VI. RECOMMENDED EDA PROJECTS

A. PROGRAM AND PROJECT SELECTION

The Regional Economic Strategy Committee (RESC) has identified thirteen eligible EDA Projects for 2018-19. These projects are located in three of the region’s cities, Fall River, New Bedford and Taunton as well as in Norton and Somerset. Other potential opportunities exist in Carver, Middleborough and Wareham. The majority of the projects focus on infrastructure (roadways, water, sewer, utilities and fiber optics) that support new development and expansion of business and industrial parks. Initiatives in Somerset as well as the Southeastern Marine Science and Technology Corridor effort are long 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 2018 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 2018-19 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 2018-2019

- CARVER, NORTH CARVER GREEN BUSINESS AND TECHNOLOGY PARK

**Status:** The Town of Carver and Carver Redevelopment Authority 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. Currently, Carver is working with the owner on site preparation and a schedule for infrastructure and private development.

The development project comprises 242 acres, which is anticipated to provide 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.

● 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.


● MIDDLEBOROUGH, SOUTHPINTE 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.

- 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.


- **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 ongoing. The earliest the project would break ground is 2019.

  **Transportation Access:** I-195 and Route 140 via Hathaway Road provides access to the area.

NEW BEDFORD, PAYNE-ELCO REDEVELOPMENT AND SUPPORTIVE INFRASTRUCTURE

**Status:** The City of New Bedford is proposing redevelopment of the former Payne Cutlery and Elco Dress Company site located in northern portion of the city at Church, Coffin and Collette Streets. An adjacent business is proposing reuse and expansion of their facility on the 4.0 + acre brownfield site. New Bedford is proposing infrastructure improvement to the area surrounding redevelopment through an EDA PWED application to support reuse, private investment, job retention and new employment opportunities.

**Transportation Access:** Access to the area is provided by I-195, Route 18 and King Highway (Tarkiln Hill Rd). The CSX rail line at Route 140 extends through this area. (Payne-Elco site, Church Street, New Bedford)

NORTON, LEONARD STREET BUSINESS PARK @ I-495 AND ROUTE 123

**Status:** Norton and Condyne Development in partnership are in process of submitting a Final Environmental Impact Report (FEIR) and complete the permitting processes. In conjunction with submittal of the FEIR, the town has submitted a $1.8 ML EDA application with funding expected for infrastructure development to support the private investment generated by the development. This new industrial business park is expected to include about 850,000 square feet of warehouse, manufacturing, office and retail. It is anticipated, the development will create 700 new employment opportunities and provide nearly $1.0
million in tax revenue. Construction start expected in the fall 2018 or early spring 2019 weather permitting.

**Transportation Access**: Direct access from I-495 and Route 123.

- **SOMERSET, BRAYTON POINT AND MONTAUP POWER PLANTS REDEVELOPMENT**

  **Status**: The Town of Somerset is working in collaboration with Commercial Development Corporation, St Louis, MI on site remediation measures (cleanup & demolition) to ready the 300-acre Brayton Point property for redevelopment. A 20-inch natural gas spur serves the site from the Algonquin pipeline and National Grid maintains an onsite substation with the capacity to transmit approximately 2,000 MW of electricity. Currently there are no plans to demolish the two cooling towers during site remediation as the site offers a wide range of potential market-driven resale alternatives. The site is zoned industrial, which includes the right to operate a power plant. Potential reuse of the site may include an industrial deep-water wind port and other environmentally appropriate energy industries. A recent opportunity has emerged proposing the re-use of the site for manufacturing of offshore wind equipment or components for Vineyard Wind, which recently received the Massachusetts contract for off shore wind development. The owner of Montaup is seeking buyers for its Somerset site as well as its companion site across the Taunton River in Fall River at Weavers Cove with its oil-tank farm and CSX-linked freight rail line.

  The recent closure of Brayton Pt in May 2017 and Montaup in 2010 has resulted in the loss of millions of dollars in tax revenues, water and sewer fees and nearly 350 jobs. As reuse plans emerge, EDA funding options will be available to support redevelopment for these former coal facilities (*Photo of Brayton Point Power*).
Transportation Access: Access to Brayton Point is provided by I-195 and is within a mile of Route 24 to Boston. Access to Montaup is available from I-195 via Route 138. Both sites are also within a mile of CSX freight line at Fall River’s State Pier. Additionally, both sites offer 35 foot, deep-water ship berths linked to Atlantic maritime shipping lanes.

● SOMERSET PLANNING INITIATIVES

Status: In late 2017 through the assistance of SRPEDD, Somerset secured a $550,000 grant through EDA’s Assistance to Coal Communities (ACC) Program. The grant enables Somerset to undertake several planning initiatives including developing an integrated water resource management plan, establish a wastewater district with neighboring Swansea and Dighton, preparation of comprehensive master plan and economic development plan to chart a new framework for the future. A major component of the grant is the development of the Integrated Water Resource Management Plan (IWRMP) position the town for SRL funds to provide necessary upgrades to the wastewater treatment facility pictured at right.

Somerset was the only community in Massachusetts awarded the coveted ACC funds as the project demonstrated a convincing argument on the negative impacts from the closure of two coal-fired power plants including Brayton Point in May 2017 and Montaup in 2010. Additionally, Somerset is perhaps the only community in the country that experienced the loss of two, coal-fired power plants, losing millions in tax revenues and water and sewer fees, and nearly 350 jobs.

Transportation Access: The community is served by I-195, Routes 6, Veterans Memorial Bridge and 138. CSX rail freight line is located within a mile at the Fall River State Pier. Somerset host two deep-water ports located at Brayton Point and Montaup, which provide access to Atlantic maritime shipping lanes.
**TAUNTON, MYLES STANDISH BUSINESS PARK, 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.


**WAREHAM, WAREHAM INDUSTRIAL PARKS IMPROVEMENT**

**Status:** Wareham Industrial Park I and II located at Kendrick Road and Patterson Brook Road. Wareham IP I (*photo at right*) 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.


**SOUTHEASTERN MARINE SCIENCE AND TECHNOLOGY CORRIDOR INITIATIVE – REGIONAL**

**Status:** UMass Dartmouth and the Center for Innovation and Entrepreneurship (CIE) in partnership with SRPEDD, the Cape Cod Commission and others have developed an EDA proposal to conduct a 3-year initiative to study, formalize the corridor, brand and market the Southeastern Marine Science and Technology Corridor, encompassing some 28 communities. The Corridor will encompass all of Cape Cod and extend across the South Coast to the Rhode Island border. It is anticipated UMass Dartmouth will receive an invitation to submit a full application for submittal in early August. Total project cost is $1.2 ML including a 50% match provided by UMass Dartmouth.

**Transportation Access:** The South Coast and Cape Cod provide excellent east-west access with I-495, I-195, Route 6 and 28, and north-south access to Boston with Routes 3, 18/140, 24, 138 and I-95. In addition to the deep-water ports provided in Fall River, New Bedford and Somerset, the coastal zone is linked with numerous shallow-water barges and small-ship harbors currently trading as far as Bridgeport and delivering locally built marine vessels to as far away as New York, San Francisco and Columbia. Additionally, the entire corridor is linked by CSX and Mass Coastal freight rail network with freight yards in Fall River, Middleborough, New Bedford and Otis.