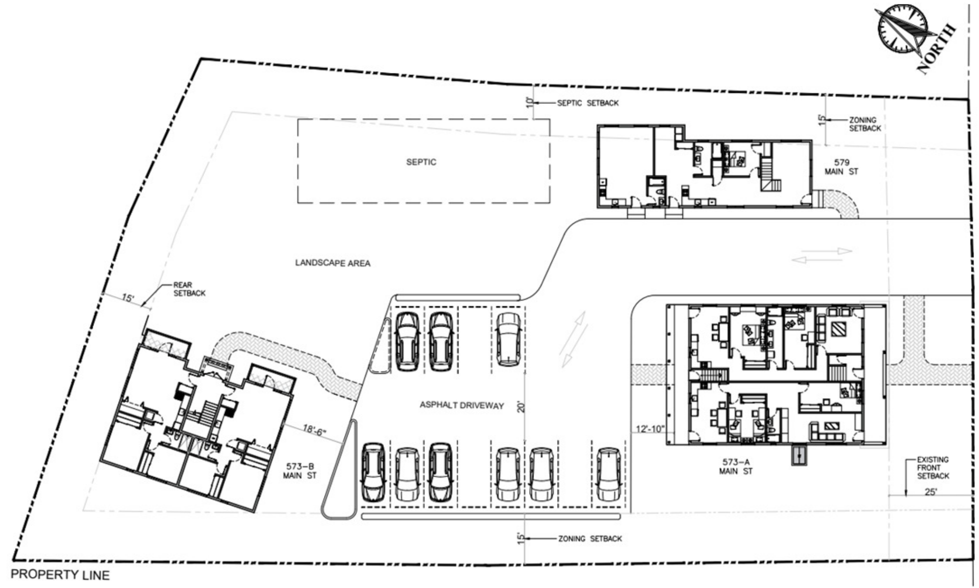
The Denison

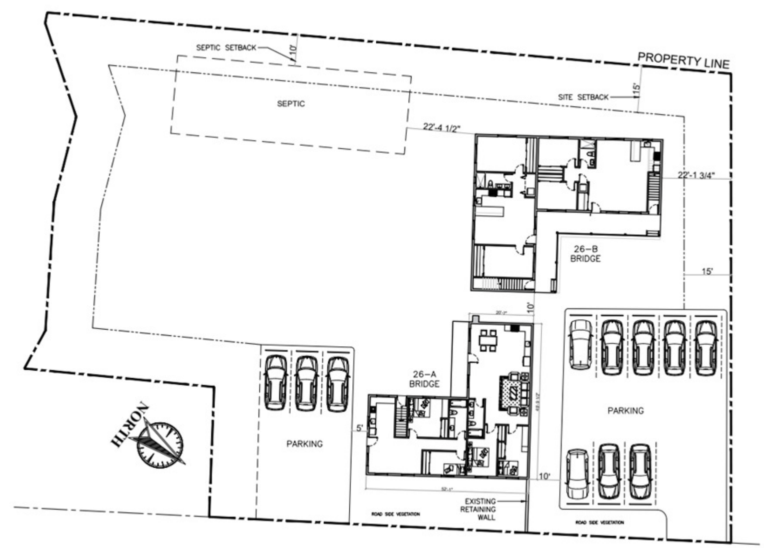
- 26-mixed income apartments with ground-floor retail in Fairlee
- Total development cost: $6.5m
- Infrastructure costs: $250,000
    - Town water hookup: $20,000
    - Off-site septic system: $100,000
    - Power service upgrades & connections: $40,000
    - Parking: $50,000
    - Site prep: $40,000
- Additional property tax generated: ~$60,000/yr
- Maximum additional debt that could be secured: $550,000



Bridge + Main

- A 19-unit, scattered site affordable housing development (LIHTC) in Fairlee
- Total development cost: $7.2m
- Infrastructure costs: $305,000
    - Town water hookup: $30,000
    - Multi-site septic installation: $80,000
    - Power service upgrades & connections: $45,000
    - Parking: $100,000
    - Site prep: $50,000
- Additional property tax generated: ~$40,000/yr
- Maximum additional debt that could be secured: $350,000





Mill Street Cottages

- A 15-home pocket neighborhood for the working-class in Bradford
- Total development cost: $3.9m
- Infrastructure costs: $225,000
  - Public water/sewer hookup & on site infrastructure: $50,000
  - Power service upgrades & connections: $60,000
  - Parking: $75,000
  - Site prep: $40,000
- Additional property tax generated: ~$60,000/yr
- Maximum additional debt that could be secured: $550,000

Eligible projects

New construction projects in **geographically eligible** areas.

At least 50% of the gross floor area is allocated to new housing.

Project must have Public Infrastructure Agreements with their local municipalities.

Projects must be located on one or more contiguous properties (including properties located across public streets).

Geographic Eligibility

Locations within:

- Areas designated Tier 1 on Act 250 maps
- Areas temporarily exempt from Act 250 pursuant to Act 181.
- Existing Settlements
- Areas within a half-mile of Existing Settlements

Eligible costs

- Public infrastructure (as defined in current TIF statute)
- Brownfield remediation
- Flood resiliency measures on public or private properties

Proposed HIT Taxation Authority

Eligible Projects may utilize 80% of incremental new state and local property tax revenues generated by the projects for a period of up to 20 years

Financing Mechanisms

- Municipal Option
- Alternative Bond Issuer Option
- Developer Option
  - The Council of Development Finance Agencies (CDFA) indicates that 32 states authorize this kind of ”pay as you go” developer financing including neighbors in Maine, Massachusetts,and New York.

Oversight and Technical Assistance

- HIT projects would require Infrastructure Agreements approved by the local legislative body.
- Costs incurred by municipalities or alternative bond issuer agencies will be considered eligible expenses that may be paid from increment and/or debt proceeds
- VEPC staff will perform an administrative review of project application and Project Infrastructure Agreements to confirm geographic eligibility, and project eligibility, and to confirm that the projected incremental revenues will meet the projected debt service.
- If a project is claiming eligibility due to being located in an Existing Settlement or within a half mile thereof, the VEPC board must make this determination prior to final approval by VEPC staff.