

- COD: Capturing Value from Place-based Freight Assets (*Kyle Smith - Center for Neighborhood Technology*)

Prior to the rise of the automobile, many American homes and businesses located in walkable, transit-served communities, and manufacturers in particular reaped the benefits of easy access to freight rail. Those railroads shaped livable, diverse communities as factories located nearby and compact, affordable, working-class neighborhoods sprung up around them. But during the last two generations, industrial jobs were exported to developing countries, and highway development opened up cheap land in sprawling new exurbs, draining many communities of businesses, residents and tax revenues.

As energy prices rise and the globalization accelerates, communities have again begun to capitalize on rail and water assets to anchor jobs and revitalize compact neighborhoods. Such projects have become known as Cargo-Oriented Development (COD), a transportation and land use framework concept that integrates existing freight, economic development, workforce development, and environmental resources around key freight hubs. COD brings manufacturing and logistics firms close to the railroad access, intermodal terminals, and large pools of workers that keep them competitive - curbing suburban sprawl, streamlining freight movements, and reducing greenhouse gases in the process.

This presentation will discuss how regions have marshaled these resources towards COD as part of a broader livability strategy. In Cook County, Illinois, 42 municipalities convened around a regional redevelopment strategy centered on a Canadian National (CN) rail yard that connects them to markets all across the Pacific Rim. The Kansas City region branded its mix of rail, water, truck, and air gateways as "KC Smartport" to attract new industrial and logistics companies. And in Baltimore, energy efficient crane technology made it possible for CSX to relocate rail-to-truck intermodal operations to an infill parcel that will handle East Asian cargo moving to Baltimore through the widened Panama Canal.

