

VI. RECOMMENDED EDA PROJECTS

A. PROGRAM AND PROJECT SELECTION

The Regional Economic Strategy Committee (RESC) has identified nine eligible EDA Projects for 2017-18. These projects are located in three of the region's cities, Fall River, New Bedford and Taunton as well as potential additional project opportunities in Carver, Middleborough, Somerset and Wareham. The projects primarily focus on infrastructure (roadways, water, sewer, utilities and fiber optics) that support new development and expansion of business and industrial parks as well as longer term planning efforts to support future economic development.

The Comprehensive Economic Development Strategy (CEDS) also maintains an additional list of public works projects identifying up to 65 regional economic development, brownfields, public works and transportation projects either directly providing or supporting economic development in southeastern Massachusetts. (See Appendix 3: REGIONAL ECONOMIC DEVELOPMENT, TRANSPORTATION AND PUBLIC WORKS PROJECTS). The Regional Economic Strategy Committee (RESC) reviewed each of the proposed projects for the 2017 CEDS, in addition to the extended list of public works projects. The projects have been identified for potential funding by EDA and/or other agencies, and have been evaluated as having a significant impact on the region's economy.

A proposed project is eligible for EDA funding if it is located in an area that meets one or more of the following criteria:

1. **Low Per Capita Income:** The area has a per capita income of 80% or less of the national average.
2. **Unemployment Rate Above National Average:** The area has an unemployment rate that is for the most 24-month period at least 1% greater than the national average unemployment rate.
3. **Unemployment Or Economic Adjustment Problems:** The area has experienced or is about to experience a special need arising from actual or threatened severe unemployment or economic adjustment problems resulting from changes in economic conditions.

In addition to EDA's eligibility requirements, the Regional Economic Strategy Committee (RESC) considered traditional measures such as, numbers of jobs created, public and private investments, estimated tax benefits, regional impacts and economic justice in prioritizing these EDA projects.

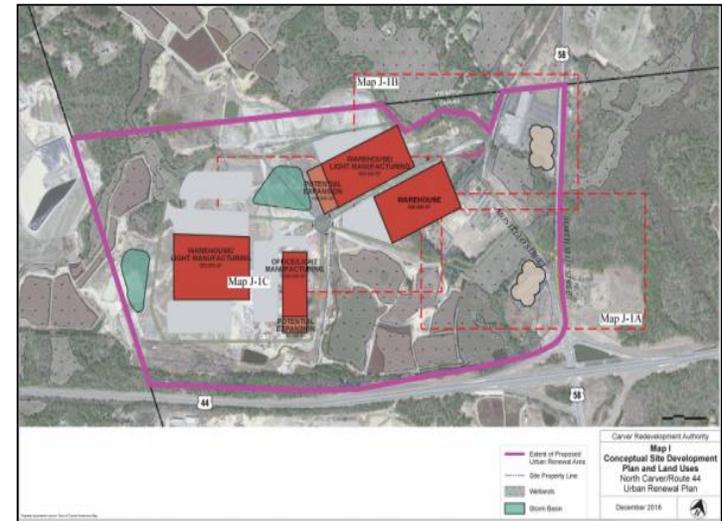
The EDA projects for 2017-18 are summarized below, along with the specific goal(s) addressed by each project, which constitute the basis of the region’s economic development strategy. All existing projects were reviewed, status updated and approved by the SRPEDD Commission. All projects identified represent the greatest potential for economic benefit in the region. The projects, listed alphabetically by community are as follows:

B. EDA PROJECTS FOR 2017-2018

- **CARVER, NORTH CARVER GREEN BUSINESS AND TECHNOLOGY PARK**

Status: The Town of Carver and Carver Redevelopment Authority recently completed an urban renewal plan and filed a Phase I Waiver under the MEPA process with approval expected in the spring. Under Phase I, parcel acquisition is needed to assemble the 242-acre development, relocation of residents and business displaced by acquisition, and spot clearance of several buildings. As Phase I proceeds the MEPA review will continue on the entire project.

The development project comprises 242 acres, which is anticipated to yield approximately 1.85 ML SF for warehousing, light manufacturing office and commercial uses, and provide 1,500 new employment opportunities.



Transportation Access: Direct access to Routes 58 and 44 offering access to I-495 and Route 24.

See <http://www.carverma.gov/redevelopment-authority> for more details.

- **FALL RIVER/FREETOWN SCIENCE AND TECHNOLOGY PARK**

Status: The new interchange at exit 8B (Innovation Way) completed in 2012 is in place providing direct access to a 300-acre site and the MassBiologics has emerged to manufacture vaccines and other medicines growing the bio- manufacturing and life sciences system. More recently, the construction of the Amazon fulfillment center was completed in the early fall of 2016, generating about \$50 million in private investment and providing 500 new job opportunities. Additional public infrastructure may be needed to build-out the remaining 400 acres.

Transportation Access: Direct access to Route 24 provides access north to Route 44 and I-495 and south to I-195; within a ¼ mile of CSX freight line and proposed commuter rail via the Stoughton Route, Boston to Fall River.

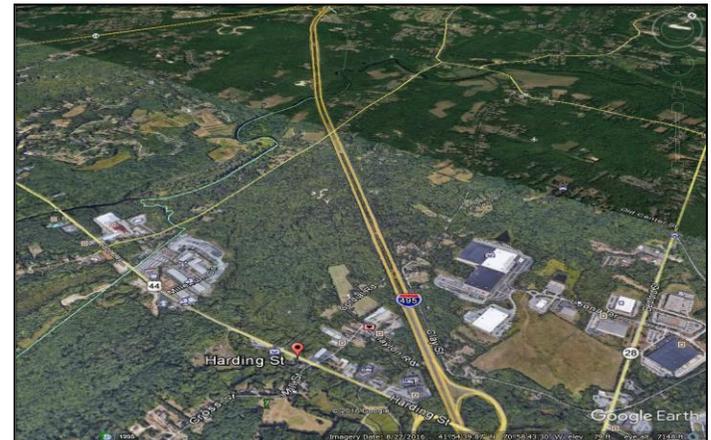
See <http://FROED.org/> for more details.



- **MIDDLEBOROUGH, SOUTHPOINTE BUSINESS PARK**

Status: Currently Middleborough is exploring potential development opportunities and strategies to position a 224-acre site for development. Pending type of development and private investment, options are available to construct public infrastructure to support private development commitment, business development and job creation. Initial steps include private development commitment(s) and development of easements for public infrastructure.

Transportation Access: Direct access to I-495, Routes 44 and 18.



See <http://www.middleborough.com/oced> for more information.

- **NEW BEDFORD, INNOVATION DISTRICT PLANNING**

Status: The City of New Bedford and the New Bedford Economic Development Council continue to work on development of a long-term plan for the creation of an Innovation District centered on the Quest Center and redevelopment of the New Bedford Armory, including adjacent neighborhood.

Transportation Access: Direct access to Route 18 and I-195 with access to Route 140 north. Direct Access is available to the proposed Whale’s Tooth Commuter Rail Station.

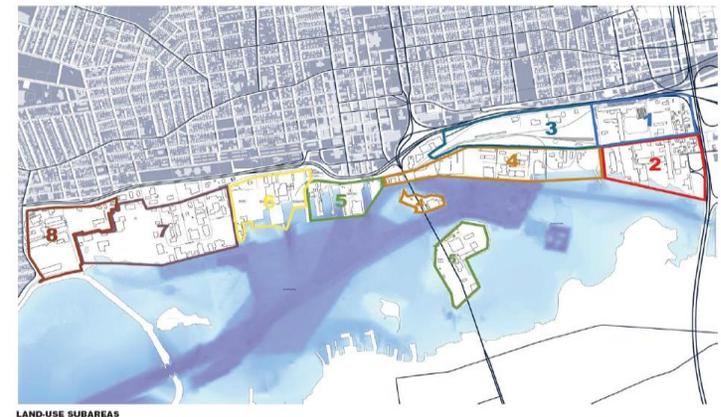


See <http://www.nbedc.org/> for more information on Quest Center and Armory District Neighborhood Planning Assessment.

- **NEW BEDFORD, WATERFRONT DEVELOPMENT AREAS**

Status: The City of New Bedford, New Bedford Redevelopment Authority, New Bedford Economic Development Council and the Harbor Development Commission recently completed the Waterfront Framework Plan partially funded by EDA. Development opportunities may exist for potential EDA public works funds to support private investment, business development and expansion.

Transportation Access: Access to the area is provided through Route 18 directly to I-195 and other major



highways.

See <http://www.nbedc.org/plans-publications/> under New Bedford Waterfront Framework Plan for more details.

- **NEW BEDFORD, WHALING CITY BUSINESS PARK AND GOLF COURSE**

Status: The City of New Bedford is proposing to transform part of the Whaling City Golf Course into a 100-acre business park. The new business park would support about 1.3 million square feet of industrial and commercial space, provide 1,000 new employment opportunities and generate approximately \$2.0 million in annual tax revenue. Preliminary planning underway. The earliest the project would break ground is 2019.

Transportation Access: I-195 and route 140 via Hathaway road provides access to the area.

See <http://www.newbedford-ma.gov/> under New Business Park for more details.

- **SOMERSET, BRAYTON POINT AND MONTAUP POWER PLANTS PLANNING AND REUSE FRAMEWORK**

Status: The Town of Somerset, Somerset Citizens Transition Committee and the Coalition for Clean Air with the assistance of SRPEDD is requesting funding to develop a planning framework for the reuse of the Brayton Point Power Plant site and the Montaup property. The recent closure of Brayton Pt and Montaup in 2010 has resulted in the loss of millions of dollars in tax revenues, nearly 350 jobs and productivity of over 300-acres of industrial deep port waterfront.

Transportation Access: Access to Brayton Point is provided by I-195 and access to Montaup from I-195 via Route 138.



- **TAUNTON, MYLES STANDISH BUSINESS PARK DEVELOPMENT, PHASE V**

Status: Phase V \$4.4 million Business Park development project, partially funded by EDA was completed in 2016. Additional EDA opportunities may exist to assist with the development of the CONNECT Life Science Training and Education Center portion of Phase V, anticipated for construction in 2018.

Transportation Access: Direct access to I-495, Exit 9 with access north to I-95 and south to Route 24, 44, and 140 and I-95. There is direct access to CSX rail freight line, Whittenton Branch.



See <http://www.massdevelopment.com/what-we-offer/real-estate-services/development-projects> for more details.

- **WAREHAM, WAREHAM INDUSTRIAL PARKS IMPROVEMENT**

Status: Wareham Industrial Park I and II located at Kendrick Road and Patterson Brook Road. Wareham IP I was initially constructed with EDA Funding in the 1970's.

SRPEDD recently completed a Route 28 corridor, which identified both industrial parks as primary areas for potential development opportunities and infrastructure improvements to the roadways and entrances in support of private investment and new business development.



Pending private development commitment, EDA public works funding may be available.

Transportation Access: Route 28, and I-195 as well as I-495 provides direct access to the area.

See <http://www.wareham.ma.us/planning-department-and-zoning-board-appeals> or <http://www.srpedd.org/dlta-archive> under Wareham for report entitled “Wareham Route 28 Economic Development Strategies” for more details.