

CDFA BROWNFIELDS TECHNICAL ASSISTANCE PROGRAM

*Brownfields Financing
Webinar Series*

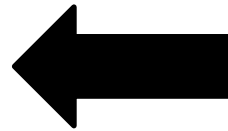
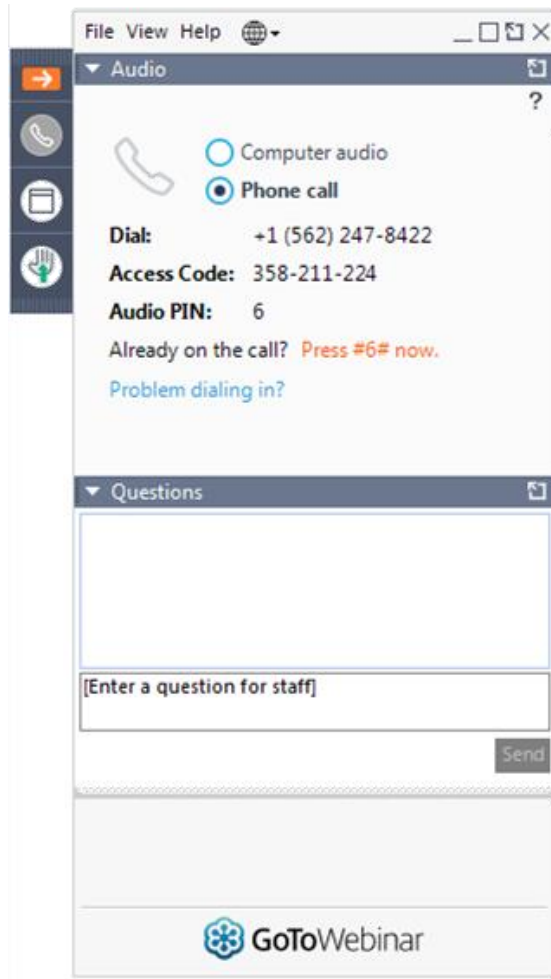


Reimagining Brownfields as Transit Oriented Developments

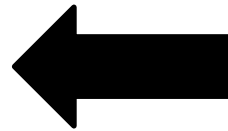
THE BROADCAST WILL BEGIN AT 2:00PM (Eastern)

- ▶ Submit your questions in advance using the GoToWebinar controlpanel
- ▶ View previous webcast recordings online at www.cdfabrownfields.org

Welcome & Overview



Using your telephone will give you better audio quality.



Submit your questions to the panelists here.

Join the Conversation

Technical Questions?

Contact CDFA at 614-705-1300

Panelists

Christopher Coes

Vice President of Real Estate Policy and External Affairs
Smart Growth/ LOCUS Developers –
Washington D.C.

Lucy Galbraith

TOD Director
Metro Transit– Twin Cities, MN

David Chandler

Director Economic Development
Center for Neighborhood Technology. – Chicago, IL

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CDFA's Five Focus Areas

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Advocacy

Research

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Council of

Development

Finance

16 Courses in the CDFA Training Institute

Fundamentals of Economic Development Finance Course

Intro Bond Finance Course & Advanced Bond Finance Course

Intro TIF Course & Advanced TIF Course

Intro Tax Credit Finance Course

Intro Revolving Loan Fund Course

Intro Energy Finance Course

Intro Public-Private Partnership (P3) Finance Course

Intro EB-5 Finance Course

Intro Food Systems Finance Course

Seed & Venture Capital Course

Intro Brownfields Finance Course

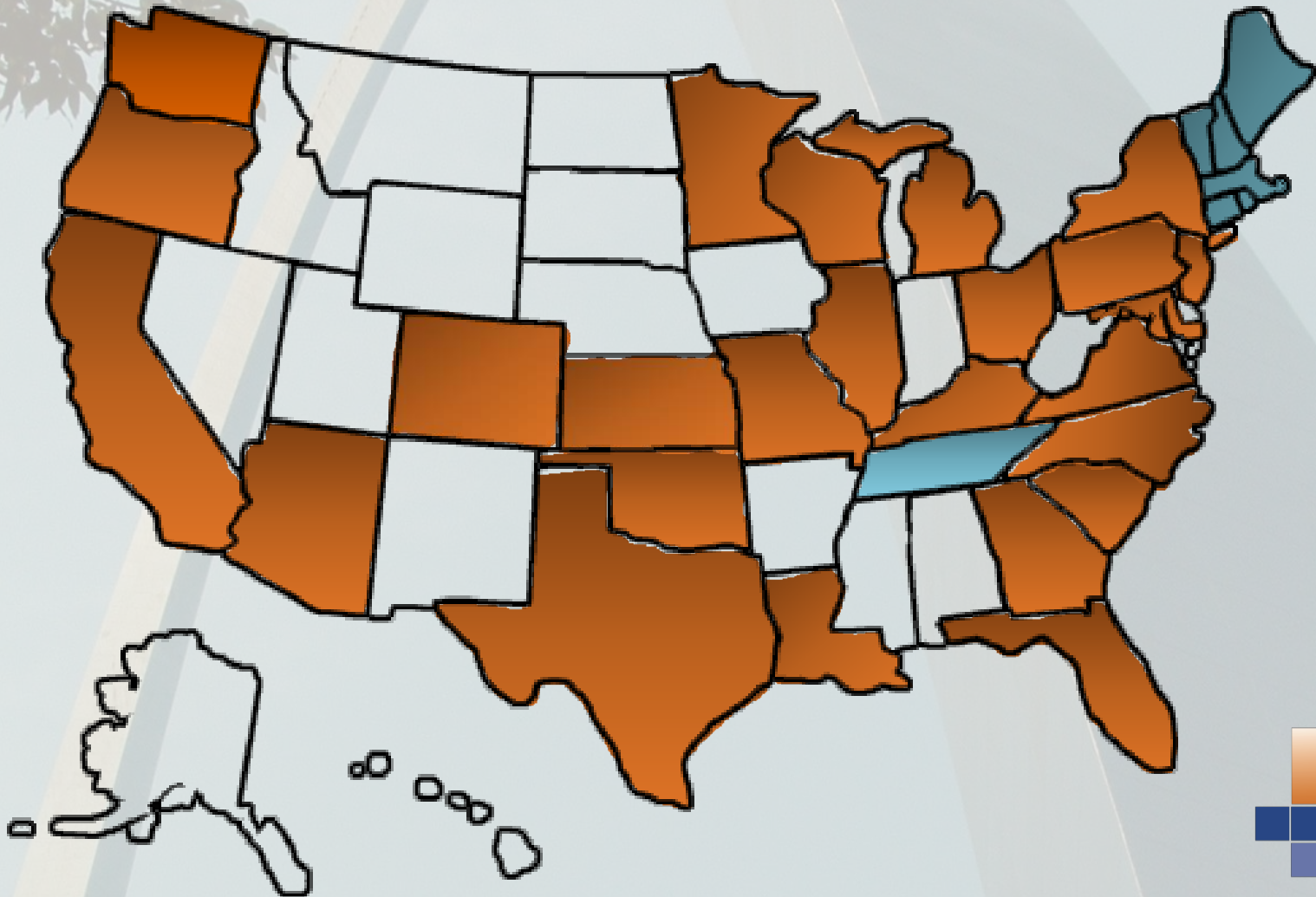
Intro Rural Finance Course

Intro PACE Finance Course

***CDFA's Newest Course:
Intro Energy & Water Finance Course***



24 CDFA State Roundtables (2 Coming Soon)



Research & Advisory Services

Research and Compile Data for Development Finance Tools

- TIF State-by-State Statute Review
- National Bond Volume Cap Map & Report
- Federal Financing Clearinghouse (179 Federal Programs)
- State Financing Programs Clearinghouse

Provide Advisory Services for Clients

- Development Authorities
- Universities
- World Bank
- Federal Agencies



CDFA BROWNFIELDS TECHNICAL ASSISTANCE PROGRAM



**Financing
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**Webinar
Series**



**Project
Marketplace**



**Project
Response Teams**

CDFA BROWNFIELDS TECHNICAL ASSISTANCE PROGRAM



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Brownfields Basics
Financing Toolkit
Newsletter

**Free Financing
Technical Assistance to
Local, State, and Tribal
Brownfield Efforts**

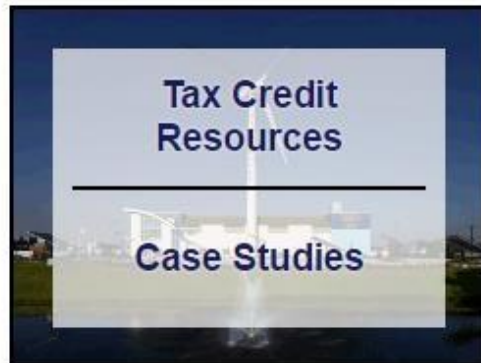
CDFA Brownfields Technical Assistance Program



Intro Brownfields
Finance WebCourse



Brownfields Financing Toolkit



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CDFA BROWNFIELDS TECHNICAL ASSISTANCE PROGRAM



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Brownfields Financing Update
January 3, 2017

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Brownfields Finance *UPDATE*

This Month's Highlights from the Brownfields Finance Industry

Features

Hoboken Finalizes \$30M Purchase of Remediated Property

City of Hoboken Purchases 5.4 acres of remediated land from a Chemical Company to build the new Resiliency Park. The Park will be funded through a low-interest loan from the New Jersey Environmental Infrastructure Fund Program, which includes 19 percent principal forgiveness for the green infrastructure components.

The 2017 National Brownfields Training Conference

The National Brownfields Training Conference is the largest event in the nation focused on environmental revitalization and economic redevelopment. Held every two years, the National

ARCHIVES

Displaying 1 - 27 of 27.

[January 3, 2017](#)

[December 6, 2016](#)

[November 1, 2016](#)

[October 4, 2016](#)

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Brownfield Financing Webinar Series

Register >>>

Last Webinar

Brownfields Redevelopment Financing Webinar Series: Reaching Your Redevelopment Goals with Brownfields Revolving Loan Funds

A screenshot of a webinar registration page. The page features a large image of a modern multi-story building under construction. Text on the page includes: "from CDFA", "April 21, 2016", "CDFA BROWNFIELDS TECHNICAL ASSISTANCE PROGRAM", "Brownfields Financing Webinar Series", "THE BROADCAST WILL BEGIN AT 2:00PM Eastern", and two bullet points: "Submit your questions in advance using the GoToWebinar control panel" and "View previous webcast recordings online at www.cdfa.net". The page also includes a play button icon, a timer showing "1:28:01", and a "vimeo" logo. The CDFA logo is visible in the top left corner of the page content.



Brownfields Project Marketplace

What is the Marketplace?

- Forum that connects communities looking to finance brownfield redevelopment projects with development financiers and brownfield project experts

Community Benefits:

- Discover financial resources
- Direct access to financial advisors and brownfield experts





Opportunities available in 2018!

Previous Recipients:

- Texarkana, TX
- Tulsa, OK
- Kalispell, MT
- Josephine County, OR
- Longmont, CO
- New Bern, NC
- Englewood, IL
- Bedford Heights, OH
- Lee, MA
- New Orleans, LA
- Springfield, MO
- Burlington, VT
- Bend, OR
- Pueblo, CO
- Sheridan, CO
- Fresno, CA
- Ponce, PR
- Pensacola, FL



CDFA BROWNFIELDS TECHNICAL ASSISTANCE PROGRAM

Upcoming Events



In-Person Project Marketplace – Dallas, TX.

Nov 8, 2017

CDFA National Development Finance Summit

[REGISTER!](#)

CDFA will waive the CDFA National Summit registration fee for any community that is chosen to present a project at the Marketplace.

Now Scheduling Interviews for Project Response Teams!

Contact:

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Program Manager

614-705-1305

emoser@cdfa.net

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Program Coordinator

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Christopher Coes

Vice President of Real Estate Policy and External Affairs
Smart Growth/ LOCUS Developers
Washington D.C

What are you reading?

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CHRISTOPHER COES

Vice President of Real Estate Policy and External Affairs, Smart Growth America, and Director of LOCUS

Who is LOCUS?

LOCUS, a program of Smart Growth America, is a national coalition of real estate developers and investors who advocate for smart, sustainable, equitable, and walkable transit-oriented development in America's metropolitan areas.

Steering Committee

URBAN | ONE

 JAIR LYNCH
REAL ESTATE PARTNERS

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LANDERGROUP
urban placemaking

MCCORMACK
BARON
SALAZAR

 Larson realty group

 Sloss Real Estate

Our Priorities

- Increase direct financing to smart growth real estate development projects
- Streamline permitting process to better support TOD
- Serve as the national go-to-shop for policy and technical assistance for walkable, sustainable development
- Support appropriation and the continuation of key federal brownfield and tax incentive programs



Recent Accomplishments



Secured TOD in [TIFIA](#) and [RRIF](#) (\$30 billion in new financing opportunities);



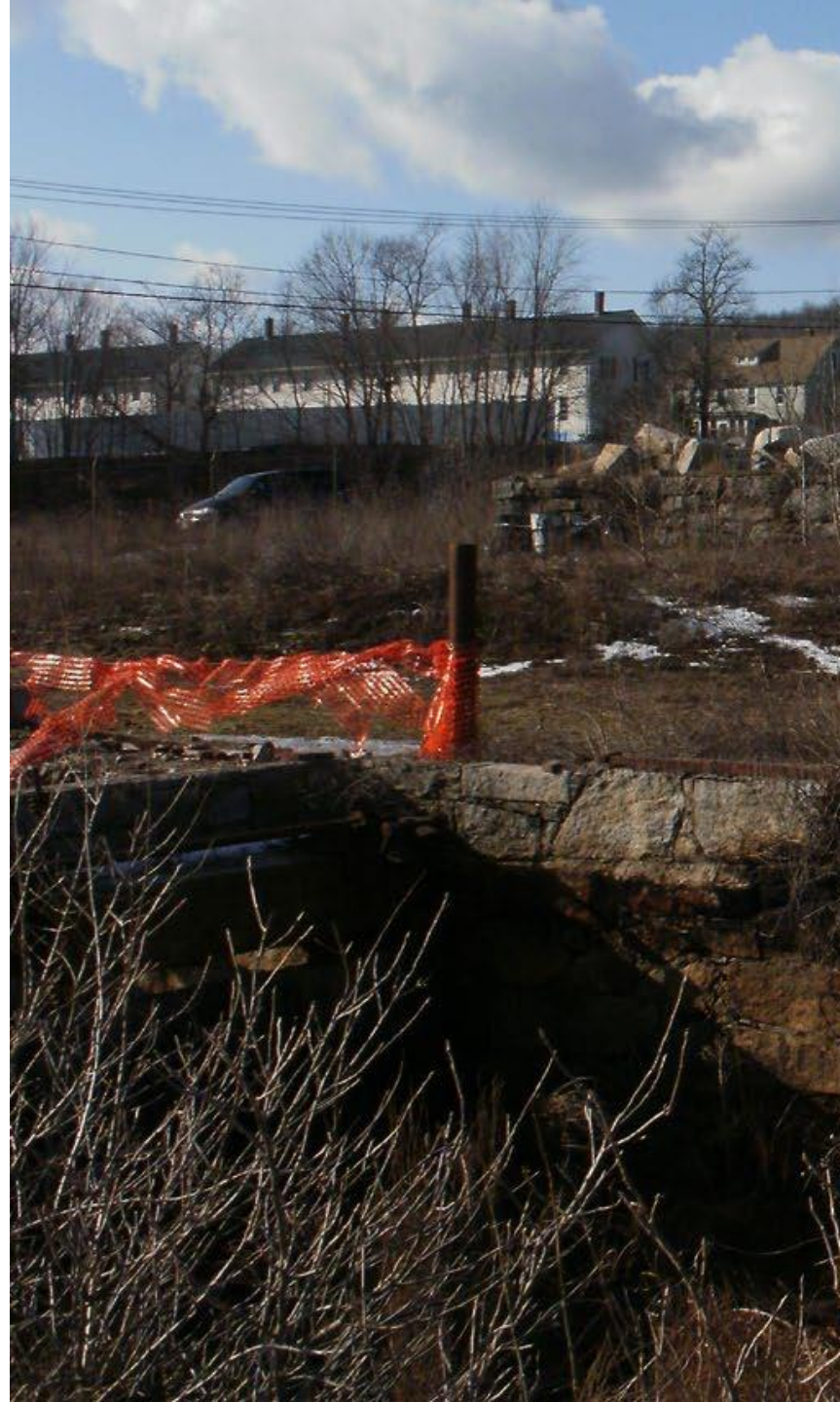
Protected key programs like [New Markets](#) and [Historic Tax Credit](#), [LIHTC](#) and [private activity bonds](#); and



Led effort to secure passage of brownfields legislation, [H.R.3017](#) that passed the House (409-8).

How to Finance Brownfields as TOD

1. Grant Funding
2. Tax Credits
3. Loan and Financing



Grant Funding

Brownfields Cleanup Grants: provide funding to clean up and redevelop contaminated land.

Capacity Building for Community Development and Housing Grants: provides funding for eligible activities related to affordable housing and community development.

Choice Neighborhood Grants: support neighborhoods with distressed public or HUD-assisted housing.

Community Development Block Grants: funds a range of development needs.

HOPE VI Main Street Grants: provide assistance to smaller communities reconfigure obsolete building into rent-producing affordable housing.

Pilot Program for Transit-Oriented Development Planning: provides funding to communities to integrate land use and transportation planning with a transit capital investment that is seeking/recently received funding through the Capital Investment Grant Program.

Cleanup Grants (funded over 3 years)

- Applicants may request funding to address either a single brownfield site, or multiple brownfield sites, within each proposal.
- An applicant may request up to \$200,000 in each proposal.
- An applicant can submit up to three cleanup proposals.

Sponsoring organization:

Environmental Protection Agency

Maximum award amount: \$200,000

Eligible activities: Brownfield cleanup

Eligible recipient(s): Local, state, regional or tribal government, and non-profit organizations

Tax Credits

New Markets Tax Credit – allows investors to deduct 39% of their investment in a Community Development Entities from federal income taxes.

Historic Tax Credit – a 20% tax credit is available for the rehabilitation of income-producing buildings that are determined by the Secretary of the Interior to be “certified historic structures.

Rehabilitation Tax Credit – a 10% tax credit is available for the rehabilitation of non-historic buildings placed into service before 1936. The building must be rehabilitated for non-residential use.

Low Income Housing Tax Credit – an indirect federal subsidy that can be used to finance the development of affordable rental housing for low-income households.

Low Income Housing Tax Credit (LIHTC)

- The LIHTC program is an indirect federal subsidy used to finance the development of affordable rental housing for low-income households.
- To be a proposed project must: be a residential rental property; commit to one of two possible low-income occupancy threshold requirements; restrict rents, including utility charges, in low-income units; and operate under the rent and income restrictions for 30 years or longer, pursuant to written agreements with the agency issuing the tax credits.

Sponsoring organization: U.S Department of the Treasury, Internal Revenue Service (IRS)

Maximum award amount: Credit amounts vary, 4 percent or 9 percent based on activity financed

Eligible activities: Construction capital and loans to create low-income rental housing

Eligible recipient(s): Non-profit or for-profit organization

Loans and Financing

Transportation Infrastructure Finance and Innovation Act (TIFIA) program finances surface transportation projects and certain development projects.

Railroad Rehabilitation Improvement and Financing (RRIF) program finances the development of railroad and commercial and residential development near passenger rail stations.

Brownfields Revolving Loan Fund program finances cleanup activities at brownfield sites

The Economic Development Administration provides a number of financing opportunities to help economically distressed communities generate new employment, retain existing jobs, and stimulate industrial and commercial growth.

Railroad Rehabilitation Improvement and Financing

Purpose

- Direct Loans and loan guarantees for development of railroad infrastructure

Risk

- Federal Government takes on lending risk
- Provides same low interest rate to all projects

Cost

- Low interest rate offered when RRIF loan is subordinate

Flexibility

- Loans are repaid once construction is completed
- Repayment may be delay for additional 5 years following construction
- Loan payments sculpted to match project revenues

Questions?

LOCUS



Smart Growth America
Improving lives by improving communities



LOCUS, Latin for “place,” is a national coalition of real estate developers and investors who advocate for sustainable, equitable, walkable development in America’s metropolitan areas.

www.smartgrowthamerica.org/locus

1152 15 St. NW Suite 450, Washington, DC 20005 | 202-207-3355

Lucy Galbraith

TOD Director
Metro Transit
Twin Cities, MN

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Transit Agency TOD

CDFA Brownfields Financing Webinar
March 8, 2018

Lucy Galbraith, AICP—Director, Transit Oriented Development, Metro Transit

- 15th largest system in U.S.*
- 7+ counties, 90 cities, 907 square miles
- 3,200+ employees
- Division of Met Council
- ~ 83 M rides/year

* Urbanized Area Ridership, *Source: APTA*



- **Maximize the development impact of transit investments**
 - Community building
- **Support regional economic competitiveness**
 - More people connected to jobs; larger employment pool for employers
- **Advance equity**
 - Housing affordability & good jobs accessible by transit
- **Support a 21st century transportation system**
 - Ridership & revenue



- **Projects**
 - **TOD on Council-owned land**
- **Programs & Resources**
 - **Forums & coordination**
 - **Website resources**
 - **Best practices**
 - **Development Trends Along Transit**
- **Partnerships**
 - **Work with partner jurisdictions & other stakeholders**
 - **Tours, talks, panels**
 - **Grant & plan review**

JOINT DEVELOPMENT

Partnering to Build Complete Communities Near Transit

September 2017

U.S. Department of Transportation
Federal Transit Administration



Allianz Field and TOD

Location:
Saint Paul, MN

Sponsor:
Metro Transit

Left: Allianz Field and Snelling-Midway TOD, proposed, Saint Paul, MN

Metro Transit acquired this 9.9-acre parcel near the intersection of University and Snelling avenues in St. Paul, MN in the 1970s with FTA assistance. The land was most recently used for construction staging for the Green Line light rail transit and the A Line bus rapid transit projects, which have stations nearby and opened in 2014 and 2016, respectively. These transit projects helped create a unique opportunity for TOD on this and surrounding properties. In 2016, the City of St. Paul entered a master agreement with joint venture, including a professional soccer team, to build a soccer stadium with easy access to both transit lines. The long-term goal is to create a complete community surrounding the stadium including residential, office, retail, and public open spaces.



Snelling-Midway Site, existing conditions.
Saint Paul, MN

Highlights:

- The 20,000-seat stadium will be the home of a professional soccer team built with roughly \$200 million in private funds and the anchor of a mixed-use TOD estimated at \$300 million.
- The City of St. Paul estimates that approximately 7,000 people will use transit to access the stadium on game days. The adjacent TOD will further increase transit ridership.
- The agency will lease the land to the City of St. Paul for 52 years and the city will own the stadium.
- Metro Transit expects to receive at least \$29 million over the life of the project.



Snelling-Midway Site, historic use.
Saint Paul, MN

One of 4 featured projects in 2017
FTA Joint Development Guide

What is TOD?



Definition: Transit Oriented Development is walkable, moderate to high density development served by frequent transit with a mix of housing, retail, and employment choices designed to allow people to live and work without need of a personal automobile. (Met Council TOD Policy)

Vision: A TOD should be

A place that serves a wide variety of users & activities.

Built around the pedestrian, accommodating other modes.

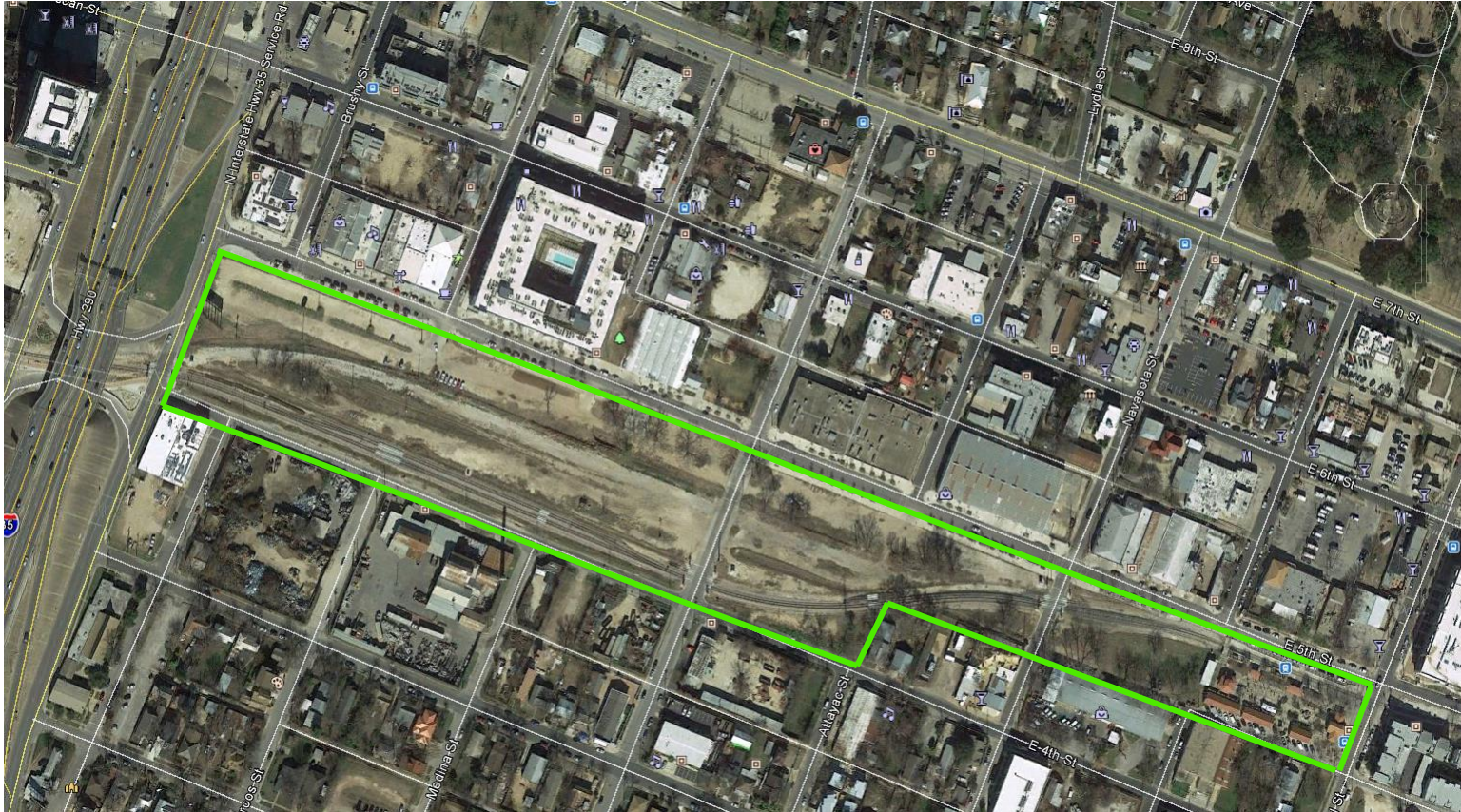
Connected to the cultural & historic fabric of the community.



Plaza Saltillo, Austin, TX: Before



Plaza Saltillo, Austin, TX: Site ready 2016



Plaza Saltillo, Austin, TX: Opening 2020



Plaza Saltillo

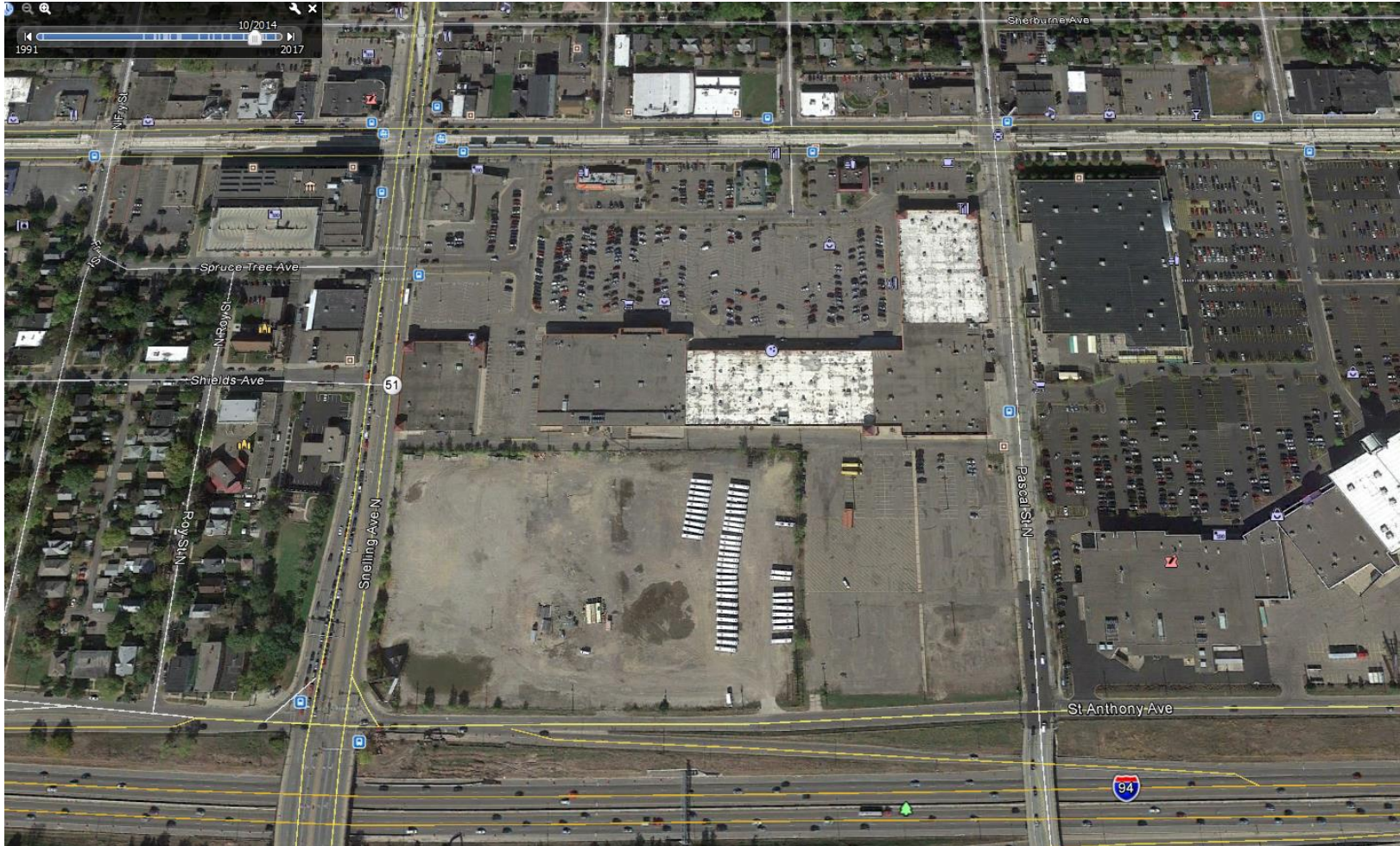




PLAZA SALTILLO REDEVELOPMENT CONSTRUCTION KICK

By Spectrum News Staff | June 29, 2017

Snelling Midway site: Before





Snelling Site Plan
Construction and remediation
in progress, Stadium opening
in April 2019.

Plaza Saltillo Construction start June 2017



Precast Stadia Installed East Side



Club & Suite Level Structure



Overall Site from Drone



Opening Spring 2019



MINNESOTA
UNITED FC

POPULOUS

Standard development challenges:

- Establishing title, environmental remediation, appraisals, other due diligence
- Community support, community benefits, affordable housing, open space, etc. Note that there is now a YIMBY movement rising in many cities.

Special transit conditions:

- Noise: Train horns are loud! Bells are loud. Electric trains make a little noise, but not much. Federal regulations affect what can be done, better to design with an awareness.
- Bus stops are important, are located where they are for good reasons, and often cannot be moved.
- Transit operations and maintenance needs have implications for access and design.

Condemnation changes the environmental responsibility, which changes grant eligibility

FTA Joint Development can be used with a project, after a project, or in changing uses. Eligible expenses for FTA grants can include construction and finish-out. JD is NOT a disposition. Agency must maintain “continuing control for transit purposes.”

Grants, loans, financing mechanisms matter, but market is key.

Various financing options, including some federal ones. Build America Bureau

New tax law Opportunity Zones

Questions?



www.metrotransit.org/tod

Reimagining Brownfields as Transit Orientated Developments

David Chandler

Director Economic Development
Center for Neighborhood Technology
Chicago, IL

What are you reading?

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Cargo-Oriented Development
an Introduction for the
Council of Development Finance
Agencies

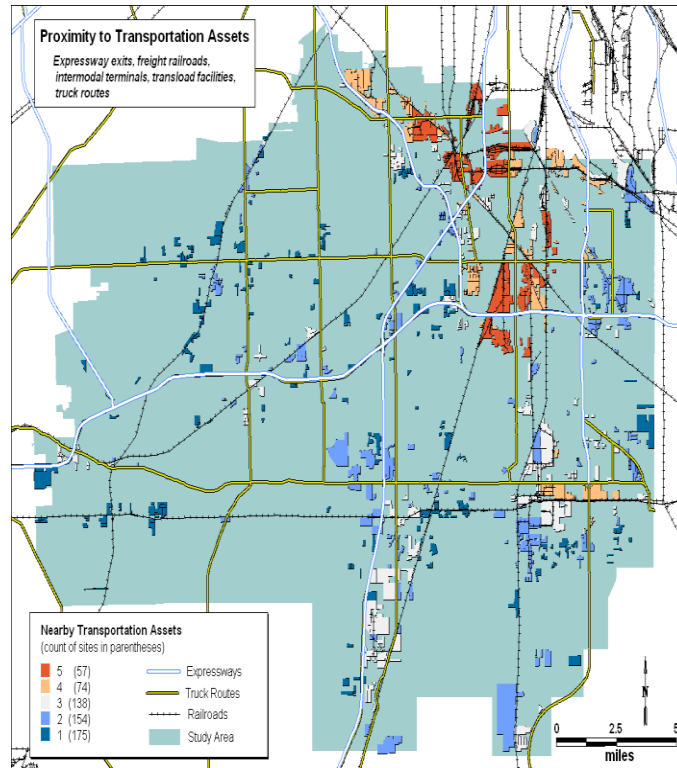
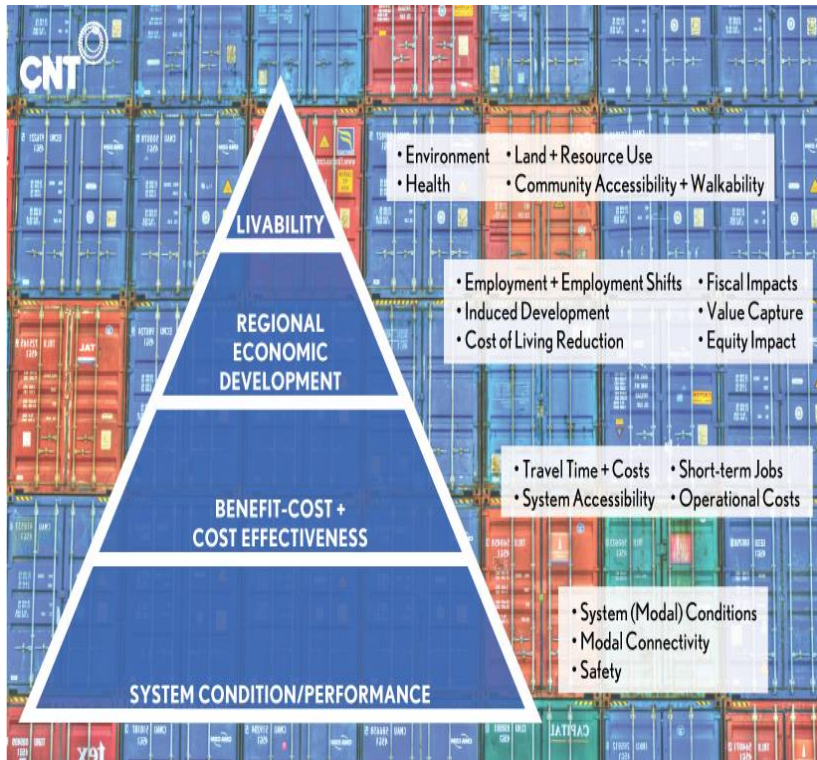
Presented By
The Center for Neighborhood Technology
March 8, 2018





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.
- All of our solutions are built on robust data-driven analysis.



Cargo-Oriented Development (COD)

A form of development that integrates freight system efficiency with the development of manufacturing and logistics businesses in ways that benefit local economies, the environment, and public safety



➤ Compact Development

- Freight Linked Development
- Infill Development
 - Public Development Role



➤ Equitable Development

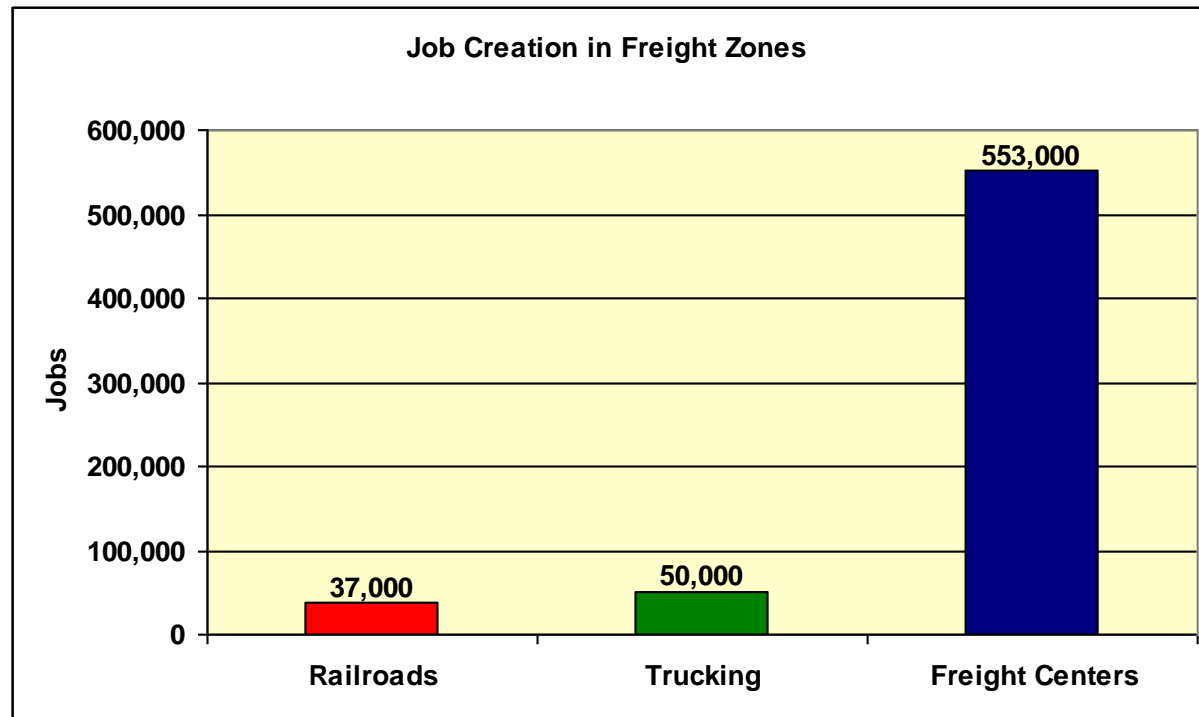
- Worker Access
- Worker Education
- Environmental Justice

➤ Sustainable Development

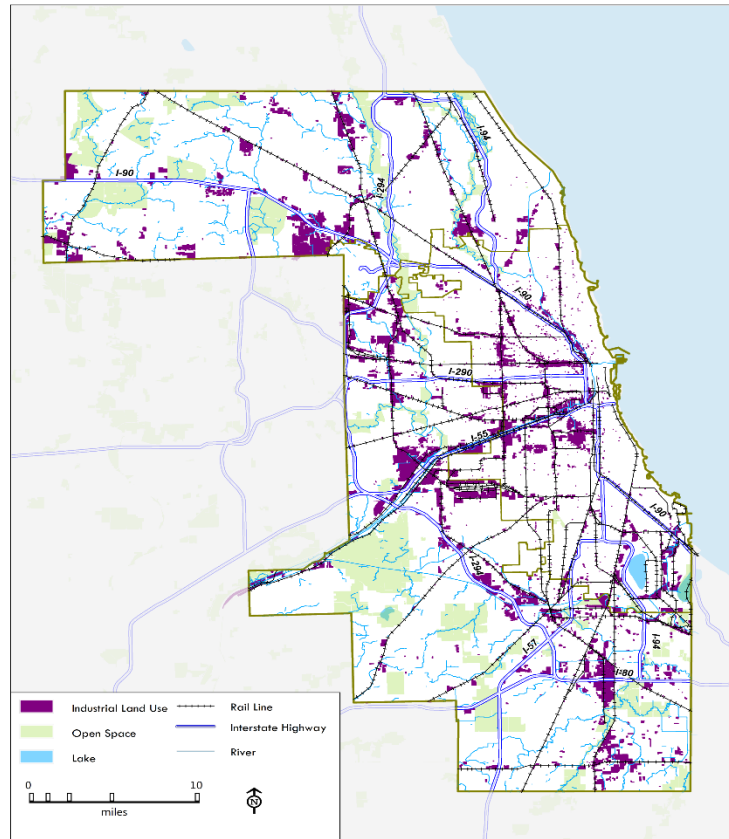
- Modal Shifts
- Green Freight Technologies & Designs
- Comprehensive Land Use Planning



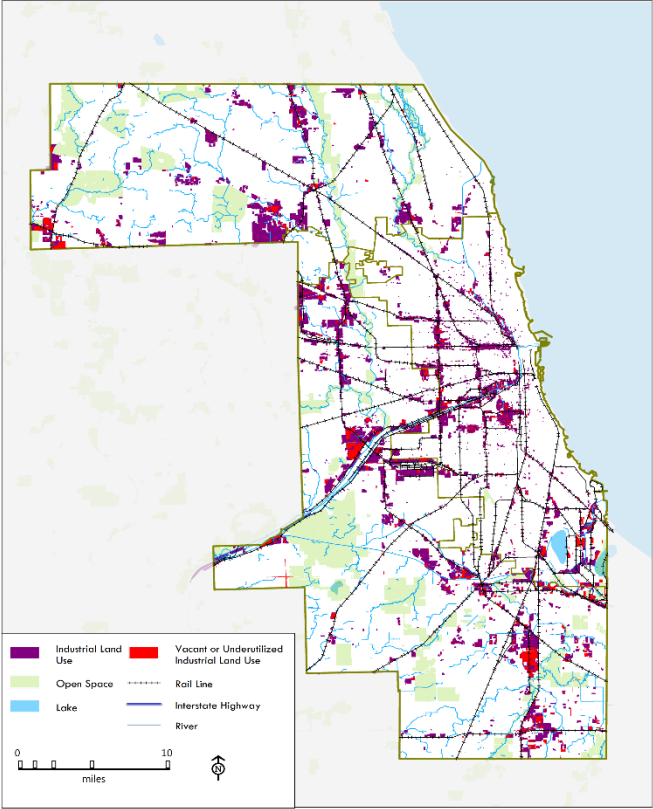
Chicago Freight Facilities are Major Job Anchors



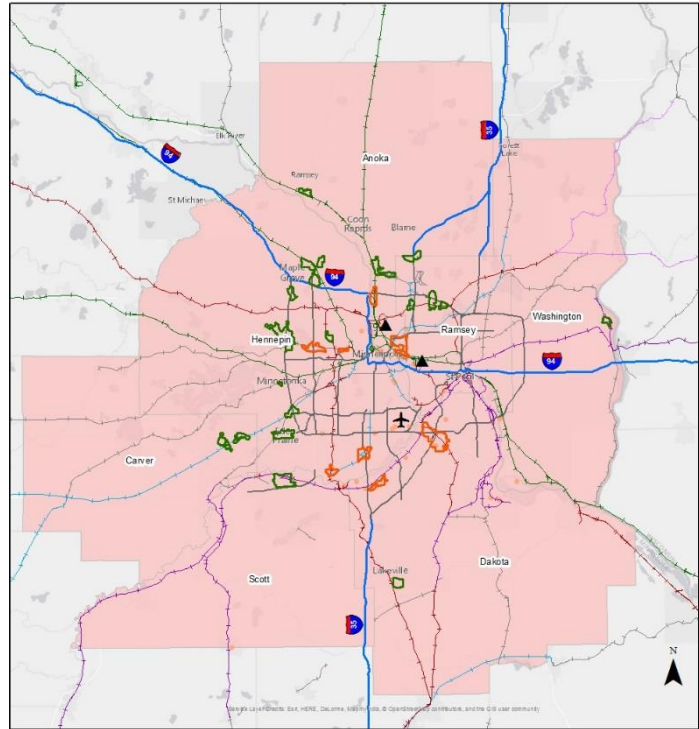
David Chandler, Albert Benedict and Stephanie Dock. *Quality of Jobs Linked to Freight Transportation..*
87th Annual Meeting of the Transportation Research Board. January 13-17, 2008. Based on research presented
Metropolis Solutions, Chicago in their study *Critical Cargo, 2005*



Compact, Freight Linked Development
> 75% of Cook County's Industrial Land Clustered Around Freight Assets

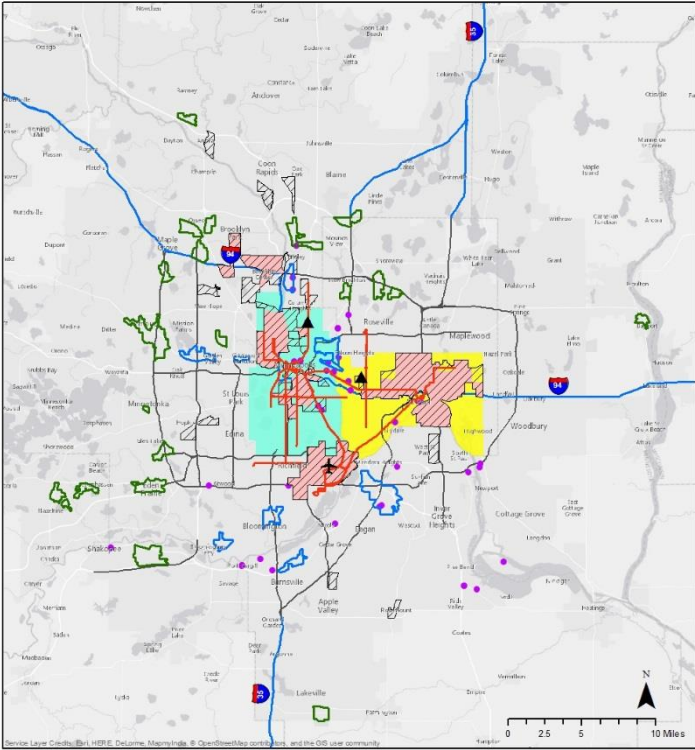


Infill Development Opportunities
1/3 of Cook County's Industrial Land Is Vacant or Severely Underutilized



CNT

Infill Development Twin Cities: Industrial Job Centers and Freight Assets

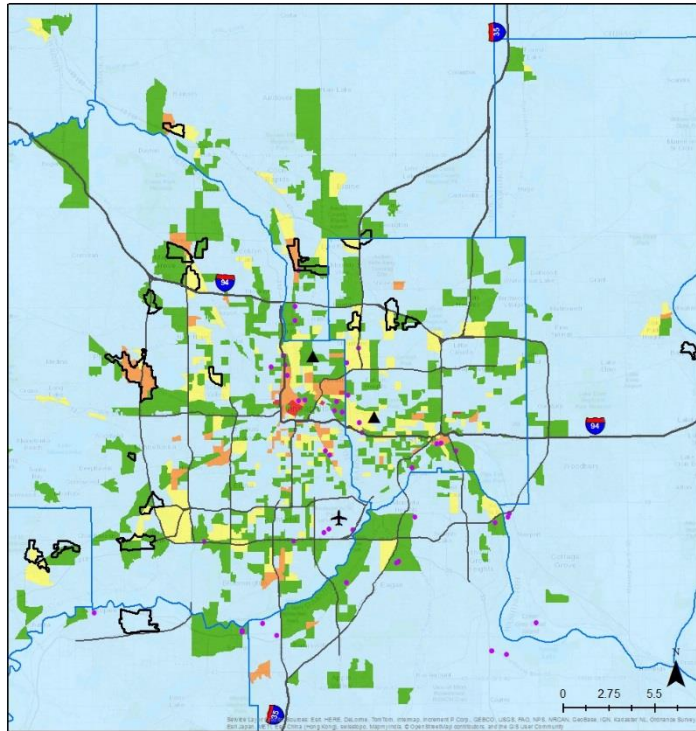


Legend

- Manufacturing Job And Activity Centers, 2016
- Industrial Job And Activity Centers, 2010
- Areas Of Concentrated Poverty, ACS 2014
- Areas Of Concentrated Poverty - 50% minority
- High Frequency Transit Network
- Minneapolis
- Saint Paul
- Intermodal Terminals
- Airport
- Freight Transfer Facility
- USA Major Highways

*Industrial Centers & Poverty Concentraion
Data are from the Metropolitan Council

Twin Cities Areas of Concentrated Poverty and Industrial Employment Centers



Legend

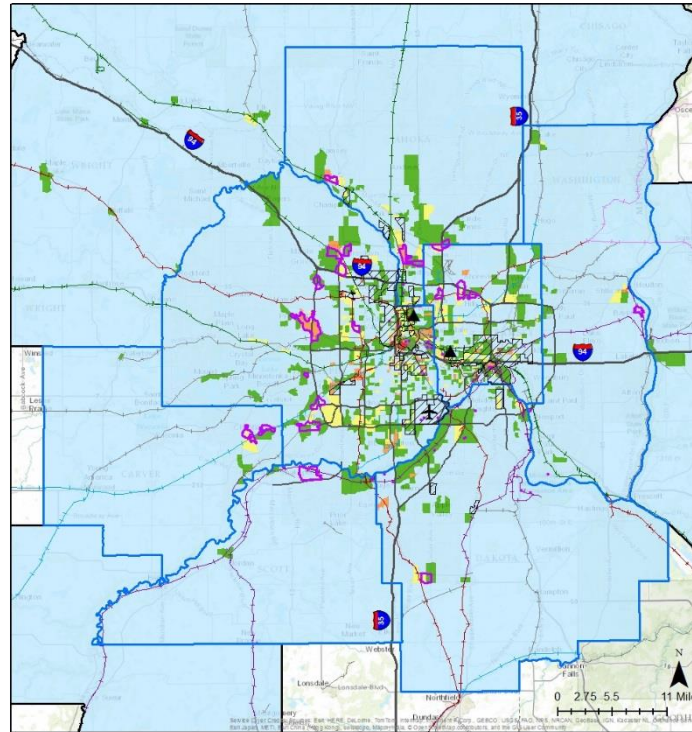
Manufacturing businesses per square mile


- 0 - 5
- 6 - 14
- 15 - 29
- 30 - 66
- 67 - 146

- Manufacturing Job Centers
- Intermodal Terminals
- Freight Transfer Facility
- Airport
- USA Major Highways
- CBSA
- Counties in MPO area

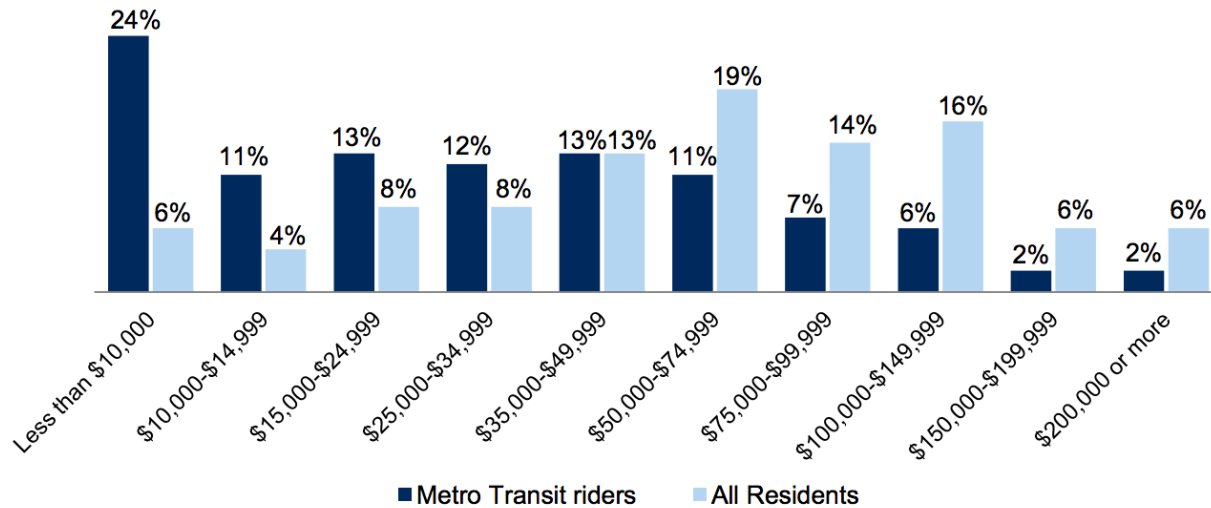


Enlarged View of Manufacturing Businesses in the Central Cities and Inner Suburbs of MSP



 **Manufacturing Businesses and Areas of Concentrated Poverty**

7.8 Household income distribution of residents in the Twin Cities region compared to transit riders (2011 dollars)

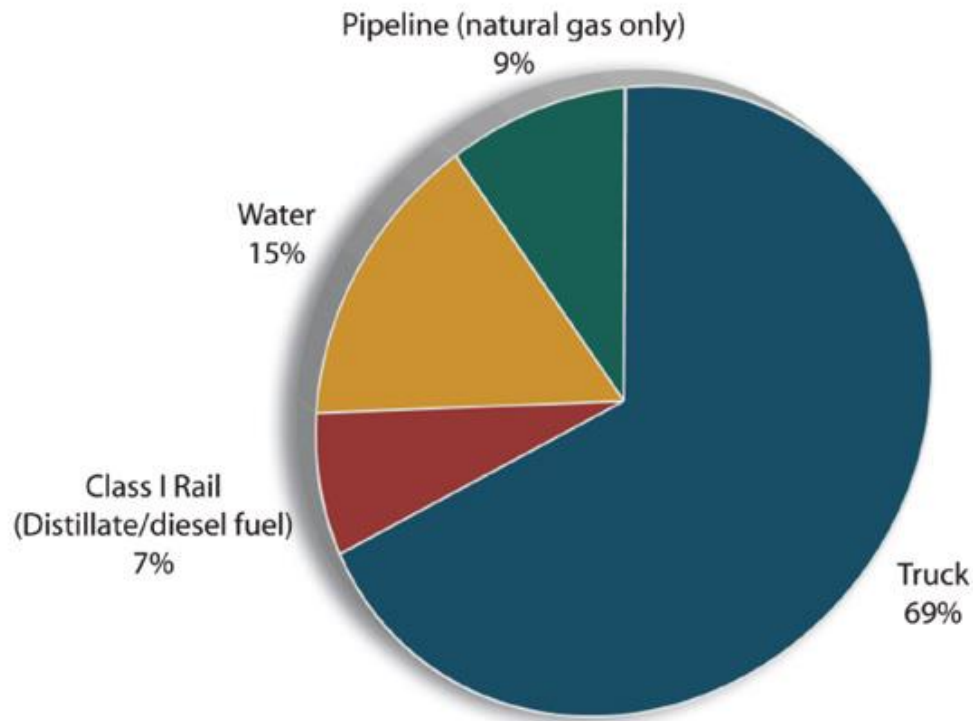


Source: Metropolitan Council, [Choice, Place and Opportunity](#)

**Equitable Development
Transit Ridership by Household Income Distribution**



Trucks Dominate Fuel Use from Freight



Rail uses:
1 gallon of gas
for ton of freight
484 miles with
one gallon of gas

Note: Data do not include energy consumed by oil pipelines (crude petroleum and petroleum products) or coal slurry/water slurry pipelines.

Fuel Consumption and Freight Ton-Miles Moved by Truck and Rail, 1980 -2011

Year	Truck		Rail	
	Diesel Fuel Consumed (thousands of barrels per day)*	Ton-Miles of Freight (millions)**	Diesel Fuel Consumed (thousands of barrels per day)*	Ton-Miles of Freight (millions)**
1980	1,302	1,266,631	262	932,000
1990	1,597	1,707,373	216	1,064,408
2000	2,298	2,326,524	256	1,546,319
2011	2,766	2,643,567	253	1,725,634

* *Transportation Energy Data Book, Edition 34, Table 1.14*

** *Bureau of Transportation Statistics, National Transportation Statistics, Table 1-50, Ton-Miles of Freight*

Heavy Trucks Using Diesel Fuel as a Factor in the Presence of Criteria Pollutants


(millions of short tons)

Pollutant	1970	2011
Carbon Monoxide		
Total Generated by Transportation	174.6	36.3
Heavy Diesel Vehicles	0.49	0.77
Percent Diesel	0.3%	4.2%
Nitrogen Oxides		
Total Generated by Transportation	15.27	7.16
Heavy Diesel Vehicles	1.76	2.56
Percent Diesel	14.5%	45.8%
Volatile Organic Compounds		
Total Generated by Transportation (millions)	18.53	4.01
Heavy Diesel Vehicles (thousands)	460	213
Percent Diesel	2.7%	9.7%
Particulate Matter (PM-10)		
Total Generated by Transportation (millions)	0.64	0.49
Heavy Diesel Vehicles (thousands)	113	168
Percent Diesel	23.5%	45.3%

Source: Transportation Energy Handbook, Tables 12.2 to 12.11



Heavy Trucks Using Diesel Fuel as a Factor in the Presence of Criteria Pollutants



Infill Development Barriers: Land Assembly, Clear Title,
Environmental Contamination, Derelict Structures,
Antiquated Utilities, Rail & Road Access

Public Role in Infill Development

Eliminating Development Barriers, Establishing a Level Playing Field



<i>GIS:</i>	Identify Sites
<i>Planning:</i>	Build Regional Consensus
<i>Land Use:</i>	Select & Assemble Land
<i>Brownfields:</i>	Remediate Land
<i>Transportation:</i>	Improve the “Last Mile”
<i>Resources \ Incentives</i>	Create Funds \ Programs
<i>Economic Development:</i>	Recruit Developers
<i>Workforce Development:</i>	Train for New Jobs

**GENERATE INVESTMENT &
WEALTH**



Develop Community & Regional Vision for COD

SUMMARY OF OPTIMIZER VARIABLES

CATEGORY	TOD	COD
Land Use and Development Scale	Size and contiguity of vacant or underutilized properties; land fragmentation; average block size; land use diversity; housing density	Size and contiguity of vacant or underutilized properties; land fragmentation; industrial land use
Transportation Assets	Transit availability and ridership	Transit availability; proximity to expressway exits, freight rail, intermodal terminals, trans-load facilities and truck routes
Business Characteristics	Data on employment and sales for nearby commercial businesses	Data on employment and sales for nearby businesses; proximity to industrial and logistics businesses
Demographics	Aggregate household income; H+T costs; foreclosures	Educational attainment of workforce; employment sectors

Determine\Refine COD Variables for District & Site Evaluation

		Industrial Facility	Units
A	Freight Access		
A.1	Within 1 mile buffer of an expressway	Yes, Absolute	Y/N
A.2	Adjacent to an active freight rail line	High	Y/N
A.3	Roadway Capacity (current traffic volume)	Low	Annual Weekday Daily Traffic
A.4	Miles to an expressway exit & entrance	Low	Miles
A.5	Miles through non-industrial land (to expressway)	Low	Miles
A.6	Miles to an airport	Low	Miles
A.7	Miles to intermodal terminal	Low	Miles
A.8	Miles to transload facility	Low	Miles
B	Property Development Potential		
B.1	1. Adequate vacant industrial land for facility (*1)	Yes, absolute > 10 acres	Acres
C	Existing Industrial Market to Be Served		
C.1	1. # Industrial businesses within 5-mile radius (*2)	High	Number of businesses
C.2	2. # Industrial jobs within 5-mile radius	High	Number of workers
C.3	3. All miles to the center of regional industrial jobs (*3)	Low	Miles
D	Access to Ready Workforce		
D.1	CNT AllTransit™ Performance Score(*4)	High	Score out of 10
D.2	Industrial workers within 30-minute transit shed	High	Number of workers
D.3	Worker education fit (*5), 30-minute transit shed	High	Number of workers

* 1. Contiguous land zoned for industrial use that is vacant or on which the value of built improvements is less than the value of the land

* 2. All North American Industrial Classification (NAIC) categories in manufacturing, wholesale trade or transportation and warehousing

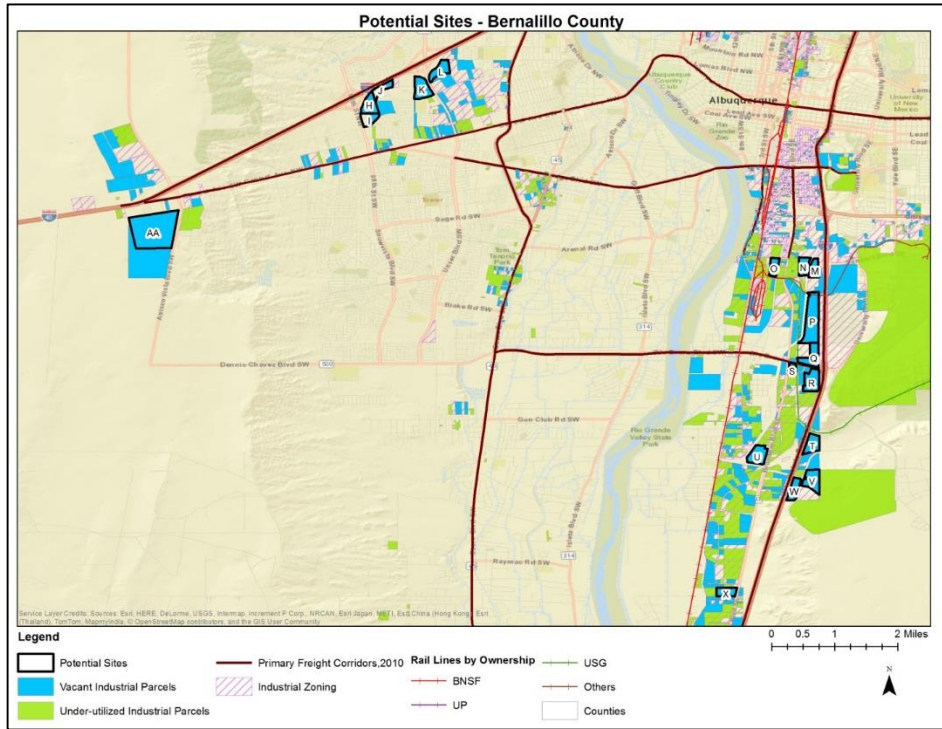
*3. CNT has developed an algorithm for determining the point at the geographic center of employment for workers in any given NAIC, i.e., the point from which the total of distances to all jobs in a given district or region is the shortest.

*4. The All-Transit™ analytical tool developed by CNT provides the frequency of transit of all modes available at a given location (census block group).

*5. "Worker Education Fit" for industrial jobs represents the percentage of all workers in a given location (census block group) whose highest level of educational attainment is a high school or associate degree.

*6. Some sewer capacity may be provided by "green infrastructure", vegetation planted to absorb storm water where it falls.

Operationalize COD Variables for Comparative Evaluation



Select Priority Sites

COD Site Example: Sterling Lumber Plant, Harvey IL

- Mature industrial district, with secure industrial zoning, in low-income community
- Significant Acreage, > 45 acres
- Excellent Freight Access: Truck Route to Expressway Exit, Intermodal Terminal, Direct Rail Service
- Excellent Transit Access (CNT AllTransit® tool) : 3,839 transit trips/week within ½ mile; 10 transit routes within ½ mile; 112,430 jobs accessible within 30 minutes transit travel; 142,198 workers available within 30 minutes transit travel
- End User & Developer Interest



Selection by Metrics for \$ Feasibility, Equity, & Sustainability

COD Financial Package Example: Sterling Lumber Plant, Harvey IL

- Brownfield Assessment & Brownfield Revolving Loan Fund – risk reduction
- Infrastructure Preparation: State Rail Siding Grant, County Transportation Dept. Road Improvements
- Tax Abatements: County Section 8b classification, Illinois Enterprise Zone
- Conventional Financing: Owner Equity, Bank Loan



**Financing with Public Support to Create a Level
Development Playing Field**

Exemplary Workforce Training Programs:

- Calumet Green Manufacturing Partnership: OAI, SSMMA\CSEDC, Daley College, Prairie State College, South Suburban College
- Olive Harvey College Logistics Training Program
- Joliet Junior College
- Jane Adams Resource Corporation
- Austin Career Academy
- CSEDC Robotics Initiative



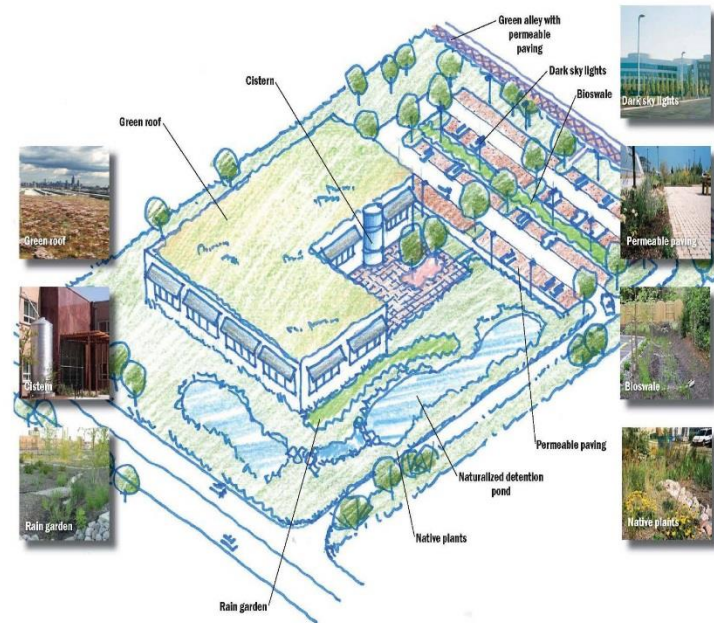
Others !



Equitable Development
Worker Education for Industrial & Logistics Employment

Community-Based & Comprehensive Land Use Planning for Manufacturing & Logistics Development:

- Making way for necessary development on virgin land as well as infill
- Permitting in the context of comprehensive plans, preserving natural lands while supporting economic growth
- Planning with local & regional perspectives



Addressing Serious Environmental Threats with Available & Emerging Green Freight Technologies:

- Energy-Efficient Locomotives
- Intermodal Freight Terminals with negligible emissions, operating in $\frac{1}{4}$ the space of conventional terminals
- Energy-Efficient and fully electric trucks
- Information technologies to reduce empty mileage



Sustainable Development
Available & Emerging Green Freight Technologies

COD Metrics Overview

A. Local Economic Development

Industrial Location Efficiency

Access for Manufacturers

Job Creation and Career Paths

Worker Transportation Access

Public Costs and Revenues

B. Freight System Efficiency

Truck and System Productivity

Travel Time and Reliability

Drayage and Terminal Operations

Right-Sized Shipping

C. Environmental Impact

Air Quality

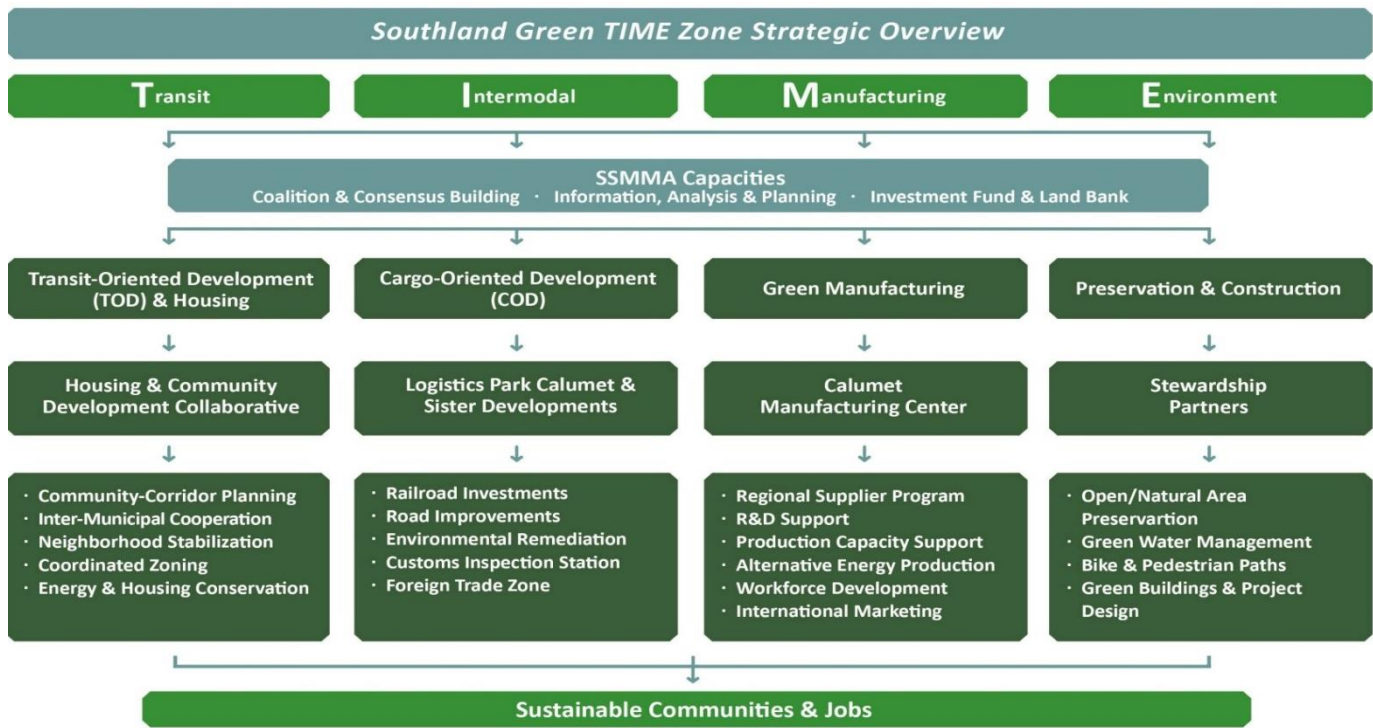
Water Quality

Noise Level

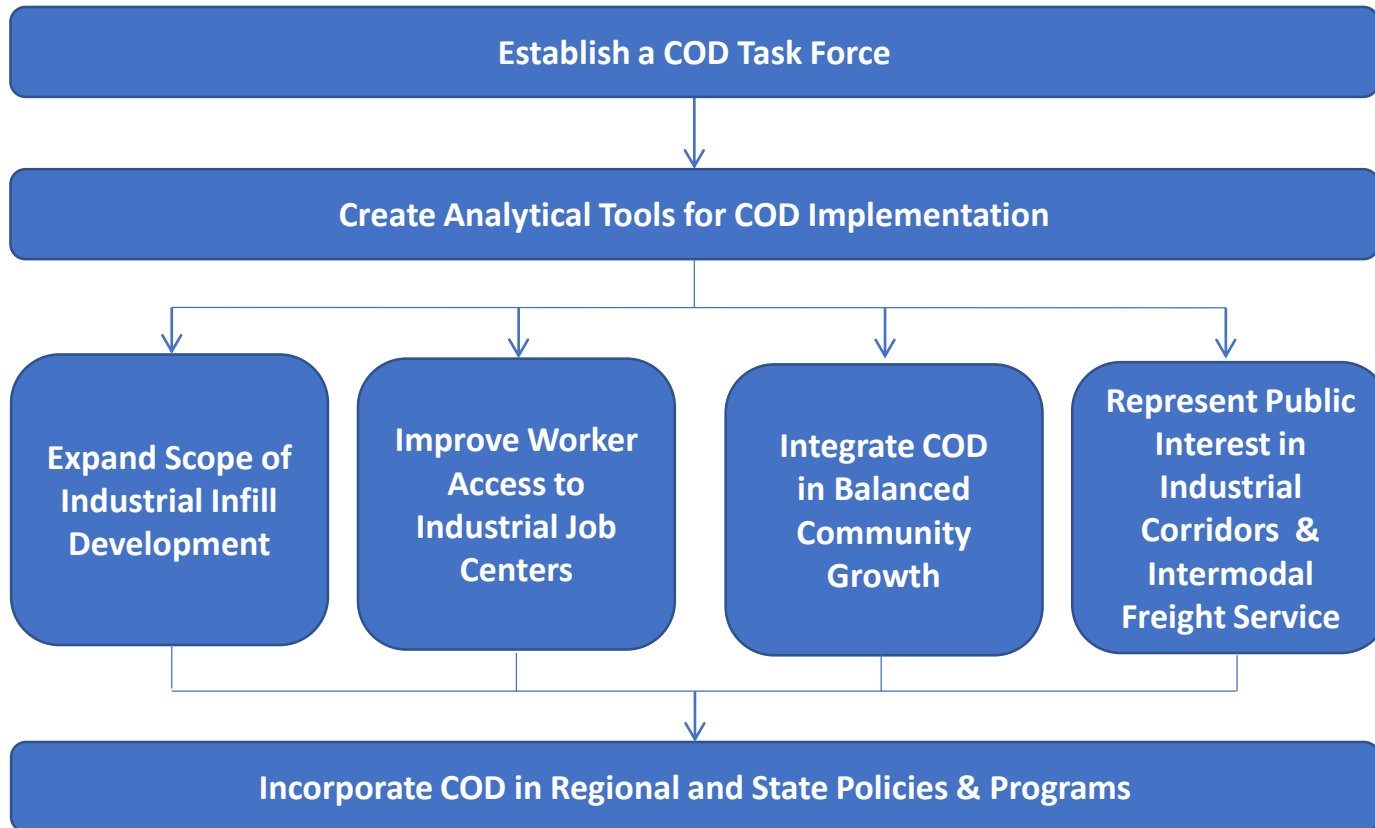
Lighting

Regional Land Use

D. Safety (Affecting All Metrics)



MSP COD Project Flow



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<https://www.cnt.org/publications/freight-train-to-community-prosperity-metrics-for-cargo-oriented-development>



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Thank you for Attending the Webinar

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