

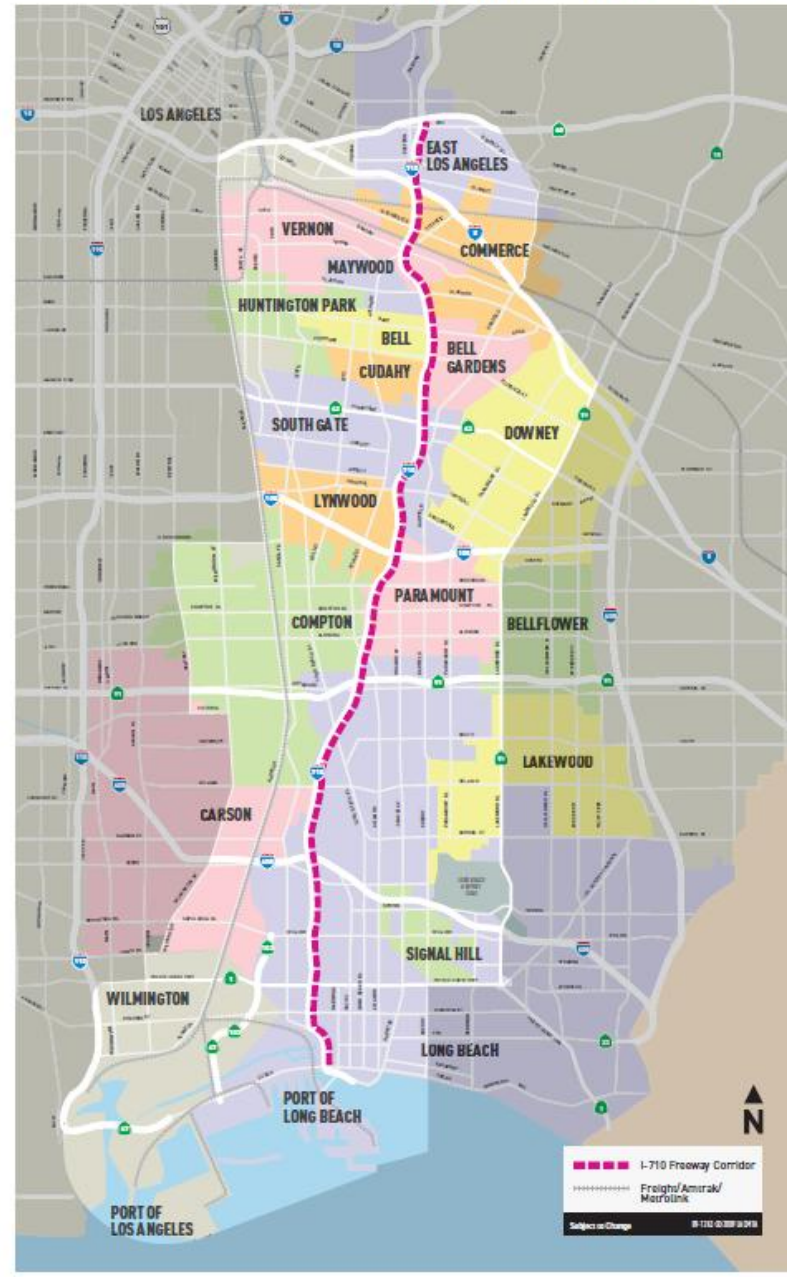
Building Partnerships Between Communities and Local Governments: I-710 Corridor Project

Nancy Pfeffer
Gateway Cities Council of Governments
November 15, 2014

Goods Movement in Southern California

- ▶ **Los Angeles/Long Beach: Largest port complex in the U.S. and among 10 largest in the world**
- ▶ **Ports handle 40–45% of the nation's containerized imports**
- ▶ **Cargo destination is approximately 40–50% local and 60–50% national**
- ▶ **Container volumes may grow in coming decades**
- ▶ **Locally supports 1.3 million jobs and nationally supports 4 million jobs**
- ▶ **Generates \$32 billion in state and local taxes/year**

Project Overview



Key I-710 Community Concerns

- Adverse air quality (especially related to diesel emissions)
- Increased vulnerability to respiratory illness
- Congestion, mobility and safety issues
- Truck-related accident rate
- Community separation
- Noise, blight, land use

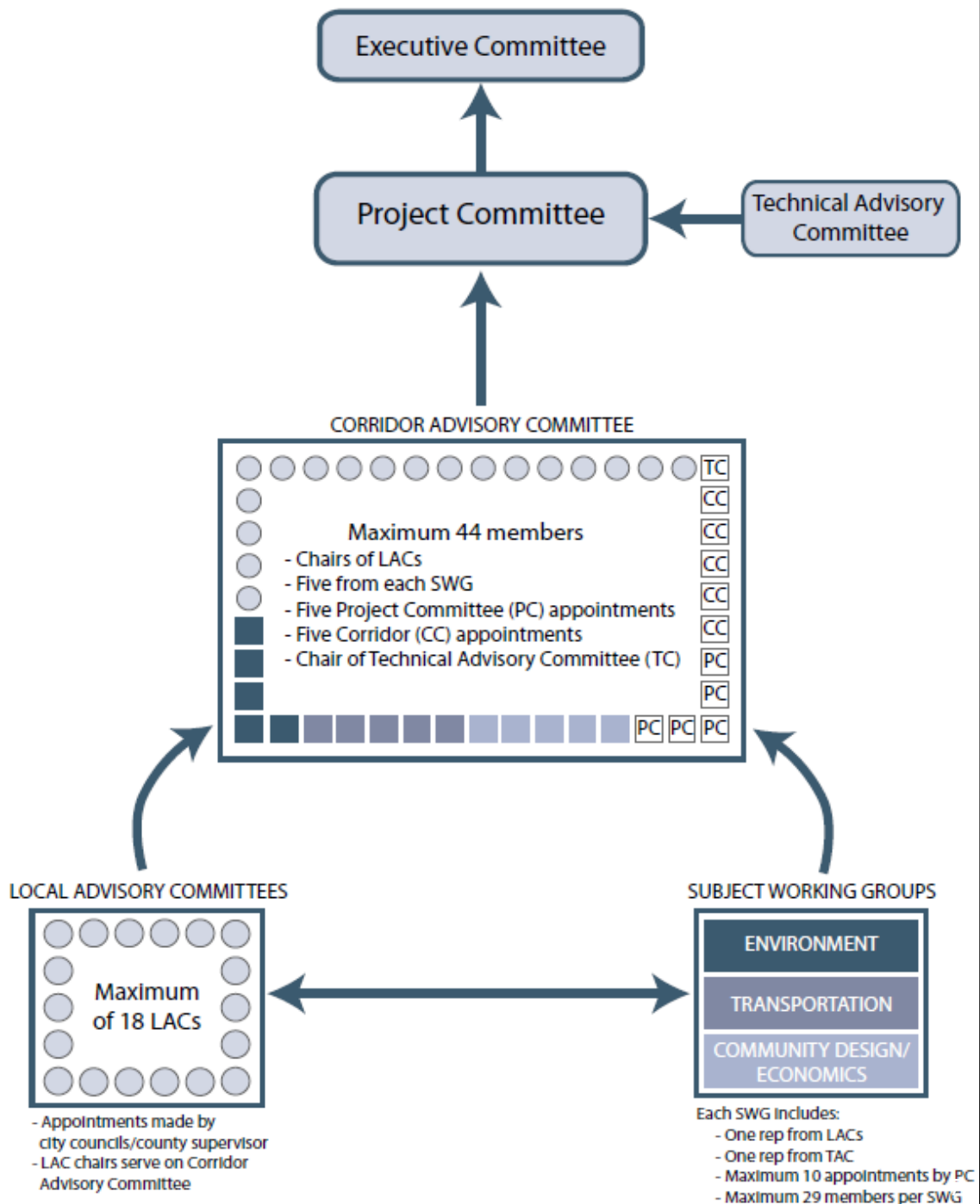
Project History

- ▶ Early 2000's: "Traditional" major corridor study (MCS) developed expansion alternatives
- ▶ Mid-2000's: New community-based process
 - Tier 1 Community Advisory Committees
 - Formed in cities directly impacted by the project
 - Tier 2 Community Advisory Committee
 - Chairs of the Tier 1 Committees
 - Additional city representatives appointed by Councils
 - Additional members: academic, environmental, business, community and environmental justice
 - Professional facilitation

Tier 2 Community Advisory Committee Report – August 2004

- ▶ “The following guiding principles define the priorities of the Tier 2 Committee and reflect the consensus that emerged during this process:
 1. This is a corridor – considerations go beyond the freeway and infrastructure.
 2. Health is the overriding consideration.
 3. Every action should be viewed as an opportunity for repair and improvement of the current situation.”

I-710 Community Participation Framework



Gateway Cities Efforts to Address Community Concerns

- ▶ Technology and Alternative Fuels
 - Truck Replacement Program
 - Collaboration on zero-emissions vehicle development
 - Technology Plan for Goods Movement – Intelligent Transportation Systems (ITS) Strategy and Implementation
 - Dedicated freight corridor alternative?

Gateway Cities Efforts to Address Community Concerns

- ▶ Health and Air Quality
 - Health Risk Assessment
 - Gateway Cities Air Quality Action Plan
 - Early Action Projects
 - Health Impact Assessment
- ▶ Consideration of “Community Alternative 7”...

CARGO-ORIENTED DEVELOPMENT (COD)

Presentation to the Bay Area Goods Movement Collaborative Roundtable

Scott Bernstein, President

Center for Neighborhood Technology | November 15, 2014



ABOUT CNT

- CNT is a national hub for research, strategies, and solutions to help cities use resources more efficiently and equitably.
- We believe solving problems like poverty, climate change and urban sprawl starts with making neighborhoods, cities and regions work better.

COD: DEFINED

The development of places that are both **multi-modal nodes** of freight transportation and **centers of employment** in logistics and manufacturing businesses

WHAT IS COD?

- Intensifying use of land adjacent to major transportation terminals (rail yards, seaports, inland ports, airports)
- Increasing the efficiency of first- and last-mile cargo connections, resulting in improved economic and environmental outcomes
- Creating and capturing improved economic value locally





REVITALIZING LEGACY FREIGHT RAIL ASSETS IN URBAN COMMUNITIES CAN DRIVE LOCAL ECONOMIC DEVELOPMENT

COD PERFORMANCE SCORECARD

Measures the Good + Bad

- Fuel + Energy Use
 - Truck VMT
 - Train locomotion
 - Yard equipment
 - Jobs to housing access
- Local Economic Development
 - Good jobs
 - Tax base/land value
 - Shipper costs
- Environmental Impact
 - Air emissions
 - Water quality
 - Noise level
 - Space efficiency
 - Light intrusion

Produces a COD Score

- To evaluate investment at national/regional/local
 - System impacts
 - Community impacts
- To consider performance of
 - Current operations
 - Post improvement
 - Long term results

SMARTER USE OF UNDERUTILIZED FREIGHT YARD LAND

Blue Island, IL

- Traded a 90-acre brownfield along train line for 34-acre yard, enabling industrial expansion and dedicated truck highway to remove cargo traffic from residential and downtown area
- Waterfront area opened, enabled mixed-use development
- Opening downtown and waterfront enables both cargo- and transit-oriented development



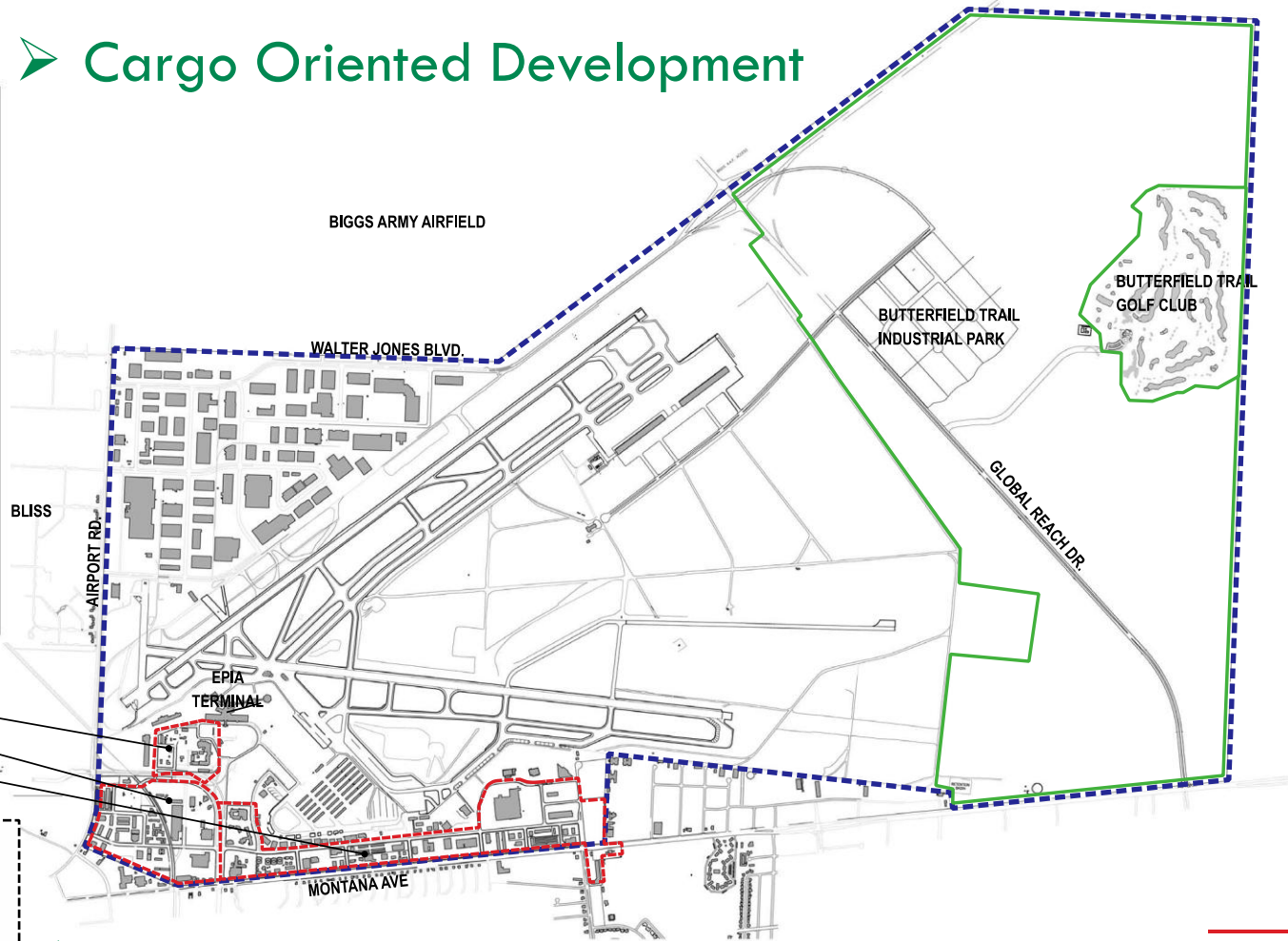


➤ Cargo Oriented Development

SECONDARY CENTER AREA
PRIMARY MIXED USE CENTER
MONTANA CORRIDOR

Study Area:

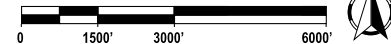
The Study Area is divided into three areas. The main study area is the Mixed Use Center located between Montana and Airway Boulevard. A secondary study area was added during the planning workshop as a critical link between the Mixed Use Center and the terminal. The third is the eastern Montana Avenue corridor that forms an interface between airport uses to the north and Montana Avenue to the south.



➤ Transit Supported Development

— Study Areas
- - - EPIA Boundary

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SOUTHERN INDUSTRIAL PARK MASTER PLAN



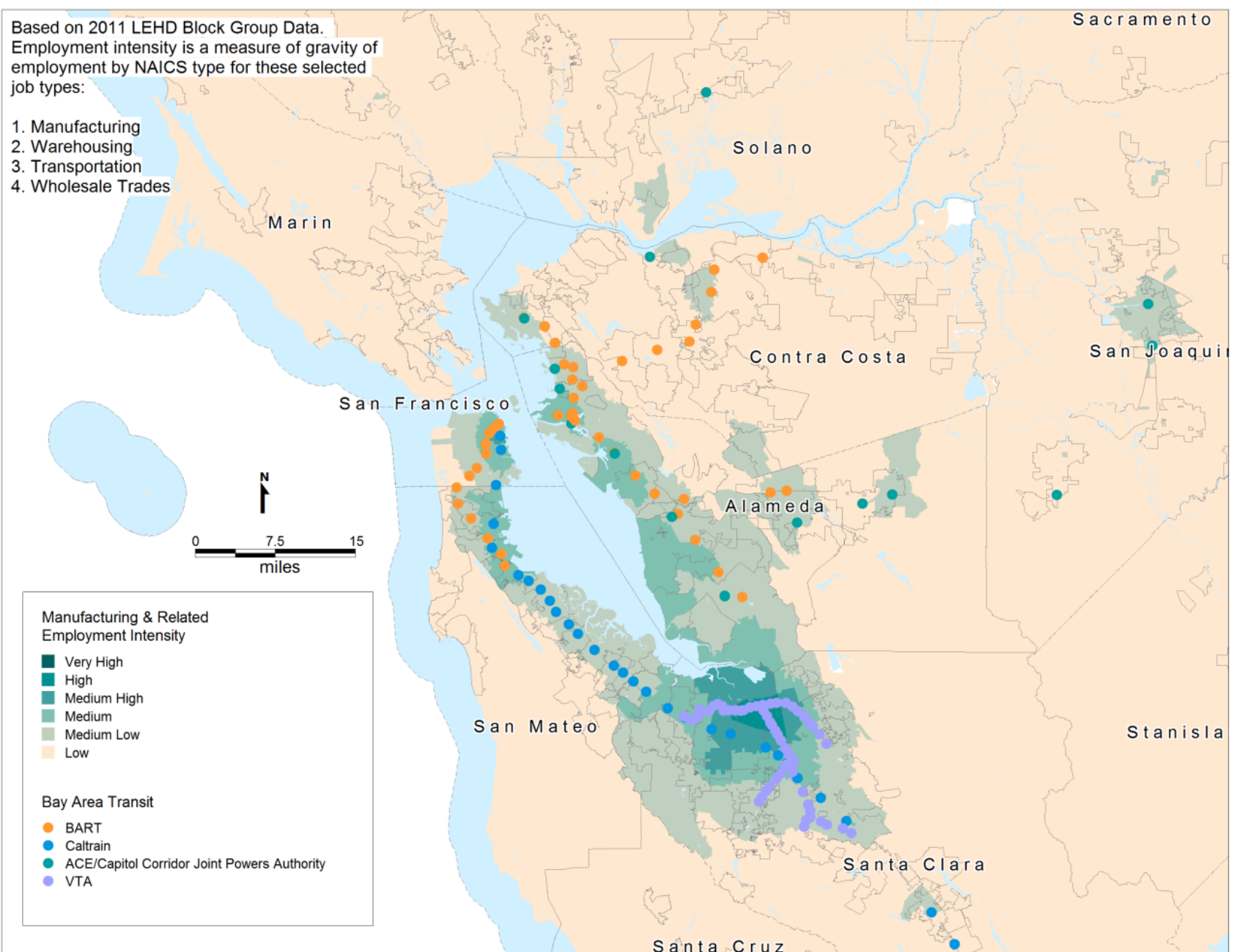
Airport Context Plan | El Paso, TX | Smartcode Development Study



TRANSIT-SUPPORTED DEVELOPMENT

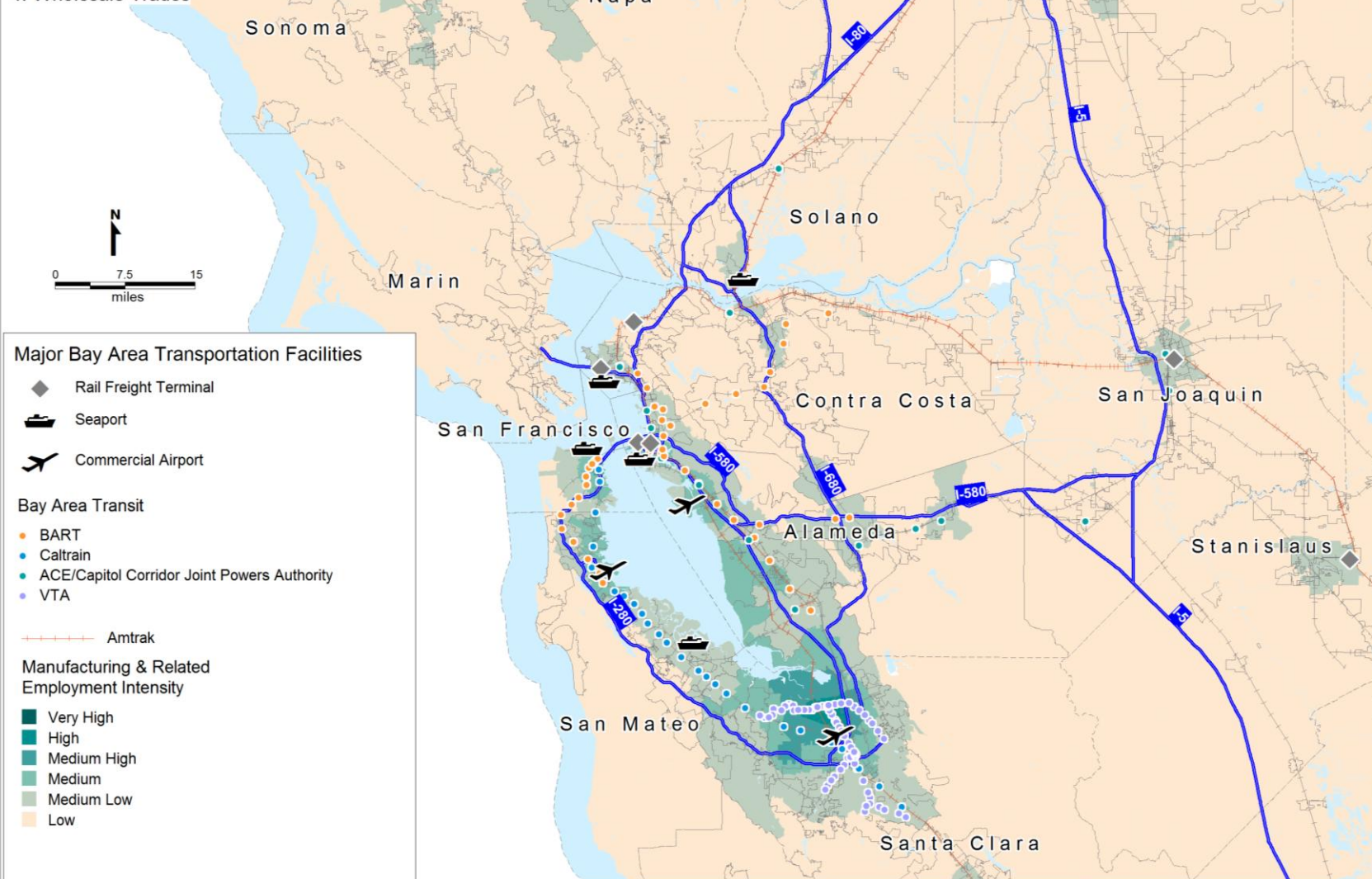
Based on 2011 LEHD Block Group Data.
 Employment intensity is a measure of gravity of
 employment by NAICS type for these selected
 job types:

1. Manufacturing
2. Warehousing
3. Transportation
4. Wholesale Trades



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THANK YOU

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