Global Cities Program Objectives

- Helping advance strategic thinking in a variety of critical areas.
- Facilitating informed decision-making on the part of public officials, key stakeholders, and interest groups.
- Enabling the leadership of the Sun Corridor to take advantage of national financial resources.
Sun Corridor Megaregion
Stretches from Prescott to Mexican border at Nogales (280 miles)

- **Megaregion**: Network of urban, suburban, and rural areas linked by:
  - Proximity
  - Physical infrastructure
  - Common environmental concerns
  - Social, cultural, and economic relationships
  - Potential for coordinated policies

- Sun Corridor will include 85% of state population/employment by 2050:
  - Two-thirds of housing units will be built after 2007.
  - More than half of the transportation infrastructure yet to be built.
  - Opportunity to formulate new sustainable urban development paradigm.
Joint Planning Advisory Council (JPAC)

• Developed in December 2009 when Maricopa Association of Governments (MAG), Central Arizona Association of Governments (CAAG), and Pima Association of Governments (PAG) signed joint planning agreement to:
  – Identify mutual goals and interests;
  – Coordinate planning activities; and
  – Work cooperatively to advance Sun Corridor in the global economy.

• JPAC includes members of Resource Working Group and Contributing Partners.

• JPAC became Global Cities Institute’s main audience, or “client group”.

MEMBER GEOGRAPHIES

SUN CORRIDOR, FUTURE CORRIDOR
Contributing to the Dialogue

• Many issues and opportunities already identified in past planning studies:
  – Population growth
  – Urban form
  – Economic diversification
  – State Trust land policies
  – Water availability
  – Climate change
  – Environmental stewardship
  – Sustainable development
  – Access and mobility
  – Safety and security
  – Infrastructure finance
  – Regional cooperation and governance

• Global Cities efforts are intended to be part of the larger process; contributing to the dialogue and advancing strategic thinking.
Participants

- Three external committees developed to oversee, interact, and contribute to the Sun Corridor engagement:
  - **Strategic Partners:** small number of influential community members who are visionary, represent different geographies, and have varied backgrounds.
  - **Resource Working Group:** senior managers at state and regional agencies that represent knowledge of past work.
  - **Contributing Partners:** key public officials that bring program credibility and implementation potential.

Source: Maricopa Association of Governments
Focusing on the Big Issues

**Economic Engines**
- Build upon “North America Next” report.
- New paradigm for urban development. How to structure across multiple jurisdictions?
  - Natural resources and environment
  - Activity centers
  - Multimodal transportation
  - Renewable energy

**Sun Corridor Identity/Organization**
- Excellent start with MPO Joint Planning agreement; how do the COGs/MPOs implement and market?
- County, COG/MPO coordination
- Planning and regulatory consistency
- Public/private partnerships
- Public lands management opportunities

**Sustainable Development**
- Mobility
- Grey infrastructure
- Green infrastructure

**Resources**
- Federal
- State
- Regional
- Local
- Private
- Non-profit/ non-governmental organization

**Infrastructure**
- County, COG/MPO coordination
- Planning and regulatory consistency
- Public/private partnerships
- Public lands management opportunities

**AECOM GLOBAL CITIES INSTITUTE**
Achieving Full Economic Potential

Major Economic Engines

Recommit and invest in existing economic engines:
- Microelectronics
- Air transportation
- Aerospace and defense
- Tourism
- Regional service center

Stimulate development of emerging economic engines appropriate to the Sun Corridor:
- Transportation logistics
- Niche agriculture
- Renewable energy
- Biomedical and pharmaceutical
Achieving Full Economic Potential
Preliminary Findings

• Sun Corridor inland port is an ambitious vision which could serve as a rallying point for several initiatives and interests:
  – More than a logistics, warehousing, and distribution center; could include significant manufacturing and/or final assembly.
  – Maximizes locational advantages of existing and potential future multimodal transportation crossroads.
  – Takes advantage of north-south trade opportunities, and enhancement of existing Mexican deep-water ports (e.g., Guaymas), as well as new port development (e.g., Punta Colonet).
  – Provides opportunity for foreign trade zone development.
Achieving Full Economic Potential
Preliminary Findings

• Promote trade and economic cooperation with neighboring Mexican states:
  – Proximity of such a large and rapidly growing market is a major opportunity for the Sun Corridor.
  – Requires joint planning of bi-national border region infrastructure, particularly transportation.
  – Strategically invest in key infrastructure elements that facilitate international trade.
  – Could pose “gateway” opportunities to Pacific Rim international trade through Mexico, avoiding congestion and other issues with U.S. west coast ports.
Preliminary Findings

• Public infrastructure challenges:
  – Choose right infrastructure projects; use resources strategically to establish Sun Corridor infrastructure spine, such as:
    ð Phoenix to Tucson intercity rail
    ð I-11 transportation corridor
    ð Pinal County north-south multimodal transportation corridor
    ð New/improved north-south freight rail connectivity
    ð Sun Corridor inland port(s)
  – Transportation connectivity and coordination across the bi-national border is priority.
  – Take advantage of new/upcoming federal funding initiatives and public-private partnership (P3) opportunities.
Approach to Sustainable Growth
Preliminary Findings

- Preserve open space and the natural environment:
  - Preserve natural, cultural, and scenic heritage.
  - Protect streams, natural washes, and wildlife corridors.
  - Maintain and enhance wildlife habitats, migration corridors, and linkages across jurisdictional boundaries.
  - Utilize natural open space and agricultural lands as buffers between activity centers.
Approach to Sustainable Growth
Preliminary Findings

• Enable development of multi-use activity centers composed of location efficient land uses:
  
  – Centers vary in size, mix, and intensity of uses; can be growth and reinvestment areas.
  – Allows preservation of sensitive and unique open space.
  – Multi-use centers include, at a minimum:
    - Employment, commercial, and residential land uses
    - Each has a role in building the urban environment
Approach to Sustainable Growth
Preliminary Findings

• Create quality job centers proximate to a range of housing options:
  – Workforce attracted to certain standard of living.
  – Low commute times a preferred amenity.
  – Average U.S. commute time is 100 hours a year.
  – Companies choosing location based on workforce.
Develop multimodal transportation network for efficient community and regional mobility and to create economic opportunity:

- Recognize and strengthen land use and transportation relationship, connecting workforce to employment centers, and offering multimodal opportunities.
- Provide intermodal linkages with freight facilities that can accommodate movement among highway, rail, and air travel modes.
- Enhance connectivity with the bi-national border to foster economic trade and tourism.
Positioning the Megaregion
National and International Best Practices

- **European Spatial Development Perspective** provides a framework for achieving balanced and sustainable development with three major policy guidelines:
  - Polycentric spatial development and a new urban-rural relationship.
  - Parity of access to infrastructure and knowledge.
  - Wise management of natural and cultural heritage.

- **Great Lakes Commission**
  - Coordinates discussion and strategy on regional issues, including community and economic development, and water use and natural resource conservation of the Great Lakes Basin and St. Lawrence River.
  - Includes eight Great Lake states and two Canadian provinces.
• Piedmont, Cascadia, and the Sun Corridor have made strides toward megaregion development strategies.
• Megaregion idea at federal level gaining traction (e.g., high-speed rail).
• Common issues of governance, identity, and planning for an economically, socially, and environmentally sustainable future.
• Methods chosen to address issues will likely reflect the unique character and circumstances of each megaregion.
Positioning the Megaregion
Moving Forward

• Build upon foundation of regional cooperation:
  – Pinal County Comprehensive Plan
  – Pima County Sonoran Desert Conservation Plan
  – MAG I-8 and I-10/Hidden Valley Transportation Framework Study
  – ADOT North-South Corridor DCR/EIS
  – MAG Freight Transportation Framework Study

• Position Sun Corridor for opportunities under federal Transportation Bill reauthorization.

• Commitment of public funding and stimulation of P3s for infrastructure projects of regional significance.
Implementation Directions

Key Investment Opportunities

- Transportation and Other Public Infrastructure
  - High-capacity multimodal roadway system expansion
  - Freight rail system improvements/expansion
  - Border port-of-entry improvements

- Knowledge Infrastructure
  - Arizona Board of Regent’s 2020 Vision
  - Post-secondary supplemental skills development
  - Outreach to complete basic education skills

- Trade and Investment
  - Target emerging market economies
  - Participation in regional and global supply chains
  - Establish supportive conditions for growth
Thank You

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