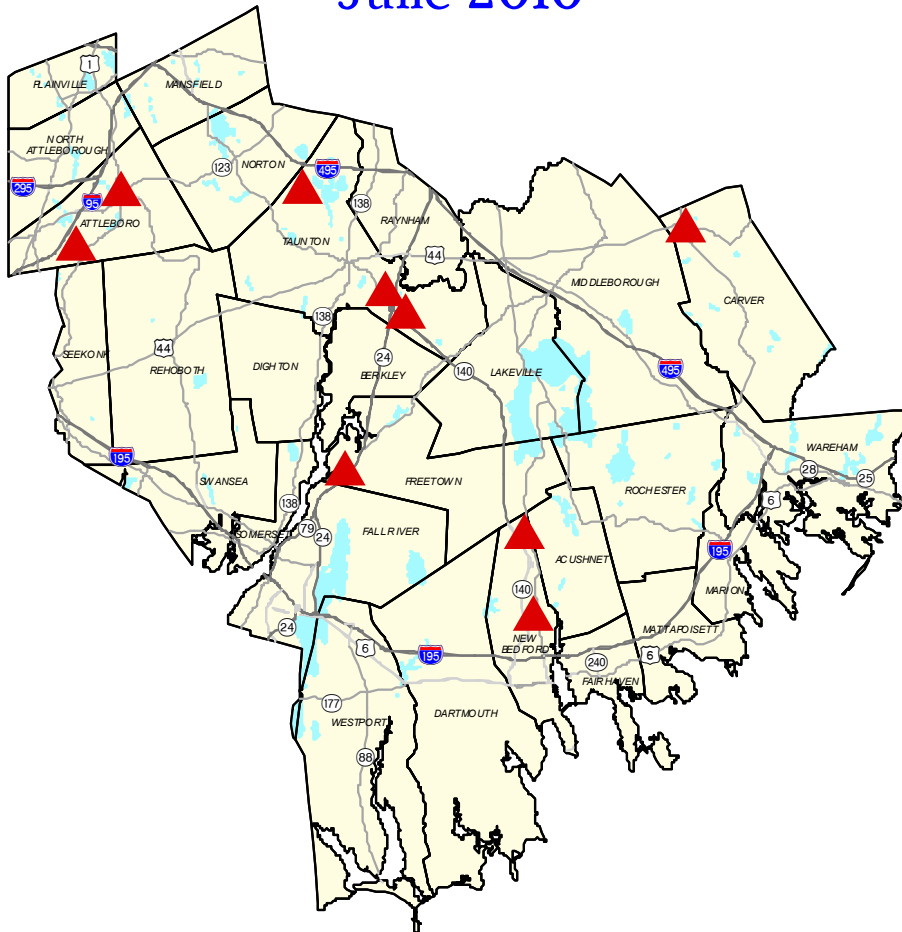


TOWARDS A MORE COMPETITIVE SOUTHEASTERN MASSACHUSETTS

CEDS

Comprehensive Economic Development Strategy
June 2010



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Cover: SRPEDD Regional Map, June 2010
Triangles indicate locations of EDA Priority Projects

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"TOWARDS A MORE COMPETITIVE SOUTHEASTERN MASSACHUSETTS" *Comprehensive Economic Development Strategy (CEDS)* 2010

I. EXECUTIVE SUMMARY

Southeastern Massachusetts is a diverse region with a healthy mix of cities, suburbs, and rural areas. Our economy ranges from agriculture and fishing to high tech manufacturing and service businesses. Our geography includes hundreds of miles of coastline, the state's largest natural lakes, and thousands of acres of wetlands and forests.

The region is the fastest growing area in the state. With the large metropolitan areas of Boston and Providence to the north and west, respectively, and the enormously popular tourist destination of Cape Cod immediately to the southeast, southeastern Massachusetts is nestled among three generators of growth and economic activity.

Despite having its identity often submerged by its three better-known neighbors, southeastern Massachusetts is a unique and special place. Its heritage, its people and its livability are unmatched anywhere. And yet parts of the region have remained the economic stepchildren of the state - always lagging behind in indicators of economic strength such as employment, income, education and new investment.

The cities of southeastern Massachusetts - Attleboro, Fall River, New Bedford and Taunton - are typical examples of places that have been hurt by industrial disinvestment and relocation. Although traditional industries such as manufacturing have been on the decline in these cities for several years now, other industries have grown. The gradual increase in the region's retail trade and a wide variety of services are indicative of the area's economic potential and appeal to tourism. Meanwhile, rises in health care and social assistance-related services are opportunistic and timely responses to the challenge confronting the community and its growing elderly population.

A. FINDINGS & RECOMMENDATIONS

The economy of southeastern Massachusetts, especially along the South Coast, continues to lag behind the national and state economies. As of April 2010, the cities of Fall River and New Bedford ranked as the 4th and 5th highest unemployment rates in the state, despite strength in some sectors and an aggressive local effort to boost the economy. Both cities have experienced monthly unemployment rates in excess of 15% early in second quarter of 2010. While the entire region is currently experiencing severe economic distress, pockets remain in the region where

some problems are worse than others. With an overreliance on manufacturing, the region's four cities have been particularly hard hit.

The District's most recent economic strategy, as expressed by the vision, goals, objectives, action plan and recommended EDA projects found in this report, focuses primarily on these pockets of distress that have lagged behind the state and abutting regions.

The District's five-year experience is best summarized by the eight findings of the Regional Economic Strategy Committee (RESC) as a result of the Comprehensive Economic Development Strategy (CEDS) process:

1. **SOUTHEASTERN MASSACHUSETTS NEEDS TO DEVELOP MORE JOB OPPORTUNITIES TO KEEP PACE WITH A GROWING POPULATION.** While the region's population is growing at a rapid pace, the growth in jobs has not kept up, leaving a large jobs gap. In 2000, there was a gap of 47,839 between the number of employed residents of the region and the number of job opportunities located here. This gap increased by 9,509, or nearly 25%, from a decade earlier. Closing this gap by increasing the job opportunities in the region is a major goal of this report.
2. **WITH THE ENTIRE REGION EXPERIENCING ECONOMIC DISTRESS, SOME PARTS OF THE REGION ARE STILL LAGGING BEHIND THE REST OF THE REGION AND STATE.** Most notable are the cities of Fall River and New Bedford, which continue to experience unemployment rates that are much higher than the state average. The northern half of the region is much more closely aligned with the metro Boston economy.
3. **THE REGION'S ECONOMIC PROFILE HAS SHIFTED DRAMATICALLY, SO THE ECONOMIC DEVELOPMENT STRATEGY MUST SHIFT ACCORDINGLY.** In the past two decades, wholesale and retail trade displaced manufacturing as the sector with the highest rates of employment in the District. The manufacturing sector has been shedding jobs at a rate of more than 1,000 each year while the service and trade sectors have grown. This change requires a strategy that focuses beyond infrastructure to broader economic needs such as capital and human resources.
4. **THE ROLE OF THE ECONOMIC DEVELOPMENT ORGANIZATIONS IN THE REGION (INCLUDING SRPEDD) MUST MEET THE DEMANDS AND CHALLENGES OF THE TIMES.** SRPEDD's role must focus upon building regional partnerships among all parties involved in economic development - especially in creating a workforce capable of meeting the needs of emerging clusters, such as the medical devices, energy and life sciences sectors. Establishing a close link between education and training, financing, site development, promotion and quality of life issues deserve equal consideration.
5. **THE SIGNIFICANCE OF TRANSPORTATION AND QUALITY OF LIFE ISSUES IS**

INCREASINGLY IMPORTANT TO OUR ECONOMIC FUTURE, AND GOOD PLANNING IS ESSENTIAL TO THESE CONCERNS. More commuter rail access to Boston is a high priority need. Proposed inter-modal transit and freight system improvements will maximize the linkages between the communities in the area to airport and seaport warehouses/facilities. Commuter rail service linking Fall River & New Bedford to Boston will more closely tie the region to metro Boston economy. Quality of life and environmental concerns are becoming increasingly important as economic development factors.

6. **SMALL BUSINESS REMAINS THE CORNERSTONE OF OUR REGIONAL ECONOMY.** Southeastern Massachusetts still depends on the growth of small businesses. In 2008, the average-sized firm in Bristol and Plymouth Counties had 13 and 14 employees, respectively, while the state average was 15 employees. Our regional and local economic development strategies must nurture the existing small-size businesses so they can expand, and strive to foster new small businesses.
7. **TRADITIONAL INFRASTRUCTURE INVESTMENT IS CRITICAL TO THE REGION, AND FUTURE INFRASTRUCTURE IMPROVEMENTS MUST INCLUDE TECHNOLOGY INFRASTRUCTURE.** Water, sewer and road planning are still essential to provide quality sites for business expansion, but fiber optics and other telecommunications and technology-related infrastructure are also vital to the region.
8. **EDUCATION REMAINS OUR MOST IMPORTANT NEED.** The SRPEDD region has a shortage of professionals and college-educated individuals in the labor force. In 2000, 24.7% of persons 16 years and over in the four cities in the region were in managerial and professional specialty occupations, whereas there were 33.6% in the U.S. and 41.1% in the state as a whole. The majority of workers in the cities were of service-type and unskilled occupations. Workers with Bachelors degrees or higher were only 19.8% in 2000 compared to 24.4% in the U.S. and 33.2% in Massachusetts.
9. **TO REMAIN COMPETITIVE IN A GLOBAL ECONOMY, THE CHALLENGE TO COLLABORATE IN AN ENVIROMENT OF INNOVATION AND GENERATE INVESTMENTS.** Entrepreneurs, scientists, researches and innovators need to work together as a critical mass in bringing about successful investments to fund an innovation-driven economy. The region's industry relies mostly on manufacturing, although there is movement towards technology-driven industries.

B. FACTS ABOUT SOUTHEASTERN MASSACHUSETTS

- **Population -** Between 1960 and 2000, the region's population growth rate was almost twice as high as the state's (40% vs. 23%). During this period, the five fastest-growing communities in the area were: Carver (473%), Berkley (257%), Lakeville (206%), Rochester (194%), and Mansfield (188%).

- Ethnic Heritage - Almost one quarter (23%) of the region's population is of Portuguese heritage, with Irish, English and French all with more than 10%. Other significant minority groups include Blacks or African Americans (1.6%), Hispanics (3% of the population) and Asians (1.1%). In 2000, 2.4% of the region's population reported Cape Verdean heritage.
- Agriculture - Farming remains an important component of the region's economy. Bristol County is the state's largest vegetable producer; Plymouth County is the state's largest cranberry producer.
- Zoning - Zoning in the region follows expected patterns. All of the region's municipalities have adopted some zoning, with by-laws generally constructed around residential, commercial, and industrial categories. Almost ninety percent of the region's land is zoned for residential use, with higher densities generally permitted in the cities and the larger suburban towns. About half of the municipalities have adopted wetlands or water supply protection zoning. Build-out analyses that were conducted in all cities and towns in 2000 indicate that there is at least six times more land zoned for business and industry than can ever be developed in the region. Much of the region's land that is zoned for business and industry is unsuitable for those uses due to environmental constraints or lack of infrastructure.
- Transportation - The region is served by the Boston/New York/Washington passenger and freight rail corridor. There are three airports in the area: Logan in Boston, TF Green in Providence and the New Bedford airport. Two commuter rail lines, the Shore Line through Attleboro and the Old Colony Line originating in Middleborough/Lakeville currently connect the region to Boston. The construction of highways has spurred significant commercial, industrial and retail development in Taunton, Norton, Attleboro, North Attleborough, Mansfield, Dartmouth, Fairhaven, Raynham, Swansea and Wareham. The relocation and reconstruction of Route 44 from Raynham to Plymouth (Phase 1 completed in late 2005) has implications for future economic development in the region.
- Recreation - Southeastern Massachusetts has unique recreation and tourist opportunities, including several major state parks, beaches and forests (Massasoit, Myles Standish, Demarest Lloyd, Dighton Rock, Horseneck Beach, Fall River-Freetown, Fort Rodman and heritage state parks in Fall River and New Bedford), the Whaling National Park in New Bedford, 40 golf courses, outstanding private attractions including the Battleship Massachusetts, the historic schooner Ernestina, Buttonwood Zoo and the New Bedford Whaling Museum, and the best sailing and fishing on the east coast. Many SRPEDD communities also sponsor active recreation programs for adults and children.
- Early History - The region is a center of Native American history and culture. The Wampanoag Tribe occupied this area long before the Pilgrims landed here in 1620, and evidence of this civilization is still found throughout the region.

- Education - High school and college graduation rates have been on the upswing, albeit moderately so. Southeastern Massachusetts still lags behind the state in high school completion (74% vs. 85%). Additionally, whereas only three SRPEDD communities (Mansfield, Marion and Mattapoisett) exceeded the state average of those who completed four years of college in 1990, there were four such communities in 2000 when North Attleborough reached the state average.
- Fisheries - The New Bedford Seaport continues to lead the nation as the top fishing port in the U.S. as measured by dollar earnings. According to the National Marine Fisheries Service, New Bedford 2008 landed 146.4 million pounds valued at \$241.3 million. Its primary catch is sea scallops. The resurgence of New Bedford to #1 was primarily due to the opening of previously closed areas for scallop dredging. In 2000, New Bedford's fishing vessel fleet profile consisted of 263 active draggers and scallopers. Between 2001 and 2007, the number of fishing establishments increased from 131 to 169, with employment in the fishing industry rising from 777 to 949, and total wages valued from \$44,610,748 to \$66,378,504.
- Manufacturing - As of 2007, this sector employed 15.0% of the region's work force compared to 8.0% for the state. About a third of the state's employment in primary metal manufacturing has remained in the region. Additionally, a large share of the state's manufacturing jobs located in the region is meeting the demands of a technology-dependent economy - production of computer and electronic products, electrical and communications equipments as well as medical devices and related instruments.

C. THE REGION'S ASSETS AND LIABILITIES

1. ASSETS

- The region has miles of the most beautiful coastline in all of North America, much of which remain in unspoiled condition, and the longest undammed river in Massachusetts, the Taunton River.
- The region is rich in history. From Dighton Rock to Plymouth Rock; the whaling ships; Frederick Douglass and the underground railroad; New Bedford's inspiration of Herman Melville's classic "Moby Dick"; the Lizzie Borden infamy; the age of textiles to the Battleship Massachusetts, all represent snapshots of critical periods in our country's history.
- The region has a rich history of reaching out to far places for trade and cultural linkages. From the world travels of New Bedford's whaling fleet, the nineteenth century trade with Japan, the distant voyages of the fishing fleet and the role of Fall River's families in the development of Central America, the region maintains a strong international perspective.
- The region is one of the nation's leading producers of cranberries, especially in the

Towns of Carver and Wareham.

- New Bedford continues to be ranked as the #1 fishing port in the U.S. as ranked by value of the harvest.
- The region's coastline and inland lakes and ponds, along with rich forests and state parks, are highly conducive to all types of sports activities throughout the year. On top of this, the region's close proximity to Cape Cod, Newport, R.I., and historic attractions such as Plymouth, make it particularly attractive for tourism activity.
- The region's centers of industry have ample buildings ready to be occupied almost immediately.
- The region has ample land to attract industry looking for modern, first class office park and plant sites.
- The region is generally well served by first-rate highways, rail lines and quick access to major airports in Boston, Providence, Worcester and New Bedford.
- With the spread of development away from our largest cities (i.e.: Boston, Worcester and Providence) the region is well positioned to attract future growth.
- In 2008, the region averaged 8.8% below the state's median cost of a purchased residential unit. The cost of quality housing is a bargain in comparison with the state. (Source: Massachusetts Association of Realtors)
- The region is located in the center of three of the nation's most renowned clusters of higher education. Boston and Cambridge (Harvard, MIT, Boston College, Boston University, University of Massachusetts), Worcester (Holy Cross, Worcester Polytechnic and Clark University) and Providence (Brown, R.I.S.D., Providence College) are all within easy commute for students, faculty and industries requiring ties to higher education.
- Within the region are acclaimed public and private institutions of higher learning such as UMass Dartmouth, Bridgewater State College, Bristol Community College, Wheaton College, and the Southeastern New England School of Law. Considerable attention and efforts are being made by these institutions to reach out and train the region's workforce of much needed skills in the marketplace.
- The region is a center of innovation and entrepreneurial spirit. The UMass School for Marine Science and Technology (SMAST) in New Bedford and the Advanced Technology and Manufacturing Center (AMTC) in Fall River are indicative of these advances occurring in the area. The region is constantly "spinning off" new firms.
- In addition to its own seaports of Fall River and New Bedford, the region is within an

hour's travel time to two of the nation's most fully developed seaports: Boston and Providence.

- An increasing number of businesses are investing in both quality control and employee

Figure 1.



education and training programs. New partnerships between business entities in the region and the local colleges have started to offer supplementary courses for low income and minority population such as English language skills in order to enable them to compete in the workplace.

- The region has a reputation for a workforce with a high level of productivity and low absenteeism.
- The region has a core of fiber optic internet access that is readily expandable.
- The region remains a relatively unspoiled and undeveloped area between the major metropolitan areas of Boston and Providence.

2. LIABILITIES

- The region's education system needs to be dramatically improved to prepare its citizens to compete in an ever-changing world, including life and business skills. In order to address this issue more state resources need to be provided. The dropout problem from high school is a particularly acute problem.
- The region's workforce is in need of further skill development for emerging 21st century businesses.
- The region is host to many old industries that are subject to relocation pressures to parts of the country and other areas of the world offering lower labor costs, in order to remain globally competitive.
- Sewer and water system improvements are long overdue in certain areas of the region, and unless addressed will become a major deterrent to growth.
- The region is in great need of assistance to clean up its contaminated lands and to renovate or remove outmoded buildings that are blights on the landscape. Unless addressed, these problems will deter further growth in our existing urban centers.
- Utility rates are high in some parts of the region.
- Negative perceptions about the region among the local public and Boston businesses and political communities prevent certain businesses from relocating into the area.

II. ANALYSIS - WHERE ARE WE?

Southeastern Massachusetts is a microcosm of the state as a whole. Despite the current economic climate, the region maintains a healthy mix of cities, suburbs, and rural areas. Its economy ranges from agriculture and fishing to high tech manufacturing and service businesses. Its geography includes hundreds of miles of coastline, the state's largest natural lakes, and thousands of acres of wetlands and forests.

The region is one of the fastest growing areas in the state. With the larger metropolitan areas of Boston and Providence to the north and west, respectively, and the enormously popular tourist destination of Cape Cod immediately to the southeast, southeastern Massachusetts is nestled among three generators of growth and economic activity.

Despite having its identity often submerged by its three better-known neighbors, southeastern Massachusetts is a unique and special place. Its heritage, its people and its livability are unmatched anywhere. And yet parts of the region have remained the economic stepchildren of the state - always lagging behind in indicators of economic strength such as employment. This wonderful region, with cities on the bay and its quaint small towns has some serious economic problems. But its quality of life and the character of its residents are unmatched anywhere.

A. POPULATION AND LABOR FORCE

I. POPULATION

In the past twenty years, Southeastern Massachusetts experienced a higher population growth than the state as a whole.

Table 1 shows that from 1980–2000 SRPEDD's population increased by 14% or 73,000 more people. During this time, population growth in the region differed by communities. Five inland towns had the most rapid population growth: Berkley, where the population increased by 111%, Carver by 60%, Lakeville and Mansfield by 67% and Rochester by 43%.

By 2030 the region's population is projected to grow by over 35% from 1980, whereas the state will have grown by only 27%.

More recent population numbers for four cities and larger towns in the region have been obtained from the three-year average of the American Community Survey. Between 2000 and during 2006-2008, Attleboro, New Bedford, and Taunton showed slight increases in their population (5%, 1.6%, and 1.8% respectively), but Fall River's decreased by 3.6%. During this same period, Middleborough grew by 32%, Dartmouth by 8%, and North Attleborough by 5%.

TABLE 1. POPULATION GROWTH AND PROJECTIONS, 1980-2030

	1980 (Census)	2000 (Census)	2010 (Projections)	2020 (Projections)	2030 (Projections)	Numerical Change, 2000-2030	Percent Change, 1980- 2020
Acushnet	8,704	10,161	11,581	13,001	10,991	4,260	66%
Attleboro	34,196	42,068	46,088	50,109	46,838	12,060	58%
Berkley	2,731	5,749	7,109	8,469	7,560	4,080	260%
Carver	6,988	11,163	12,443	13,723	12,780	3,840	115%
Dartmouth	23,966	30,666	34,166	37,666	41,141	10,500	72%
Dighton	5,352	6,175	7,195	8,215	8,440	3,060	73%
Fairhaven	15,759	16,159	16,939	17,719	18,976	2,340	17%
Fall River	92,574	91,938	94,508	97,078	104,557	7,710	8%
Freetown	7,058	8,472	9,642	10,812	10,111	3,510	70%
Lakeville	5,931	9,821	11,741	13,661	12,677	5,760	163%
Mansfield	13,453	22,414	25,064	27,714	26,553	7,950	126%
Marion	3,932	5,123	5,953	6,783	5,664	2,490	94%
Mattapoisett	5,597	6,268	6,848	7,428	8,450	1,740	43%
Middleborough	16,404	19,941	22,401	24,861	24,028	7,380	67%
New Bedford	98,478	93,768	95,498	97,228	102,110	5,190	1%
North. Attleborough	21,095	27,143	29,723	32,303	35,094	7,740	65%
Norton	12,690	18,036	20,266	22,496	21,162	6,690	95%
Plainville	5,857	7,683	8,553	9,423	10,943	2,610	76%
Raynham	9,085	11,739	13,809	15,879	16,783	6,210	98%
Rehoboth	7,570	10,172	12,262	14,352	14,813	6,270	117%
Rochester	3,205	4,581	5,741	6,901	6,732	3,480	152%
Seekonk	12,269	13,425	14,225	15,025	15,609	2,400	29%
Somerset	18,813	18,234	19,084	19,934	19,459	2,550	11%
Swansea	15,461	15,901	16,991	18,081	18,409	3,270	24%
Taunton	45,001	55,976	60,616	65,256	65,029	13,920	55%
Wareham	18,457	20,335	22,395	24,455	26,388	6,180	44%
Westport	13,763	14,183	16,513	18,843	20,699	6,990	54%
SRPEDD	524,389	597,294	647,354	697,414	711,999	114,705	35%
Massachusetts	5,737,093	6,349,097	6,624,800	6,943,700	7,267,900	918,803	27%

Sources: U.S. Census Bureau, SRPEDD

2. REGIONAL RACIAL/ETHNIC COMPOSITION

Table 2 features the racial/ethnic breakdown of the population in Southeastern Massachusetts for 1980 and 2000.

Overall, the area is still predominantly White, although it is noticeable that from 1980 to 2000, those who belong to “Other” races have sharply increased. Of the four cities in the region, only New Bedford has less than 90% of the population belonging to White race.

TABLE 2. REGIONAL RACIAL/ETHNIC COMPOSITION, 2000 And 2006-08					
	Total Population	% White	% Black)	% Other	% Hispanic
Attleboro					
2000	42,068	91.3	1.6	3.8	4.3
2006-08	44,270	90.3	2.7	7.0	5.1
Fall River					
2000	91,938	91.2	2.5	2.6	3.3
2006-08	88,587	92.6	3.9	3.5	4.7
New Bedford					
2000	93,768	78.9	4.4	16.1	10.2
2006-08	95,272	8.12	9.5	9.3	13.4
Taunton					
2000	55,976	91.7	2.7	5.0	3.9
2006-08	56,970	90.3	6.5	3.2	5.2
Bristol County					
2000	534,678	91.0	2.0	6.9	3.6
2006-08	545,225	92.0	4.1	3.9	5.0
Plymouth County					
2000	472,822	88.7	4.6	6.7	2.4
2006-08	490,056	88.4	8.3	3.3	2.9
Massachusetts					
2000	6,349,097	84.5	5.4	10.0	6.8
2006-08	6,469,770	84.3	7.1	8.6	8.3

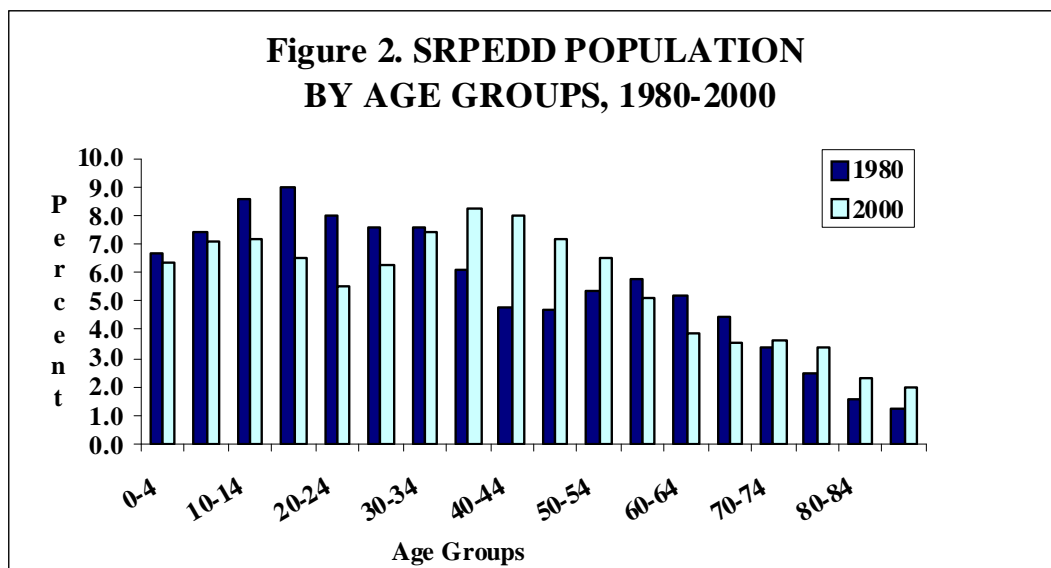
Note: 2006-08 average data come from the American Community Survey.

From 2000 to the middle of the decade, there has been a noticeable increase in the Hispanic population in the region. The percent increase in all cities in the area support underlines this observation.

Moreover, in the region and statewide, New Bedford had the highest percent of Hispanics

3. AGE PROFILE

Figure 2 shows the age distribution of the region’s population in 1980 and 2000. The decreasing number of young children (under 15 years), and the rising number in older age groups (over 70 years old) are offset by the bulk of active income-generating working members (aged 40-59 years old) who assume the bulk of the region’s economic burden.



Source: U. S. Census Bureau

4. EDUCATION

The four cities in the region showed significant increases from 2000 to 2006-2008 period as data from the American Community Survey reveals in Table 3. While Fall River had the highest percentage change for high school completion, Taunton led in 4-year college achievement.

Around 2006-2008, Bristol County had a higher percent increase in high school completion compared to the state and the country. The same holds true for both Bristol and Plymouth Counties where college attainment is concerned.

	% COMPLETED HIGH SCHOOL			% COMPLETED 4+ YRS. COLLEGE		
	2000	2006-2008	% Chg	2000	2006-2008	% Chg
Attleboro	81.9	85.5	4.4	23.5	28.7	22.1
Fall River	56.6	66.4	17.3	10.7	14.1	31.8
New Bedford	57.6	64.3	11.6	10.7	12.9	20.6
Taunton	74.8	83.0	11.0	15.1	21.0	39.0
Bristol County	73.2	79.4	8.5	19.9	24.1	21.1
Plymouth County	87.6	91.5	4.5	27.8	31.8	14.4
MA	84.8	88.4	4.2	33.2	37.7	13.6
U.S.	80.4	84.5	5.1	24.4	27.4	12.3

Data for 2000 come from the 2000 Census; the ACS provided the 2006-2008 average rates.

5. INCOME

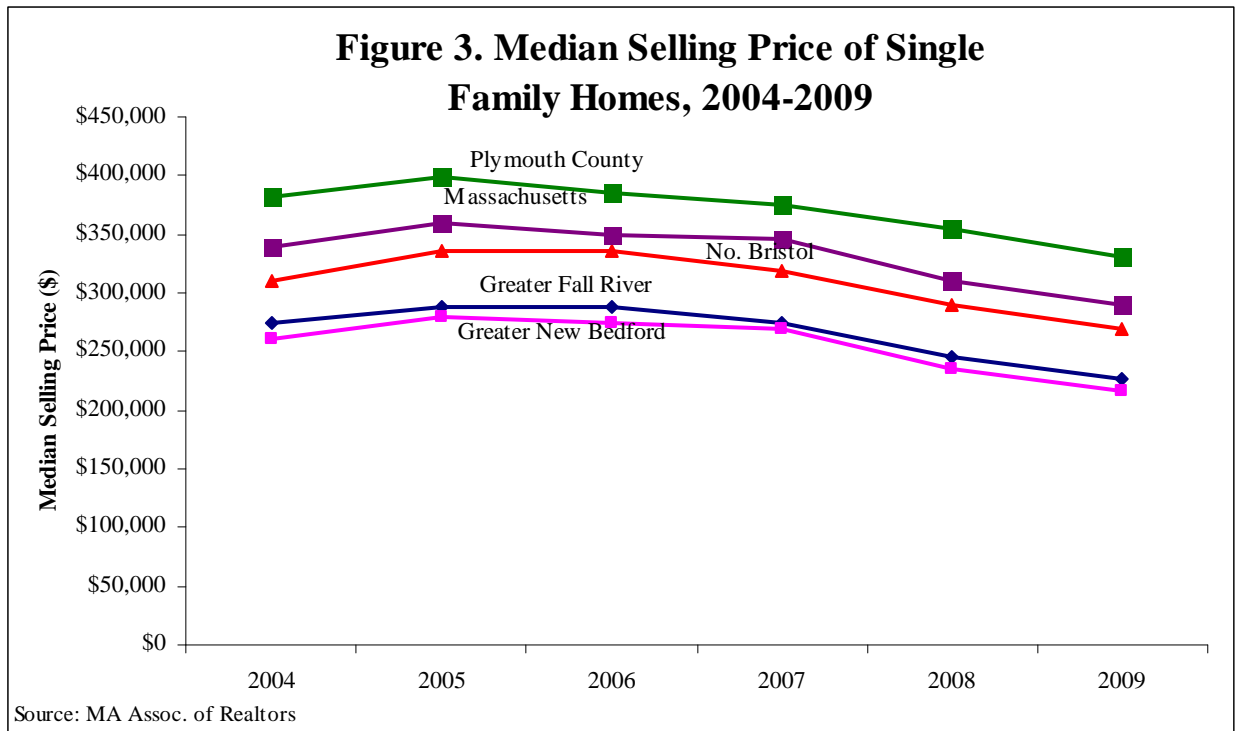
Income varies considerably in parts of the region in 2000. Median household income and per capita income are the most commonly used income indicators. There are wide gaps in income between the region's cities compared with the state and the nation (Table 4). In 2000, the average median household, family and per capita incomes in the region's cities were all lower than the statewide average, with one exception. This remained true in 2006-2008.

	2000		2006-2008 Average	
	Median HH Income	Per Capita Income	Median HH Income	Per Capita Income
Attleboro	\$50,807	\$22,660	\$67,711	\$30,563
Fall River	\$29,014	\$16,118	\$35,633	\$20,024
New Bedford	\$27,569	\$15,602	\$36,809	\$20,647
Taunton	\$42,932	\$19,899	\$57,096	\$25,951
Bristol County	\$43,496	\$20,978	\$55,845	\$27,750
Plymouth County	\$55,615	\$24,789	\$72,691	\$32,855
Massachusetts	\$50,502	\$25,952	\$64,684	\$33,806
U.S.	\$41,194	\$21,587	\$52,175	\$27,466

The 2000 numbers identified Attleboro as the only city with a median household income higher than the state median (\$50,807 vs. \$50,502). This rank is maintained by the city during the period 2006-2008 (\$67,711 vs. \$64,684).

6. HOUSING

Housing values continued to decline from 2004 through 2009. Figure 3 compares the median sale price of a single-family home in the Fall River and New Bedford areas with Bristol and Plymouth Counties and Massachusetts during this period.



The surrounding areas and the cities of Fall River prices and New Bedford experienced similar pattern of decline in housing prices, which remain well below the statewide costs over the 6-year period being examined.

7. LABOR FORCE AND JOBS

In Table 5, the changes in the region's working population aged 16+ years and over between 1999 and 2009 varied by city. Very slow growth in Attleboro's and Taunton's labor force and employed population are evident, while Fall River and New Bedford had slight increases in their labor force but those who were employed declined in numbers. This partly contributed to some dramatic changes in unemployment rates.

Unemployment rates in all cities in the region rose to double digits (except Taunton) between 1999 and 2009 mainly due to the economic crisis currently going on globally.

During the decade 1999-2009, the labor force in the two counties in the region (Bristol and Plymouth Counties) grew considerably, but the unemployment rates in these areas remained higher than the state rate in 2009.

	Labor Force		Employed		Unemployed (%)	
	1999	2009	1999	2009	1999	2009
Attleboro	22,341	24,693	21,560	22,130	3.5	10.4
Fall River	43,661	44,947	40,917	38,656	6.3	14.0
New Bedford	41,138	42,736	37,947	36,664	7.8	14.2
Taunton	28,311	31,360	27,314	28,283	3.5	9.8
Bristol County	269,900	292,924	257,366	261,072	4.6	10.9
Plymouth Cty	252,219	264,248	243,802	240,877	3.3	8.8
Massachusetts	4,894,400	5,237,300	3,355,300	3,473,500	3.3	8.4

Source: MA EOLWD

Journey to Work information from the 1990 and 2000 Census Transportation Planning Package (CTPP) contains some relevant information on the region's active labor force.

	1990	2000	Change
Work trips originating from the region	261,767	282,538	+20,771
Jobs located in the region	223,437	234,699	+11,262
Net number of people who leave the region each day for employment opportunities elsewhere	38,330	47,839	+9,509

Source: U.S. Census Bureau (CTPP)

Table 6 shows that in 2000, there are 282,538 work trips originating from the SRPEDD region, indicating that this was the number of residents in the area who were employed at that time. But the same data shows that there were 234,699 jobs located within the region leaving a gap of 47,839 people who must leave the region each day to find employment elsewhere.

The differentials between years confirm the trend that there is a faster growth in the region's population than increase in the region's jobs. Hence, we are increasingly exporting our labor force to jobs in the Boston and Providence Metropolitan Areas.

8. UNEMPLOYMENT

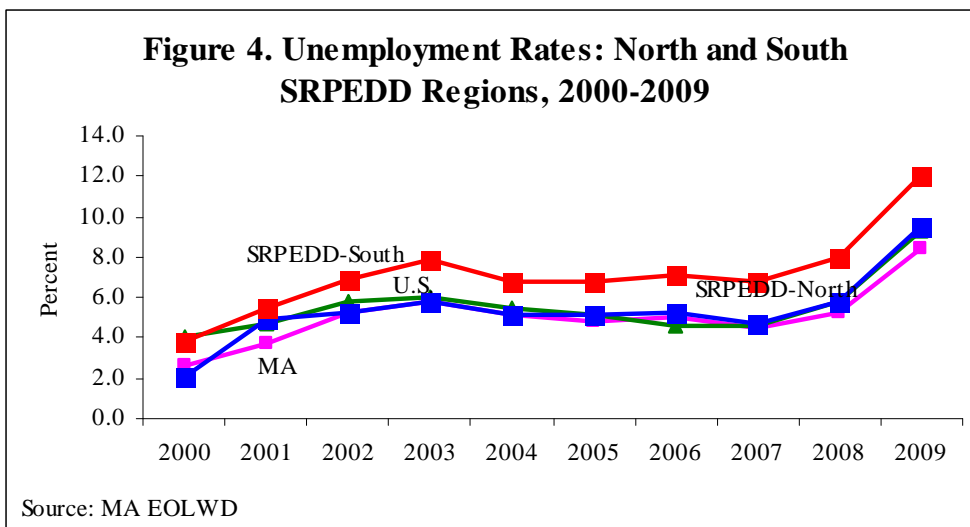
Historically, southeastern Massachusetts has always lagged behind the state. The region was the last to benefit by the growth occurring statewide.

The economies of the various towns and cities within the region do vary. To capture this

diversity, the unemployment rates of the 13 northern/inland towns (Attleboro, Berkley, Carver, Dighton, Lakeville, Mansfield, Middleborough, North Attleborough, Norton, Plainville, Raynham, Rehoboth, and Taunton) are calculated separately from the 14 southern/coastal ones (Acushnet, Dartmouth, Fairhaven, Fall River, Freetown, Marion, Mattapoisett, New Bedford, Rochester, Seekonk, Somerset, Swansea, Wareham, and Westport).

Figure 4 compares the unemployment rates of the two areas in the region with the state and national rates.

It is evident that the coastal communities in the region (SRPEDD-South) had higher unemployment rates compared to the rates of the inland communities (SRPEDD-North), the state, and the nation over a decade or from 2000 to 2009.



It should be noted that SRPEDD-South which includes the cities of Fall River and New Bedford comprise over half (58%) of the region’s population.

Table 7 is a comparison of the most recent available unemployment rates, i.e. 4th quarter of 2008 with the 4th quarter of 2009, for the SRPEDD cities. In 2008, only Fall River and New Bedford had double digit unemployment rates, yet in 2009 all four cities had double-digit rates which are highly symptomatic of the global economic recession undergoing to date.

	4 th Quarter 2008	4 th Quarter 2009
Percent Unemployment		
Attleboro	7.2	10.1
Fall River	10.5	14.1
New Bedford	10.5	14.9
Taunton	7.0	10.0
Bristol County	7.8	11.1
Plymouth County	6.2	9.2
Massachusetts	6.2	8.8
U.S.	7.0	9.5
Source: MA EOLWD, BLS		

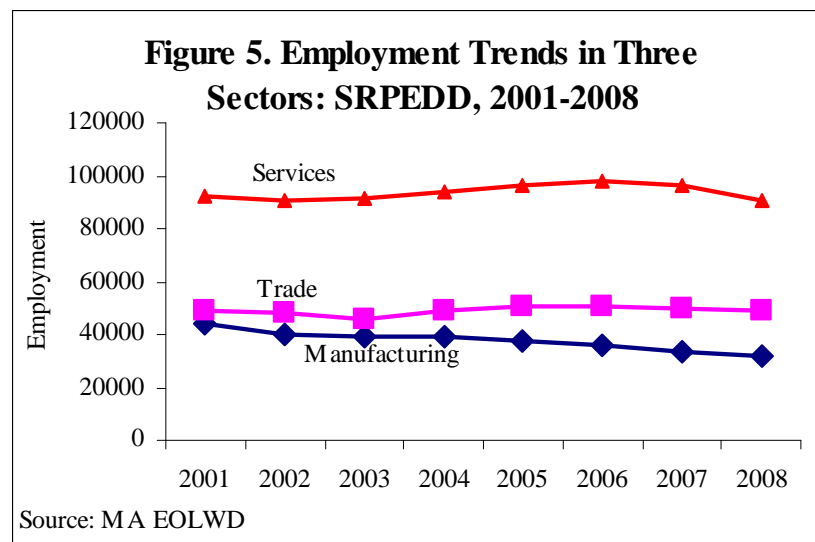
B. ECONOMY

1. EMPLOYMENT TRENDS

Economically, southeastern Massachusetts has been dominant in manufacturing industry within the state. Since the late 1980s, the region's economy has been shifting from a manufacturing-based economy to a service-based one. In 2008, manufacturing employment continues to fall behind trade and services employment in the region (Figure 5).

Even with such a decline, the regional share of employment in the Manufacturing industry still remains considerably higher compared to the statewide rate. Additionally, there is evidence of a specialized segment (albeit small, but growing) within this sector responding to the manufacture of intricate electronic and laser-type medical instruments, equipments and supplies. A similar positive outlook is also present for the manufacture of biotechnological goods. The manufacture of jewelry, precious metals and electronic equipment remain as a major contributor to the manufacturing sector in the region.

Figure 5 underlines the latest trend in the region indicating manufacturing employment on a downward turn, while higher but stable employment in services and trade.

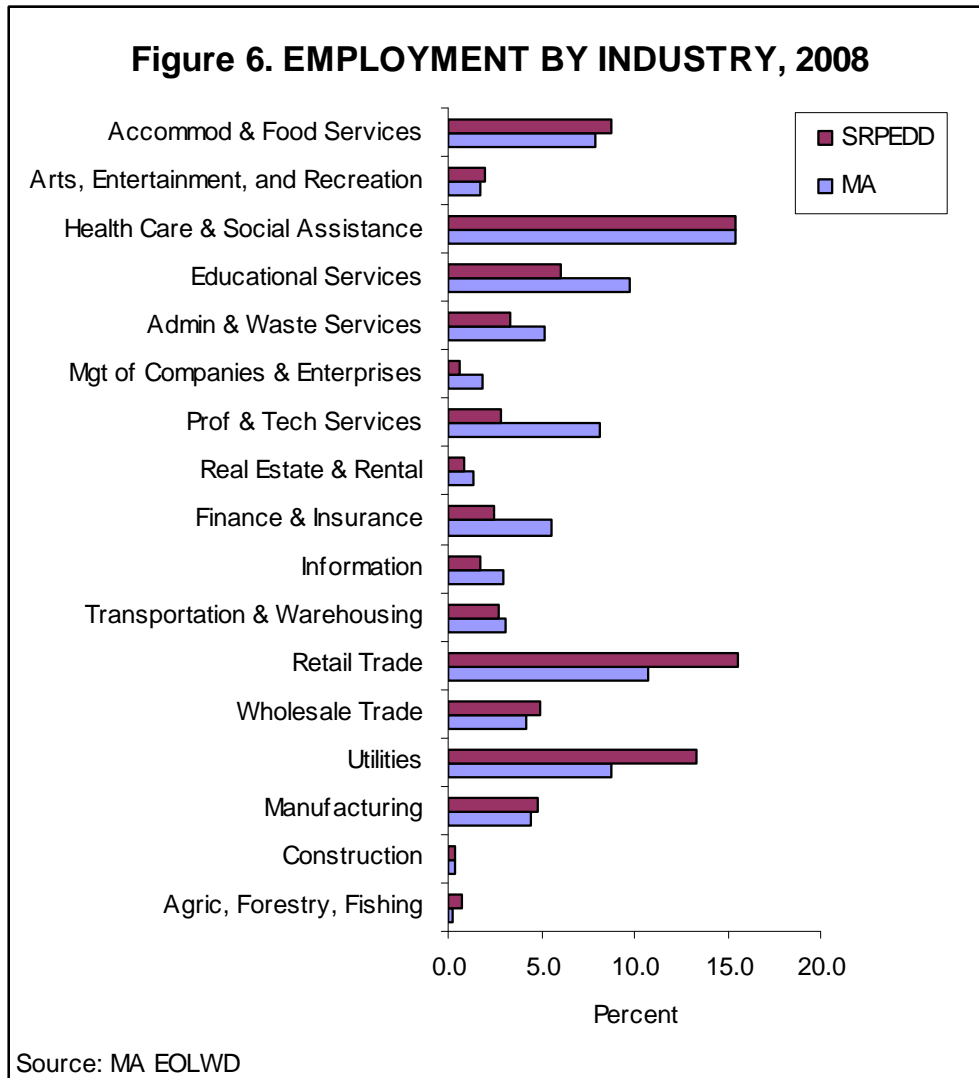


Multiple factors contribute to the dramatic changes in employment occurring in the region before 2000. One is the relocation of some manufacturing facilities in search of cheap labor costs, especially to Africa, Asia, and South America. Other contributing factors are related to downsizing, restructuring and outsourcing.

2. EMPLOYMENT BY INDUSTRY (NAICS-CLASSIFICATION)

Figure 6 shows the major categories of industries broken down by NAICS for 2008. The data underlines the region's narrowing lead (vis-à-vis the state) in Manufacturing,

Accommodation & Wholesale Trade, and shows the higher employment in Fishing, Retail Trade and Utilities sectors as of 2008. However, the region falls short of the state rates in Educational Services, Administrative Support, Professional Services, Finance & Insurance and Information.



3. ESTABLISHMENTS/ BUSINESSES

A listing of major employers in the region as of 2008 is displayed in Table 8.

Of those establishments employing over 500 workers, about half are based or are head-quartered in the region. The other half consists of subsidiaries or branches of big chains and companies with head offices elsewhere in the country.

Table 8. TOP EMPLOYERS IN THE REGION, 2008

NAME	Location	No. of Employees	Business Status	Category
Southcoast Health System	New Bedford	5,800	Main	General Medical Hospitals
Stop & Shop	18 locations	2,735	Branches	Supermarket & Grocery Store
Shaw's	15 locations	2,620	Branches	Supermarket & Grocery Store
Fall River City Government	Fall River	2,500	Main	Government Offices/Support
Wal-Mart	9 locations	2,240	Branches	Department Stores
Acushnet Co ⁴	Fairhaven	2,000	Subsidiary	Sporting & Athletic Goods Mfg
Dunkin Donuts	93 locations	1,775	Branches	Snacks & Non-alcoholic drinks
De Puy Spine Inc ²	Raynham	1,700	Subsidiary	Surgical Appliance Mfg
Taunton Civil Service	Taunton	1,650	Main	Government Support
Home Depot	8 locations	1,595	Branches	Home Improvements
New Bedford City Government	New Bedford	1,500	Main	Executive Offices
Sturdy Memorial Hospital	Attleboro	1,400	Main	General Medical Hospitals
Center for Behavioral Medicine	Fall River	1,260	Main	Physician Offices
St Anne's Hospital	Fall River	1,200	Main	General Medical Hospitals
UMass-Dartmouth	Dartmouth	1,200	Branch	Educational Institution
McDonald's	24 locations	1,154	Branches	Fast Food Restaurant
Morton Hospital	Taunton	1,100	Main	General Medical Hospitals
Bristol Community College	Fall River	1,100	Main	Junior Colleges
Samsonite Corp.	Mansfield	1,000	Headquarter	Luggage & Leather Goods
Sensata (Texas Instruments) ³	Attleboro	1,000	Branch	Electronic Component Mfg
Labor Systems	Fall River	1,000	Main	Temporary Help Services
Hallsmith Sysco Food Svc ⁴	Norton	950	Subsidiary	Wholesale Trade Brokers
Raynham-Taunton Greyhound Park	Raynham	850	Main	Racetracks
Gen Dynamics C4 Systems	Taunton	800	Branch	Communications Equip Mfg
Target	6 locations	793	Branches	Department Store
Kohl's	5 locations	770	Branches	Department Store
A J Wright Distribution Ctr	Fall River	700	Branch	Durable Goods Wholesaler
Chadwick's Of Boston	Taunton	700	Branch	Mail-Order Houses
Redcats USA Fulfillment Ctr	Taunton	700	Branch	Mail-Order Houses
Lightolier ⁵	Fall River	650	Subsidiary	Electric Wiring Wholesaler
CVS	27 locations	615	Branches	Pharmacies & Drug Stores
Southworth-Milton Power	Wareham	600	Main	Construction Machinery Mfg
Lowe's	11 locations	575	Branches	Department Store
AFC Cable Systems Inc.	New Bedford	550	Main	Wire Manufacturer
Wheaton College	Norton	540	Main	Colleges & Universities
Burger King	15 locations	526	Branches	Fast Food Restaurant
Taunton State Hospital	Taunton	525	Main	General Medical Hospital
Ocean Spray Cranberries Inc	Middleboro	500	Headquarter	Fruit & Vegetable Canning
Riverside Manufacturing Co	New Bedford	500	Branch	Men's Work Clothing Mfg
Sanguard Managed Solutions	Mansfield	500	Main	Telecommunications

1 = Fortune Brands Inc. 2= Johnson & Johnson; 3 = Former Texas Instrument; 4= Sysco Corp; 5= Genlyte Group Inc.

Source: ReferenceUSA (A library division of InfoUSA a database compiler of US Businesses through various means and regular phone verifications. We observed some inaccuracies in the business listings for the region in this data source).

4. KNOWLEDGE-BASED INNOVATION ECONOMY

The ability to create new ideas, products, and services continuously is a critical element in economic development. In today's economy, it's not just goods or services that drive prosperity but the ability, both individually and collectively, to generate and apply knowledge.

The 2009 EDA-sponsored project called "*Crossing the Next Regional Frontier*" served as the guide for information and analytics linking regional competitiveness to investment in a knowledge-based economy. Specifically, the program guides regions on how to bridge the gap between workforce and economic development in their planning strategies.

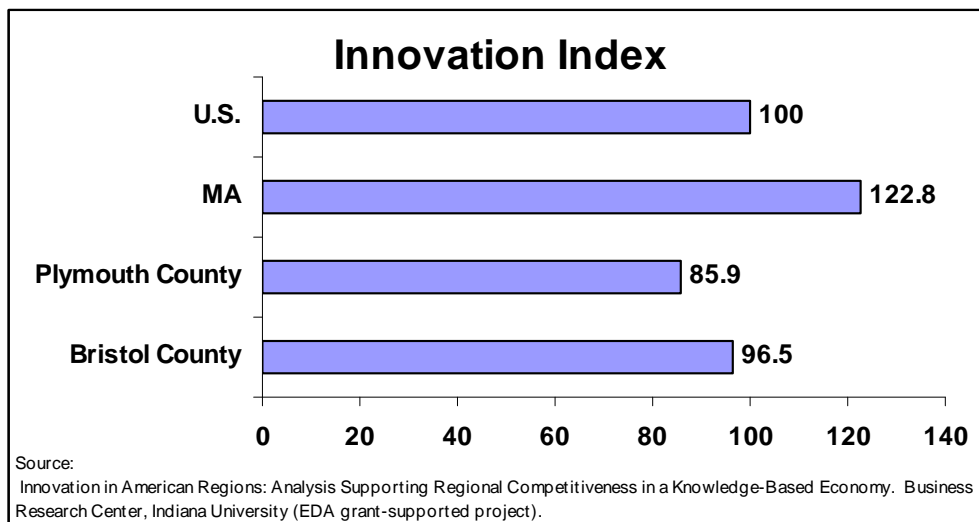
One of these "tools" is the **Innovation Index** which takes a broad look at innovation-related indicators that determine a region's **input** elements that characterize the place and its people, and **output** measures that describe its economic success and performance. In short, it provides an overview on how well a regional economy translates knowledge and innovation capacity into prosperity.

A regional approach has significant advantages over an individual community in a globalizing economy inasmuch as marketing, site locators, workforce commuters, and mobile brainpower seldom recognize political boundaries. Data are available for Bristol County (where 90 percent of the SRPEDD's population reside), and for Plymouth County, which contains 7 of the region's 27 municipalities. The indices as of 2007 for these two counties are compared with the statewide and the U.S.

A. Innovation Index

The chart below shows that Bristol County's Innovation Index is slightly higher than Plymouth County's but falls below that of the state's score in 2007. The U.S. index serves as the standard measure.

Figure 7.

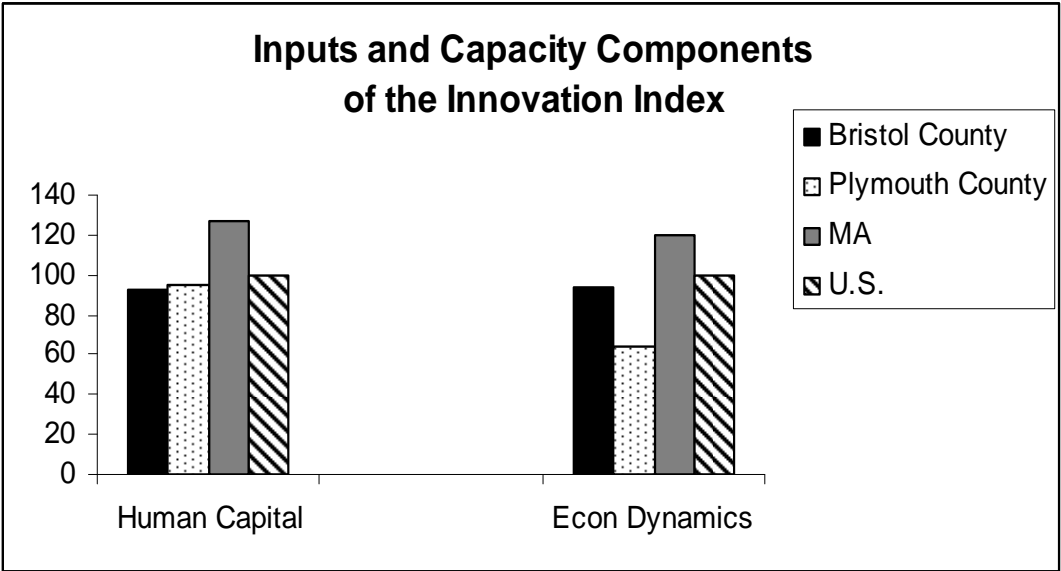


Examining the four sub-indices that comprise the Innovation index might shed some light on the source of the gap between the counties' scores and the state. These indices include: Human capital (30%), Economic Dynamics (30%), Productivity and Employment (30%), and Economic Well-Being (10%).

1) *Input and Capacity Component of the Innovation Index*

The Innovation Index captures the ability of the population and labor force to innovate through two sub-indices, namely: *Human Capital*, and *Economic Dynamics*, accounting for over half (60%) of the overall index.

Figure 8.



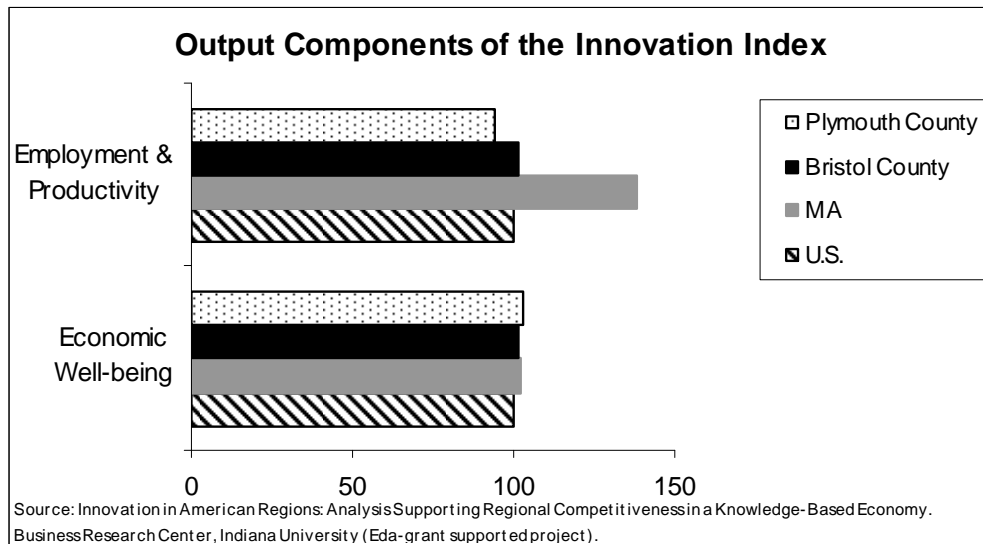
The Human Capital sub-index measures population growth rate, college education, and high-tech employment. Compared to the Massachusetts, Bristol and Plymouth counties fall short of these characteristics, although population growth in the area is faster than the state average.

Another input sub-index is Economic Dynamics which include R&D investments, venture capital investment, broadband density, and business churn (defined as the birth and contraction of firms). Massachusetts had a higher score in this measure compared to the nation, and in the region, Bristol County scored higher than Plymouth County.

2). **Output Measures of the Innovation Index**

The outcomes and economic improvements of innovative activities in a region are meant to be reflected in two sub-indices: *Productivity and Employment* (30%), and *Economic Well-Being* (10%).

Figure 9.



The Employment and Productivity sub-index includes the following economic measures: growth in high-tech employment share, job-to-population growth ratio, patent activity, and Gross Domestic Product.

Massachusetts exceeds the nation as a whole in this sub-index, and Bristol County's is slightly higher than the U.S. score. It is possible that the county's process of transformation of its outdated manufacturing firms into high-tech industries that manufacture value-added goods have contributed to its higher score for this component. For instance, the big textile and jewelry industries that closed in the previous decades but had converted to producing car upholstery as well as surgical and medical instruments and electronics parts. Also, the growth of the population and young adult labor force exceeds the number of available highly skilled jobs in the region. Moreover, the number of patents for new inventions and the value-added products that originate in the region remain low.

The region approximates that of the country and the state in terms of the Economic Well-Being sub-index which measures unemployment and poverty rates, net migration, and growth in per capita personal income. Overall, the residents of Southeastern Massachusetts were living the typical ordinary U.S. or American citizen's economic well-being in 2007.

B. Knowledge and Technology-Intensive Industry Cluster Analysis

Collaboration in planning for a global economy requires bringing public, private, and non-profit economic agents to capitalize on new ideas quickly – a “knowledge and technology intensive economy”. A region’s structural economic analysis provides an insight into the dynamics of the region strengths and weaknesses, and its potential for short and long term growth.

Two types of clusters have been constructed to help identify status and shifts in the region’s business networks towards knowledge and technology-intensive type of economy: *Industry* and *Occupational Clusters*. The Industry Clusters consist of a 17-set network of businesses that provides a picture of established and emerging constellations of businesses. They help identify where the region is currently generating its wealth, point to market niches where business firms are established and have the potential areas for excellence.

Given regional data constraints on the availability of 4 to 6-digit NAICS-based coded businesses in the cluster, Bristol and Plymouth counties may have statistical limitations such as confidentiality suppression, but comparability with the state is still possible.

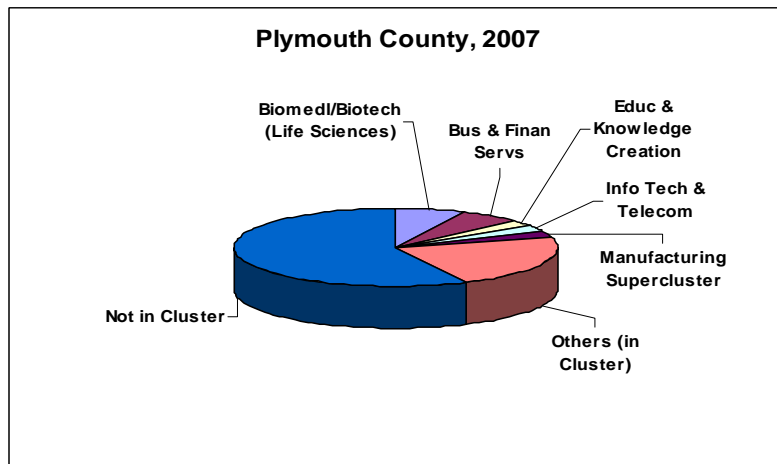
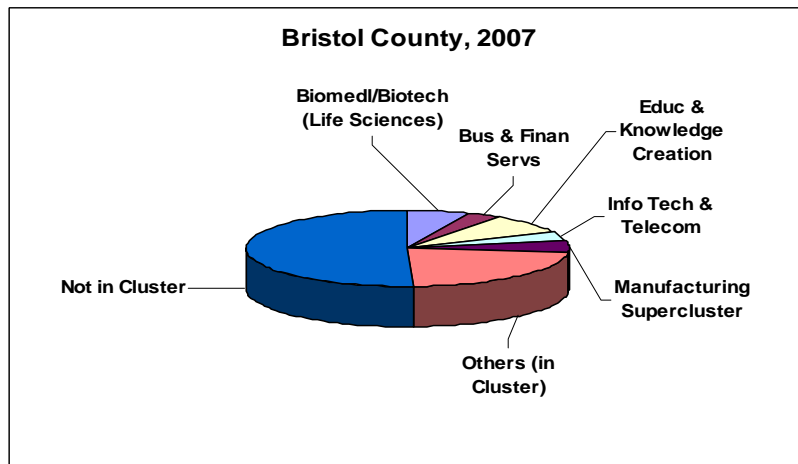
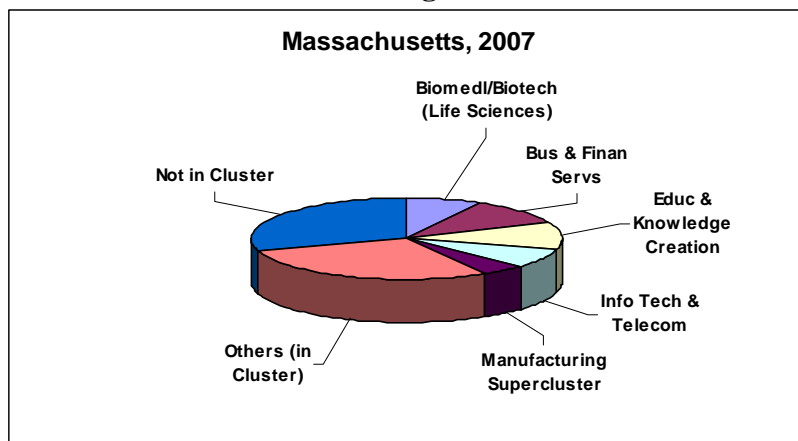
Figure 10 shows the share of the selected five leading industry clusters as part of the overall employment for the state and region in 2007. The *Other* industries in the clusters are the remainders of the five leading ones. Those *Not* in cluster are industries not considered knowledge and technology intensive ones, and of secondary value to innovation.

Almost three-quarters of the total employment in Massachusetts and about half in Bristol County belong to the clusters. Only over two-fifths of total employment in Plymouth County are classified in the clusters. Throughout the state and region, Biomedical/Biotechnical or Life Sciences take up the majority of employment within the clusters. In Bristol County, Education and Knowledge Creation and the Manufacturing Supercluster approximate the state’s shares. Plymouth County shows a higher share of Business and Financial Services than Bristol County, but lower in Manufacturing Supercluster share. Both counties in the region have yet to catch up with the state in Information Technology and Telecommunications level of employment.

EMPLOYMENT IN INNOVATION – RELATED CLUSTERS (KNOWLEDGE-TECHNOLOGY-INTENSIVE INDUSTRIES)

The following selected knowledge and technology-intensive industry clusters in the region have the most employment share in 2007. The graphs below compare the two counties with the state data

Figure 10.



Biomed/BioTech (Life Sciences)

Manufacture of:

- Pharmaceutical & medicine
- Optical instruments & lens
- Electromedical apparatus
- Analytical lab instrument
- Irradiation apparatus
- Med equipment & supplies
- Med, dental & hosp equip
- Health & personal care stores
- Sci research development
- Hazardous waste collection
- Ambulatory health care

Business & Financial Services

- Digital printing
- Internet service providers
- Nondepository credit intermediation
- Security, commodity contracts
- Insurance carriers
- Funds, trusts
- Legal services
- Architectural, engineering services
- Specialized design services
- Computer systems design
- Commercial photography

Educ & Knowledge Creation

- Educational services
- Newspaper publishers
- Periodical publishers
- Book publishers
- Internet publishing & broadcasting

Information Technology & Telecomm

- Electrical contractors
- Semiconductor machinery manuf
- Communications equip manuf
- Audio and video equip manuf
- Automatic environmental control
- Analytical instrument manuf
- Watch, clock and part manuf
- Electrical equipment manuf
- Software publishers
- Telecommunications
- Internet providers, web portals
- Scientific R&D services

Manufacturing Supercluster

- Primary metal
- Fabricated metal product
- Machinery
- Computer & electronic product
- Electrical equip, appliance
- Transportation equipment

Source: Economic Modeling Specialists, Inc.
Complete Employment Statistics

III. VISION, GOALS, OBJECTIVES AND DEVELOPMENT STRATEGIES

VISION STATEMENT

Southeastern Regional Planning & Economic Development District (SRPEDD) envisions that the economy of southeastern Massachusetts by the year 2020 will meet or exceed the conventional measures of economic performance relative to the Commonwealth of Massachusetts and the United States. We further envision that pockets of economic distress will be eliminated.

The economy of the future will have the following characteristics (listed alphabetically):

- **Balance** - Investment and employment in the region will be as diverse as possible, without excessive concentration in one particular segment of the economy. This will be characterized by integrated clusters, developed around the region's history and natural assets.
- **Energy** – Prepare for a transition from an energy intensive lifestyle to one that maximizes conservation and alternative energy sources. Promote LEED/ “green building” standards for new construction; develop renewable energy using wind, solar, water and bio fuels and encourage commuting by means of public transit, bicycles and walking.
- **Entrepreneurship** - A climate of education, training and research supported by venture capital and other financial resources will nurture small startup and expanding businesses into the engines of growth for the future.
- **International** - Southeastern Massachusetts will be fully integrated into the world economy, capitalizing on its historic roots, coastal location and natural ethnic ties of its population to many countries around the world.
- **Quality of Life** - Progressive planning and smart investment will result in a competitive region that minimizes or eliminates traffic congestion and pollution while enhancing its recreational opportunities and unique character.
- **Quality Work Force** - The region will feature a work force that is educated, trained and adaptable to the changing needs of the successful 21st century company
- **Sustainable** - Built upon the evolution of the region's strengths with a long term investment of developing economic and social justice for future generations.
- **Technology** - The region will be organized dynamically around a just purpose of work, encouraging innovation and openness in the pursuit and creation of applications of scientific, engineering and other technological developments.

As a measure of our economic future, all parts of the region will meet or exceed state and national averages for the following economic performance indicators: employment; wages; household income; educational attainment; minority and female participation in the labor force; commercial lending and venture capital activity access to capital by

startup and growing small businesses; and number of business startups. These performance indicators will be continually monitored and evaluated to insure their effectiveness to measure the productivity of our region.

A. GOAL: PROMOTE THE EXPANSION OF QUALITY INDUSTRIAL LAND IN THE REGION.

The expansion of industrial land is achieved largely through investment in infrastructure to make land ready for immediate development. Studies indicate that there is insufficient Class “A” land presently available (excellent utilities and access) for industry. However, recent build-out studies indicate that there is an over abundance of land zoned for industrial or commercial use that is either unsuitable or unprepared for these uses.

OBJECTIVE: (Long Term) Increase the amount of land available and readily developable for industry (2,655 acres in 2009) to over 3,000 acres over the next five years within designated priority development areas; promote the development of technology ready sites with fiber optics improvements included in any infrastructure upgrades.

1. What’s being done?
 - The City of Attleboro has completed the infrastructure for Phase I of the 189-acre Attleboro Industrial and Business Park. Currently the construction of Commerce Way has been completed in addition to other associated activities (planning, design and engineering, permitting, and acquisitions). The City is now preparing for Phase II construction of 2 new roadways referred to A and D. Both roadways are designed and permitted; estimated construction is \$3.0 million. SRPEDD is assisting the City with an EDA pre-application requesting \$1.5million, which is expected to be matched with a \$1.5 million PWED grant. Initial development under Phase II includes a 3.0 million private investment to construct a 35,000 square foot seafood processing facility, providing 35 new employment and increased tax revenues. A second development is currently in negotiations and is expected to be finalized in the near future.
 - The City of Taunton and the Taunton Development Corporation (TDC) has finalizing a reuse plan which includes 160 acres of industrial expansion for MSIP under Phase IV and includes recommendations for office, R&D, biotech, workforce training and educational opportunities and other uses for the 90 acre Dever School Core Campus. Currently, the TDC is seeking transfer and acquisition from the Commonwealth of 150 acres under Phase IV and has obtained a Phase I waiver to begin development. EDA assistance is being pursued under a \$1.0 million pre-application request for development of roadway and other infrastructure; total project cost is \$2.0 million.
 - The Greater New Bedford Industrial Foundation (GNBIF) has pre-permitted, designed and engineered the remaining developable parcels in the New Bedford

Business Park (NBBP) totaling 160 acres. In 2009 SRPEDD on behalf of the City of New Bedford and the GNBIF, obtained a \$1.0 million EDA grant for infrastructure construction to support the development of a 45-acre site in the NBBP. Total project is \$2.0 million. It is expected that this important project will start in the summer of 2010.

- Private industrial park development continues to occur throughout southeastern Massachusetts communities, including Freetown, Dartmouth, Mansfield, Norton, Raynham, Lakeville, Middleborough and Wareham. The majority of this activity continues to remain along the I-495 corridor from Mansfield to Middleborough. Currently Middleborough has four (4) active industrial/business parks including Middleborough Park @ 495 with 113 acres, Campanelli Business Park with 217 acres, Abbey Lane with 20 acres and South Middleborough Business Park (Cowan Drive) with 140 acres. In addition, development activity continues to concentrate along the Route 24 corridor in Freetown, Fall River and Taunton. Carver continues to attract development proposals in the area of Routes 44 and 58 and, in Wareham along Route 28 future activity is anticipate with several Makepeace developments.
- The proposed development of the 300-acre SouthCoast BioPark continues to move forward. Preliminary site preparation has started on the \$67.0 million construction of the new interchange at exit 8 ½. In addition to the \$17.0 million grant received by the City for the development of a UMass, Dartmouth Biotech Campus for medical manufacturing and other health related industries and a \$2.0 million MORE grant associated with construction Riggensbach Road, the primary access serving the proposed BioPark.
- The TDC continues with development on Phases II and III for the 350-acre Liberty and Union Industrial Park (LUIP) in East Taunton at Routes 24/140. The development of LUIP is estimated to create 2,500 new employment opportunities and attract over \$200 million in private investment.
- Communities continue to utilize the Economic Development Incentive Program (EDIP) for designated Economic Opportunity Areas and approved “certified projects”.
- The New Bedford Industrial Foundation is making process with the marketing and development of the Energy Park in Dartmouth. Currently the Foundation is negotiating the development of a solar farm that will join with Dartmouth Power, a 95-megawatt power plant.
- Wareham’s 1,200 acre Business Development Overlay District (BDOD) designated by Town Meeting in 2003 has begun to experience development activity. Three separate developments are proposed including the Rosebrook Business Park, which is currently in construction with its first building to be occupied by Southcoast Hospital Group. At buildout it is expected that 170,000 sq. ft. of space will be developed with 570 jobs. The second development proposal includes Rosebrook Place, a 15 acre commercial development along Route 28. Highlights include a 110 room hotel, restaurant, retail, office and an option for rental housing. About 165,000 sq. ft. of space is expected with 370 jobs. The project is currently in the environmental review process. Finally, the

third development is the proposed Tihonet Technology Park anticipated to contain 540,000 sq. ft. of space for small, emerging companies and some 1,700 jobs.

2. What is SRPEDD's role?

- SRPEDD will provide technical assistance to public and private sector proponents of land development for economic development, including assistance in federal and state grant applications, and project management.
- Technical assistance in such areas as infrastructure development, downtown redevelopment, feasibility studies, brownfields, development incentives, economic development strategies and funding options.

B. GOAL: PROMOTE ENTREPRENEURSHIP AND PRESERVE EXISTING BUSINESS AND INDUSTRY.

Southeastern Massachusetts is more dependent upon small and start up business than the rest of Massachusetts. In 2007 the average small business in Bristol and Plymouth Counties had between 12 and 11 employees, respectively, compared to the statewide average of 14 employees per business. In addition, small locally nurtured indigenous businesses are far more likely to expand in the region than large businesses locating from elsewhere.

OBJECTIVE: (Long Term) Increase the number of business startups in the region to address the need for home grown jobs.

1. What's being done?

- New Bedford's Quest Center was established to support the development and growth of small technology business, marine science and marine technologies, software and life science technologies. The Center provides a sustainable environment for new and emerging companies to become profitable, create jobs and generate capital to provide economic growth for the City of New Bedford and the region.
The Center was partially funded with EDA assistance through a partnership between the City of New Bedford, New Bedford Economic Development Council (NBEDC) and UMass Dartmouth. At present the Quest Center has very limited parking and due to its success is growing. In December 2009 the NBEDC completed a neighborhood assessment that identified potential expansion sites and off street parking locations including several recommendations. The study was partially funded through EDA.
- The Advanced Technology and Manufacturing Center (ATMC) located in Fall River provides advanced technology and manufacturing solutions through industry and university partnerships, supports technology venture start-ups companies, provides educational opportunities for student and research

opportunities for faculty and acts as a conduit for faculty research commercialization.

- The Small Business Development Center (SBDC), the Center for Business and Industry at Bristol Community College and South Eastern Economic Development (SEED) Corporation all focus on the development of small business in southeastern Massachusetts, through technical and financial assistance. SEED Corporation operates a very successful micro enterprise loan program. Fall River and New Bedford operate loan programs that include startups as eligible recipients.
- Wareham’s Business Development Overlay District (BDOD) is advancing with three proposed development areas including the Rosebrook Business Park, Rosebrook Place and the Tihonet Technology Park. Combined these three developments are expected to provide nearly 800,000 sq. ft. of space for business and industry and create an estimated 2,600 new employment opportunities.

2. What is SRPEDD’s role?

- SRPEDD continues to promote the Business Retention Initiative and the small towns’ economic development project, as well as support the activities of the Quest Center, ATMC, SBDC, BCC, SEED Corp.

C. GOAL: WORK TO MAINTAIN AND ENHANCE THE REGION'S QUALITY OF LIFE.

The quality of life in southeastern Massachusetts is repeatedly cited as a factor in business location; this region is less “spoiled” than even the metro Boston region.

OBJECTIVE: (Short Term) Obtain state and local approval of a regional development vision that capitalizes on the growth and development in southeastern Massachusetts while enhancing the region’s quality of life. Insure that the vision promotes the need for regional economic development.

1. What’s being done?

- The Southeastern Massachusetts Commuter Rail Task Force under the South Coast Rail Project has been addressing growth and quality of life issues in 18 communities within the study area that will be impacted by proposed commuter rail.

2. What is SRPEDD’s role?

- Although the Vision 2020 Initiative has concluded, SRPEDD continues to support and promote smart growth principles through several regional avenues including: the infrastructure improvements of the TIP, the environmental protection and cultural/ historical effort of the Taunton River Wild and Scenic

program, the local technical assistance with zoning bylaws, and the promotion of economic development, which are all done within the larger framework of a Smart Growth vision for the region. This vision includes a balanced approach that acknowledges economic development relies on expanded housing opportunities, a strong sense of place and efficient use of resources.

- SRPEDD, in collaboration with the University of Massachusetts Dartmouth and continued support from the Island Foundation, has held a series of regional sustainability exchanges on the topics of energy, food and transportation. The exchanges have served to build interest in sustainability topics, provide and share information about current efforts, and add to the regional discussion about sustainability and how the region will achieve it. Municipal officials, interested citizens, university faculty and students and business leaders have attended the meetings. SRPEDD and the University developed a Regional Council on Sustainability establishing five working groups in the areas of economic development, energy, food, transportation and natural resources. These groups created a mission statement supported by goals and objectives to address each of the five areas. The council's mission is to promote sustainable behavior in the region. It shall pursue its objectives through support of programs in education, advocacy and technical assistance. Additionally, SRPEDD has added a sustainability page to its website.
- As a comprehensive regional agency, many items in SRPEDD's work program are directed toward this goal, including environmental protection, transportation planning, land use planning and economic development.
- Under the South Coast Rail Project and the Commuter Rail Task Force SRPEDD continues with providing outreach and building consensus for commuter rail to New Bedford and Fall River. SRPEDD currently is working on developing plans, providing visualization for four (4) station locations in Fall River, Freetown and New Bedford. Additional work is ongoing promoting the South Coast Rail Economic Development and Land Use Corridor Plan in the regions cities and towns and providing technical assistance to over a dozen communities on planning, zoning, economic development, housing and environmental projects.
- Promotion of housing opportunities across a broad range of incomes is necessary for the growth of the region's economy and is an activity supported by SRPEDD, which is working in several communities developing Housing Production Plans through funding assistance provided by the South Coast Rail Project.
- The City and the New Bedford Economic Development Council continue to work on an Upper Harbor Redevelopment Study to create a mixed-use redevelopment plan including waterfront recreational opportunities (boardwalk/bike path), residential, retail and commercial and most importantly pedestrian linkages between the neighborhood and the waterfront.
- Opportunities are emerging in Wareham with the development of Rosebrook Business Park and other proposals for Rosebrook Place and the Tihonet Technology Park. These developments will provide office and medical uses, hotel, restaurants, retail, potential housing and new space for small growing start-ups, approximately 2,600 jobs could be created.

D. GOAL: SUPPORT THE DEVELOPMENT OF TRANSPORTATION PROJECTS NECESSARY FOR ECONOMIC DEVELOPMENT.

Several southeastern Massachusetts projects are not only crucial to the efficient movement of goods and people but will allow the region to become more regionally competitive into the next century. I-495, completed in the 1980's, has played an enormous role in the economic recovery in SRPEDD's northern area (including the success of the Myles Standish Industrial Park and other industrial parks). The recently opened divided highway portion of Route 44, from the Middleborough/Carver line to Route 3 in Plymouth, has increased the attractiveness of the Route 44 area for development. Other transportation projects underway, like the construction of the new Brightman Street Bridge, harbor dredging in the harbors of New Bedford and Fall River /Somerset, completion of the new access road (Commerce way) for the Attleboro Business and Industrial Park and the start of the new interchange at exit 81/2 in Freetown on Route 24 will have a similar impact to other parts of the SRPEDD region. Crucial transportation projects in planning stages that support economic development include Commuter Rail to New Bedford and Fall River, reconstruction of Route in New Bedford and relocation of Route 79 in Fall River, improvements at Middleboro Circle and Mass Coastal proposed passenger service from the Cape to Lakeville Station via Wareham.

There are many planned transportation projects that will contribute to the continual expansion on the region's economic growth. These projects are listed under the following objective.

OBJECTIVE: (Long Term) Make progress on the transportation projects listed below (as noted) within the next five years.

- a. Design and funding commitments to double barrel the section of Route 44 from the Middleborough/Carver Town line to I-495 interchange.
- b. The fly-over at the Middleborough Rotary.
- c. Construction of a \$40 million multi-use terminal on the Fall River State Pier that will enhance the port's ability to accommodate short sea freight shipping and serve as a cruise ship terminal.
- d. Rail improvements including completion of commuter rail service to Taunton, Fall River and New Bedford.
- e. Begin engineering and environmental studies to upgrade Route 24 to interstate standards, and to designate this highway as a continuation of I-93.
- f. Replacement of the Route 24/140 interchange in Taunton. Currently the Commonwealth holds Congressional earmarks totaling \$14 million for the interchange replacement.
- g. A new Route 24 interchange at the Fall River/ Freetown line to provide access for the proposed SouthCoast BioPark; site work underway
- h. Reconstruction of the JFK Highway in New Bedford to enhance pedestrian access between the downtown/historic district and the working waterfront.

- i. Improve state secondary roads to improve linkages between older established urban centers. Reconstruction to include widening, signalization, safe passing lanes and other safety related enhancements.
- j. Reconstruction of Route 79 along the Fall River waterfront to create an urban boulevard and 8 to 10 acres of waterfront redevelopment.
- k. Development of a Multi-Modal Facility at the Downtown New Bedford Railyard and adjacent Superfund Confined Disposal Facility (CDF) at the Herman Melville Shipyard.
- l. Development of Intermodal Facility (Commuter rail station and parking garage; includes housing and mixed use development opportunities) in downtown Attleboro.
- m. Construct safety improvements at the New Bedford Regional Airport and reconstruction of existing runway pavement.
- n. Work with the Town of Wareham and A.D. Makepeace Company on necessary improvements to Route 28 to support developments located in the Business Development Overlay District (BDOD).

1. What's being done?

- These projects are being developed and promoted by various local and regional entities; all are at various stages of implementation including the following:
 - 1) Massachusetts Highway Department commitment to fund and design a double barrel of a section of Route 44 from the Middleborough/Carver Town line;
Status: Although the Carver to Plymouth section relocation of Route 44 was completed there has been no movement on the Middleborough double barrel proposal.
 - 2) The Massachusetts Seaport Council and the Cities of Fall River and New Bedford for the seaport improvements including dredging and pier improvements;
Status: Dredging - Fall River continues with ongoing environmental study and review. New Bedford has completed dredging under Phase 1 and is waiting for funding for Phase 2; Fall River continues initial planning for waterfront redevelopment and relocation of Route 79; design is underway for the redevelopment of the Fall River State Pier.
 - 3) The state has committed to providing commuter rail service to Fall River and New Bedford;
Status: Planning, analysis and environmental review are ongoing to determine the best route with a proposed operation date of 2016.
 - 4) Upgrading interchanges along Route 24 to Interstate Standards and re-designation of Route 24 as an Interstate Highway;
Status: Preliminary feasibility and needs study completed by MHD, proposal currently pending.
 - 5) The City of New Bedford in cooperation with the Waterfront Historic Area League (WHALE) and the National Park Service are pursuing the Route 18 (JFK Hgwy.) reconstruction with the Mass. Highway Department;

- Status:* On-going design and review by Massachusetts Highway Department and Federal Highway Administration.
- 6) The City of Fall River, based on existing and projected development activity associated with the Commerce Park, BioPark and other development proposals in the immediate area (Fall River and Freetown corporate lines) has an agreement with the state to construct a new interchange between Exits 8 and 9 on Route 24 in order to accommodate the increase in traffic volume;
Status: Initial site work has commenced on this \$67 million project to construct the new interchange at exit 8 ½ in Freetown. In addition, the City of Fall River received \$17.0 million in grant commitments for the development of a biotech campus with UMass Dartmouth including the extension of Riggerbach Road, the primary access to the BioPark.
 - 7) Brightman Street Bridge Replacement Project for Fall River and Somerset;
Status: On-going construction of new bridge, completion in 2012.
 - 8) Attleboro Intermodal Facility (GATRA). The Attleboro Redevelopment Authority is managing the project;
Status: All permitting has been approved under Phase I redevelopment. Some activities are underway for Phase I including: land acquisition, demolition and infrastructure improvements.

2. What is SRPEDD's role?

- SRPEDD continues working toward implementation of all these projects through its economic development and transportation programs (including priority setting for federal funding through the Transportation Improvement Program (TIP) and the Metropolitan Planning Organization - MPO) and insure proper, Intermodal coordination among the projects.
- SRPEDD will prepare grant applications and pursue additional funding options for transportation infrastructure design and development.
- SRPEDD will monitor the projects for any additional state and/or federal permits or reviews as it moves through the phase development process.
- SRPEDD supports planning and funding for RTAs (Regional Transit Authorities), Workforce Investment Boards (WIBs) and others to improve job-workforce-transportation linkages.
- SRPEDD supports development of “transit-ready corridors” as an incentive to encourage improvement of inter-municipal transit linkages (i.e. Middleboro to Taunton, Taunton to Brockton, Middleboro to New Bedford or Wareham to Lakeville).
- SRPEDD supports the efforts of the Southeastern Massachusetts Transportation Alliance whose mission is “Getting people to where they need to go”. Initiatives the Alliance is involve in are evening and weekend transit service for jobs and long distance medical.

E. GOAL: PURSUE A POLICY OF SUSTAINABLE DEVELOPMENT.

New economic activity must be planned to serve future generations. Agriculture and aquaculture are excellent examples of sustainable development. Additional examples include solar, wind and bio fuels and other “green renewable technologies”.

OBJECTIVE: (Long Term) Stabilize employment in the seafood industry in the region (primarily New Bedford) and stabilize the cranberry industry and maintain the number of working farms in the region. Promote industrial source reduction as a way of preventing the creation of future brownfield sites.

1. What’s being done?

- SRPEDD is working with regional and statewide agricultural commissions through the Resource Conservation and Development Council (RC&D) providing technical assistance and enhancing their statewide web site.
- SRPEDD continues with ongoing assistance the Town of Rehoboth with a Sustainable Agriculture Research and Education (SARE) project providing environmental planning and other related technical assistance.
- The City of New Bedford, the New Bedford Redevelopment Authority and the New Bedford Economic Development Council have developed a Smart Growth vision for the City’s Hicks-Logan-Sawyer District that will form the basis for a District Improvement Finance Plan and a Strategic Redevelopment Plan, which is built on smart growth principles.
- SRPEDD prepared several successful grant applications through UMass Boston, Collins Institute and the Department of Energy Resources, Energy Efficiency and Conservation Block Grant (EECBG) for the communities of Carver, Norton, Rehoboth and Seekonk to install roof and ground mounted solar panel systems each community was awarded \$150,000 totaling \$600,000.
- Through marketing assistance provided by the Greater New Bedford Industrial Foundation the Energy Park in Dartmouth is currently in negotiations with a developers proposing a solar panel farm, in addition to another renewable energy firm looking for opportunity.
- SRPEDD is working in the North Carver Industrial District on economic development and zoning issues. Zoning is being developed to target green technology businesses and to provide incentives to companies that construction LEED (Leadership in Energy and Environmental Design) certified buildings.

2. What is SRPEDD’s role?

- Promote land use policies that encourage farmland preservation, cranberry production, viticulture and aquaculture development.
- Continue to provide technical assistance to groups such as the South East Massachusetts Agricultural Partnership (SEMAP) and the Dartmouth

- Agricultural Commission to promote their agenda.
- Continue to participate with initiatives such as “Sustainable Greater New Bedford.”
- Assist in the development of indicators to measure the region’s economic and social progress.
- Continue sponsorships and organize other promotional efforts for regional conferences on Sustainable Development.
- SRPEDD supports alternative energy sources leading to more efficient utilization of our natural resources including wind and solar energy options and, new commercial and industrial construction requiring LEED (Leadership in Energy and Environmental Design) Certification.

F. GOAL: PROVIDE DATA AND INFORMATION TO SUPPORT ECONOMIC DEVELOPMENT.

Businesses need information on sites, labor, training and education, financing, incentives, community profiles, recreational opportunities, etc. in order to make good decisions on development and expansion.

OBJECTIVE: (Short Term) Maintain a southeastern Massachusetts information network so that all types of information are readily available thereby assisting businesses to remain competitive. Make information available through the Internet and Geographic Information Systems (GIS), as well as through traditional sources.

1. What’s being done?

- The Center for Policy Analysis at UMass Dartmouth is a regional participant with the Federal Reserve Bank in the “Massachusetts Benchmarks” initiative and the New Bedford Standard-Times on *South Coast Signals* to measure regional economic performance.
- Other organizations, such as SRPEDD and the Institute for Regional Development at Bridgewater State College provide economic and GIS data.
- The *South Coast Development Partnership*, a collaboration among UMass, Fall River and New Bedford and CEO’s in the two cities, is promoting economic development sites in the South Coast region.

2. What is SRPEDD’s role?

- Through the Southeastern Massachusetts Data Center and the Regional Geographic Information System (GIS) Center, SRPEDD continues to offer services to public and private sector clients with information geared to identify and analyze sites for economic development, as well as producing customized GIS mapping and demographic data. In 2004, the Massachusetts Highway Department acquired Pictometry for the entire SRPEDD region. Pictometry is an aerial photography program that allows unique views of all land

from several oblique angles. Currently SRPEDD, in conjunction with Pictometry Inc has conducted several training sessions throughout the region providing cities and towns with assistance on using software and materials for this program.

- SRPEDD maintains a web site with information on over a 100 priority development sites available for development and/or redevelopment. These sites include information on location, highway access, acreage, zoning, rail lines, transit, airports, utilities, incentives and contacts.
- SRPEDD continuously updates its “Fact Book” on-line and publishes the “Fact Book” on CD-ROM containing facts and varied information on the region.
- Working with the *South Coast Development Partnership*, SRPEDD developed a parcel level database of industrial properties larger than 25 acres in the South Coast region.
- SRPEDD, aided by an outside consultant completed the redesign SRPEDD’s web site including structure and appearance, software and programming, ADA compliance, updates, monitoring feature, hosting and hardware.

G. GOAL: PROMOTE THE CLEANUP AND REDEVELOPMENT OF EXISTING BROWNFIELD SITES FOR ECONOMIC DEVELOPMENT.

Southeastern Massachusetts has hundreds, perhaps thousands, of “brownfield” sites, including many that are not reported. Reported sites are either classified as EPA Superfund sites or Massachusetts “21E” sites, or are vacant, urban industrial sites, often perceived as contaminated. The reuse of these sites for economic development will reduce urban sprawl, but legal and other obstacles often hamper their redevelopment.

OBJECTIVE: (Long Term) Reduction of the estimated number of “21E” brownfield sites in southeastern Massachusetts by up to 20% over the next five years.

1. What’s being done?

- Carver is continues to focus on economic development opportunities for the North Carver in the area at the Route 44/58 interchange area including additional assistance with streamlined/ expedited permitting under Chapter 43D and DLTA service for preparing an economic development strategy(s) and associated zoning for North Carver area. This work builds on a prior feasibility study for a 128-acre brownfield site (Whitworth property) located in this area. The Town anticipates attracting private investment, providing public infrastructure to support the creation of long-term employment opportunities and increased tax revenues for the area.
- Clean-Start Properties Unlimited maintains a web site (www.cleanstart.com) that lists only sites for economic development that are classified as “brownfields” in order to promote their redevelopment.
- The City of Taunton maintains an aggressive program to clean up and put brownfield sites back into production as part of a citywide Revitalization Plan. In

addition, Taunton has developed a Brownfields Revitalization Loan Fund with assistance provided by the EPA, offering low-interest loans to cleanup, qualified sites.

- The City of Taunton has completed Cobb Brook improvements for the revitalization of the riverfront industrial area in Taunton's Weir Village through a \$2 million from the SRLF program.
- New Bedford maintains a database on local brownfield sites and is working to identify potential redevelopment and reuse proposals for waterfront and neighborhood revitalization.
- The City of New Bedford is designated as a Portfield that enables access to additional funding for cleanup and redevelopment of New Bedford's waterfront. A partnership exists between several federal agencies including National Oceanic and Atmospheric Administration (NOAA), EDA, EPA, ACoE, Departments of Labor and Interior, and HUD.

2. What is SRPEDD's role?

- Continue to assist and educate local officials on procedures for reclaiming brownfield sites, via training seminars and direct technical assistance in site planning and grant writing.
- Provide support to the Massachusetts Office of Technical Assistance (OTA) in the area of industrial source reduction as a member of the Southeast Source Reduction Advisory Committee.
- Work with MassDevelopment, Southeast office to identify projects and secure funding through the Brownfield Redevelopment Program and other resources.

H. GOAL: IMPROVE THE EDUCATION AND SKILLS OF THE REGION'S WORKFORCE.

Education and training of the workforce continues to be the number one priority for economic development in southeastern Massachusetts.

OBJECTIVE: (Long Term) Close the gap between the educational attainment of the region's population and the state; provide programs for continuous education of the region's workforce.

1. What's being done?

- The Bristol and New Bedford Workforce Investment Boards direct the regional efforts for workforce development through training. Five regional WIB's are collaborating on a regional workforce development strategy.
- The City of New Bedford's School Department has adopted a 5-year goal of increasing the percent of students who graduate from high school to 85 percent and the percent of graduates who enroll in college to 85 percent. Several new initiatives have been adopted to achieve this goal.

- The Advanced Manufacturing and Technology Center (AMTC) in Fall River, operated by UMass Dartmouth, serves as a training and incubator site.
- The Center for Business and Industry at Bristol Community College, Fall River is a leader in workforce development, providing on-site credit and non-credit educational programs and training for area businesses.
- Bristol Community College and the City of Attleboro have established a satellite campus in the downtown Attleboro area. It is expected this satellite will address the area's ability to access affordable higher education.
- UMass Dartmouth has opened campuses in downtown Fall River and New Bedford, at the former Cherry & Webb Store and the Star Store, respectively.

2. What is SRPEDD's role?

- SRPEDD's role continues to be one of support of other initiatives. SRPEDD supports the school-to-work local partnerships that have been funded in all of the region's Workforce Investment Boards and has contributed to the regional WIB strategy.
- SRPEDD will continue its welfare-to-work efforts focusing on mobility, through the regional transit authorities; and will provide general support to welfare-to-work initiatives and alternative educational opportunities.
- SRPEDD is a partner with the Greater New Bedford Workforce Investment Board in an effort to do planning for future job-workforce-transportation linkages.
- SRPEDD supports English as a Second Language (ESL) programs and encourages additional funding for training and other related activities in order to meet the needs of immigrant populations.
- SRPEDD supports any program and/or initiative to encourage assimilation of new immigrant populations through educational and job training programs offered through the region's Workforce Investment Boards (WIBs). The WIBs may offer the best conduit to assistance these groups in entering the socio-economic main stream.

I. GOAL: MEET THE REGION'S FINANCING NEEDS FOR VENTURE CAPITAL AND MICRO ENTERPRISE LENDING.

In this economic downturn, businesses are finding it very difficult to obtain the financing they need to continue operating. This is especially true of small businesses, which have always had a more difficult time obtaining financing for operating needs and to grow and create new jobs. Small businesses with less than 20 employees make up nearly 90 percent of all businesses in southeastern Massachusetts. In addition, start-up businesses are finding it nearly impossible to obtain financing in this economic climate.

OBJECTIVE: (Long Term) Establish a regional venture/mezzanine capital pool, and recapitalize small loan and micro loan funds to provide the capital needed for growth and job creation by the businesses in southeastern Massachusetts.

1. What's being done?
 - New Bedford Economic Development Council (NBEDC) has had a recapitalization of its small business loan program.
 - SEED Corporation and the Fall River Office of Economic Development both operate micro enterprise loan funds. SEED has recapitalized its Micro Loan Program from the Small Business Administration. This program provides loans up to \$35,000.
 - SEED was awarded \$500,000 in funding to recapitalize its Revolving Loan Fund EDA to meet the current demand for gap loans up to \$100,000 and leverage an additional \$500,000 from MassDevelopment. There are no other federal or state sources for these gap loans, which enable many small businesses in the region to continue operating. In this economy, access to these loan funds is extremely important.
 - SEED Corporation has established a \$20 million venture capital fund for the region, which provides subordinated debt from \$200,000 to \$1.25 million to small businesses with insufficient collateral, but having good potential for growth and job creation.
 - The New Bedford Economic Development Council (NBEDC) is seeking a recapitalization from EDA on its Revolving Loan Fund to meet current demand from qualified applicants. Currently NBEDC has \$600,000 available to fund new loans with 9 applications in the pipeline with requests over \$700,000. The portfolio for NBEDC consists of 83 loans totaling over \$4.9 million responsible for 23 new jobs and 61 retentions.

2. What is SRPEDD's role?
 - SRPEDD's role in addressing this objective has been through its support of SEED Corporation and municipal small business loan programs in Fall River and New Bedford.

J. GOAL: ATTRACT HIGH SKILL/HIGH WAGE BUSINESSES AND HOUSEHOLDS TO THE REGION.

The region must offer amenities to attract individuals and households, including residents with higher paying jobs outside of the region. When these individuals and households become established in the region, they may provide the basis for future job growth or entrepreneurship opportunities.

OBJECTIVE: (Long Term) Close the gap between the median household income levels of the region's and the state's populations.

1. What's being done?

- The City of New Bedford has developed a coordinated and collaborative effort to establish New Bedford as the Center of the Marine Science & Technology Corridor identified in a report entitled “Setting Sail for the Horizon”. This effort includes development of a new \$8 million Sea Lab Marine Science Educational Facility to provide enhanced marine science educational opportunities for the schoolchildren of the City and a coordinated program with the SMAST for continued marine science education.
 - Development of commuter rail to Taunton, Fall River and New Bedford to make the higher paying Boston area jobs more accessible to the region’s residents in addition to providing an attractive alternative for Boston metro and other businesses to migrate to southeastern Massachusetts.
 - Development of passenger service provided by Mass Coastal from the Cape Cod to the Lakeville Station via downtown Wareham providing additional for train service enhance regions work force to secure higher pay job opportunities in Boston and Metro areas
2. What is SRPEDD’s role?
- Planning for quality of life concerns (housing choice, environment, recreational opportunities).
 - Manage the Southeastern Massachusetts Commuter Rail Task Force established to address the impact of commuter rail on the region.
 - Support Mass Coastal passenger service initiative.

K. GOAL: PROMOTE AND EXPAND OUR TOURISM INDUSTRY

Tourism is an expanding sector of our regional economy, and southeastern Massachusetts has many assets that are underutilized.

OBJECTIVE: (Short Term) Provide improved linkage among regional tourist attractions.

1. What’s being done?
- Promotion of the region’s amenities and quality of life in publications such as “Welcome to Southeastern Massachusetts” (Quality of Life brochure) published by fifteen regional public and private economic development organizations. Discussions continue on reproducing this brochure on CD-ROM.
 - Tourism campaigns undertaken by the Southeastern Massachusetts Convention and Visitor’s Bureau, Plymouth County Development Council and the *South Coast Development Partnership*.
2. What is SRPEDD’s role?
- SRPEDD expanded its web site with the placement of the *Fact Book On-line*.

- SRPEDD administers the Transportation Enhancements Program, which has funded tourist related activities such as bicycle paths and historic restorations.
- SRPEDD promotes several small town strategies for tourism development as identified under the Municipal Development Strategies Project.
- SRPEDD serves on the boards of the Southeastern Massachusetts Convention and Visitor's Bureau, Plymouth County Development Council and the *South Coast Development Partnership*.
- SRPEDD developed a new on-line community profile entitled "*QUICKSTATS*". The data profile provides a snapshot of all 27 cities and towns in the region and includes such information as population, land use, economy, housing, education and community.

L. GOAL: PROMOTE INTERNATIONAL TRADE DEVELOPMENT

International trade is becoming increasingly important for regional companies to stay competitive.

OBJECTIVE: (Long Term) Increase regional competitiveness through the promotion of international trade, especially with those countries with which southeastern Massachusetts has cultural ties.

1. What's being done?
 - The International Trade Assistance Center (ITAC) promotes international trade among regional companies by assisting regional companies and organizing trade missions with foreign visitors in the region and abroad. ITAC was organized by the regional chambers of commerce.
 - Continued development of the New Bedford Foreign Trade Zone (FTZ) 28, offers an opportunity to warehouse, manufacture, manipulate and process global exports while utilizing U.S. Customs tariff-reduction rates. The New Bedford FTZ is a direct port of entry to European and Latin-American markets.
2. What is SRPEDD's role?
 - Support ITAC's efforts to promote international trade.
 - Support the efforts regional companies to obtain ISO 9001 and ISO 14000 certifications in order to strengthen their competitiveness.

M. GOAL: PROMOTE ECONOMIC JUSTICE

It is essential that the region's economic strategy and projects include and benefit the women and minority populations of the region, as well as promote their participation in the workforce and entrepreneurial opportunities.

OBJECTIVE: Close the gap between women and minority communities and the population as a whole as measured by economic indicators, including business formation.

1. What is being done?
 - SEED Corporation and some city economic development offices sponsor loan programs targeted at women and/or minority groups in the region.

2. What is SRPEDD's role?
 - Through its involvement in environmental justice for transportation planning, ensure that no public works project is funded that has a disproportionately adverse impact on low income and minority populations. Insure that environmental justice measurements are included in the transportation evaluation criteria being developed by the Metropolitan Planning Organization (MPO).
 - Provide support to targeted loan programs in the region through the Southeastern Massachusetts Data Center run by SRPEDD.
 - Work to develop measures of economic and environmental justice that reflect the impact of public projects on the quality of life of low income and minority populations.
 - Support economic strategies for the advancement of women and minorities.
 - Support conflict resolution assistance with any of the above roles.

IV. RECOMMENDED EDA PROJECTS

A. PROGRAM AND PROJECT SELECTION

The Regional Economic Strategy Committee (RESC) has identified nine eligible EDA Priority Projects for 2010-11. Nearly all of these projects are located in the region's cities, namely Attleboro, Fall River, New Bedford and Taunton with the exception of the Town of Carver. The projects primarily focus on new development and expansion of business and industrial parks.

The Comprehensive Economic Development Strategy (CEDS) maintains an additional list of public works projects identifying up to fifty two regional economic development, brownfields and transportation projects in support of economic development in southeastern Massachusetts. (See Figure 10. REGIONAL ECONOMIC DEVELOPMENT AND PUBLIC WORKS PROJECTS). The Regional Economic Strategy Committee (RESC) reviewed each of the nine projects for the 2010 CEDS in addition to the extended list of 52 public works projects. The projects are identified as High Priority for potential funding by EDA or other agencies and have been evaluated as having a significant impact on the region's economy. Several projects have also been identified that are currently under construction. Some of the projects on the extended public works list will be receiving stimulus funding.

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, regional impacts and economic justice in prioritizing these EDA projects.

The EDA Priority Projects for 2010-11 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 PRIORITY PROJECTS FOR 2010-2011

High Priority Projects

- ATTLEBORO, INDUSTRIAL AND BUSINESS PARK, PHASE II DEVELOPMENT

Status: The City of Attleboro is continuing with the ongoing development of the Attleboro Industrial/Business Park (AIBP) Phase II. At present design, engineering and permitting has been completed on two (2) new roadways, which will attract new development and private investment while creating job opportunities and generating additional tax revenues. The new roadways referred to as roadway A and roadway D total approximately 2,100 linear feet will include water, sewer, drainage, lighting and other utilities. Total construction cost is estimated at \$3.0 million. The City has already secured an initial private investment of \$3.0 million for the construction of a 25,000 SF processing facility that will provide 35 new employment opportunities. A second development commitment is in process. SRPEDD is assisting the City with preparation of a \$1.5 million grant application matched with a \$1.5 million PWED grant.

Transportation Access: Within a ½ mile of I-95 with direct access to I-495 and ¼ mile of Route 123.

Goals A, B, C, H, I, J and L as outlined in Section III, “GOALS, OBJECTIVES AND DEVELOPMENT STRATEGIES” apply to this project.

- ATTLEBORO, MIXED-USE INTERMODAL FACILITY

Status: Elements of Phase I are underway including land acquisition, demolition and infrastructure improvements.

Transportation Access: Direct commuter rail access along Attleboro Route to Boston (Back Bay Station) and Providence; within ¼ mile of Route 123 and ½ mile of I-95.

Goals B, C and D as outlined in Section III, “GOALS, OBJECTIVES AND DEVELOPMENT STRATEGIES” apply to this project.

- CARVER, NORTH CARVER GREEN BUSINESS AND TECHNOLOGY PARK

Status: Ongoing planning and zoning studies for North Carver area. Construction is underway on municipal waterline and treatment facility to serve the industrial and commercial area including development of 128 acre Green Business and Technology Park.

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

Goals A, B, C, D, E, G, H, I, J and L in Section III, “GOALS, OBJECTIVES AND DEVELOPMENT STRATEGIES” apply to this project

- FREETOWN/FALL RIVER INTERCHANGE CONSTRUCTION AND FALL RIVER BIOPARK

Status: Initial site construction has started on the \$67 million interchange construction project at exit 8 ½ in Freetown and, \$17 million in funding has been secured for the construction of a UMass Dartmouth biotech facility including roadway improvements for the extension of Riggenbach Road as the primary access road serving the Park.

Transportation Access: Direct access to Route 24 providing 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 Stoughton Route, Boston to Fall River.

Goals A, B, C, H, I, J and L as outlined in Section III, “GOALS, OBJECTIVES AND DEVELOPMENT STRATEGIES” apply to this project.

- NEW BEDFORD BUSINESS PARK DEVELOPMENT

Status: The City and the New Bedford Industrial Foundation received a \$1.0 million EDA grant award for roadway construction supporting the development of a 45-acre site. Construction on the project is expected in the summer of 2010.

Transportation Access: Direct access to Route 140 with access north to Routes 24 and 44, and I-495 and south to I-195. Direct access to CSX rail freight line, New Bedford Main Route.

Goals A, B, C, G, H, I, J, L and N in Section III, “GOALS, OBJECTIVES AND DEVELOPMENT STRATEGIES” apply to this project.

- TAUNTON, LIBERTY AND UNION INDUSTRIAL PARK

Status: Construction and development continue at the 350-acre LUIP. Total project cost is approximately \$12 million and is expected to generate \$200 million in private investment and create 2,500 new jobs.

Transportation Access: Direct access to Routes 24 and 140 with access north to Route 44 and I-495 and south to I-195, direct access to CSX rail freight line, Middleborough Branch in LUIP Phase 3.

Goals A, B, C, H, I, J and L as outlined in Section III, “GOALS,

OBJECTIVES AND DEVELOPMENT STRATEGIES” apply to this project.

- TAUNTON, INTERCHANGE RECONSTRUCTION AT ROUTES 24 and 140
Status: Interim improvements completed. Mass Highway still has not selected a preferred solution/alternative for the interchange replacement.

Transportation Access: Direct access to Routes 24 and 140 with access north to Route 44 and I-495 and south to I-195.

Goals A, B, C and D in Section III, “GOALS, OBJECTIVES AND DEVELOPMENT STRATEGIES” apply to this project.

- TAUNTON, MYLES STANDISH INDUSTRIAL PARK EXPANSION, PHASE IV AND PHASE V CORE CAMPUS REDEVELOPMENT

Status: Currently in disposition process and preparation of EDA pre-application for Phase IV for infrastructure.

The City of Taunton in partnership with the Taunton Development Corporation (TDC) recently completed a planning assessment for the site to determine recommend redevelopment options and develop a strategy for implementation. The redevelopment of the site is anticipated to focus on two areas including industrial expansion and reuse for the Core Campus. The city has received a Phase I waiver and is working on property transfer to TDC. In addition, SRPEDD is preparing an EDA pre-application requesting \$1.0 million for infrastructure assistance.

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.

Goals A, B, C, H, I, J and L in Section III, “GOALS, OBJECTIVES AND DEVELOPMENT STRATEGIES” apply to this project.

- NEW BEDFORD, NEW BEDFORD ECONOMIC DEVELOPMENT COUNCIL, REVOLVING LOAN FUND

Status: NBEDC has recently submitted an application requesting the recapitalization of their EDA revolving loan fund. Currently the NBEDC has some 9 applicants in their project pipeline seeking loans totaling more than \$700,000 and at the current time only \$600,000 is available. EDA funding is critical if they are to continue their lending capabilities. NBEDC loan portfolio consist of 83 loans totaling more than \$4.9 million that supported the creation of 23 new jobs and the retention of 61 existing jobs.

Transportation Access: Not applicable city-wide projects

Goals B, C, F, I, J, K and N in Section III, “GOALS, OBJECTIVES

AND DEVELOPMENT STRATEGIES” apply to this project.

C. ONGOING PRIORITY PROJECTS

Construction Projects:

- ATTLEBORO, INTER-MODAL FACILITY AND DOWNTOWN REDEVELOPMENT
Status: Elements of Phase I underway including demolition and infrastructure improvements.
- NEW BEDFORD, NEW BEDFORD BUSINESS PARK DEVELOPMENT
Status: City and GNBIF awarded \$1.0 million EDA grant to provide infrastructure to support development of 45 acre site. Projected expected to start summer of 2010.
- TAUNTON, LIBERTY AND UNION INDUSTRIAL PARK, PHASE I AND II
Status: Development and construction continues under Phase I and II for the 350 acre LIUP project. The project is expected to attract \$200 million in private investment and generate 2,000 jobs.

FIGURE 11: REGIONAL ECONOMIC DEVELOPMENT AND PUBLIC WORKS PROJECTS

PROJECT	LEAD AGENCY	EST. COST	FUNDING SOURCE	STATUS/ ACTION TAKEN	GOALS APPLIED	ENVIR. IMPACT	JOBS CREATED
ACUSHNET X Industrial Dev. Area (proposed)	Town of Acushnet	Unknown	CDAG, PWED, MD, EDA, DHCD & other	Unknown	A,B,C,F,H,I,J&L	Unknown	Unknown
ATTLEBORO X AIBP Ph .II X 1A Bridge / I-95 X Rte. 152 Reconstruction X Rail/Bus Intermodal Center and Parking Facility (Urban Renewal District)	Attleboro Redevelopment Authority ARA Attleboro MHD MHD MBTA, GATRA & ARA	\$3M \$3.0M \$1.8M \$9.3M \$60M	CDAG, PWED, EDA, MD & other EDA, PWED. & CDAG BRON STP- 3 separate projects FTA, EDA, CDAG, PWED & DHCD	Unknown Spring 10 Ongoing Unknown Underway	A,B,C,F, H,I,J&L Same as above C&D C&D B,C,D&G	Unknown Unknown Unknown Unknown	Unknown 2,000 Unknown Unknown Unknown
BERKLEY X Rte. 24 Corridor Improvements	MHD	\$84M	NHS & MHD	Unknown	C&D	Unknown	Unknown
CARVER X A.D. Makepeace Com & Ind Development proposal (see Wareham) X Whitworth Redev Site X North Carver Industrial Area	Town of Carver Town of Carver Town of Carver	Unknown Unknown Unknown	CDAG, PWED, MD & Other EDA,CDAG,PWED, EDF, MD & Other Same as above	Unknown Unknown Unknown	A,B,C,D,E, J&K A,B,C,D,E, J&K A,B,C,D,E,J&K	Unknown Unknown (BF) Unknown	800 –1000 Unknown Unknown
DARTMOUTH X Engineering on ramp & bridge @I-195 and Faunce Corner Rd X New ramp & bridge improvements @ I-195 & Faunce Corner Rd. X New Bedford Bus Park, expansion 3* (see NB) X Tucker Rd relocation	MHD MHD GNBIF MHD	\$500,000 \$9.6M \$1M \$6M	Interstate Maintenance STP EDA, CDAG, PWED, MD & other Unknown	Underway 2010 Underway Unknown	C&D C&D A,B,C,F,G,H, I,J&L C & D	Unknown Unknown Unknown Unknown	1,000

PROJECT	LEAD AGENCY	EST. COST	FUNDING SOURCE	STATUS/ ACTION TAKEN	GOALS APPLIED	ENVIR. IMPACT	JOBS CREATED
FAIRHAVEN X Rehab of Fairhaven /NewBedford Bridge	MHD	\$3.6M	NFA	Ongoing	C&D	Unknown	Unknown
FALL RIVER X Brightman Street Bridge Replacement (see Somerset)	MHD City of Fall River	\$171M \$1M	BRON & HPP Congress	Ongoing 2012 Comp Unknown	C&D A,C&D	Mitigated Unknown	Unknown Unknown
X Rte. 79 Planning & Engineering	MHD	\$25M	Congress	Unknown	A,C&D	Unknown	Unknown
X Rte. 79 Relocation/ Reconstruction	MBTA	\$14.5B	MBTA Bonds	2016	C&D	Unknown	Unknown
X Commuter Rail (see also New Bedford)	EPA/EOEA	\$20M	State Bonding & other	Unknown	Unknown	Unknown	Unknown
X Taunton River: Fall River Harbor Dredging	FROED	\$3M	CDAG, PWED, EDA, MD & other	Unknown	A,B,C,F,H,I,J&L	Unknown	Unknown
X Executive Office Park*	MHD FROED/MHD	\$84M Unknown	NHS & MHD MHD, EDA & other	Unknown Unknown	C&D A,C&D	Unknown Unknown	Unknown Unknown
X Rte. 24 Corridor Improvements							
X Commerce Park Infrastructure Access							
FREETOWN X River Front Site X New Interchange @* Rtes.79 & 24	Churchill & Banks MHD	\$6M \$35M	CDAG, PWED, EDA, MD & other NHS	Long-Term Unknown	A,B,C,D, F,H,I,J&L C&D	Unknown Unknown	3,000 Unknown
X Rte 24 Corridor Improvements	MHD	\$84M	NHS & MHD	Unknown	C&D	Unknown	Unknown
LAKEVILLE X Great Ponds I.P. Exp	Industrial Dev. Commission MHD	Unknown \$27M	CDAG, PWED, EDA, MD & other NHS	Long-Term Unknown	A,B,C,D, F,H,I,J&L C&D	Unknown Unknown	Unknown Unknown
X Rte. 44 Reconstruction (Rte. 24 to I-495, See Middleboro & Raynham)							

PROJECT	LEAD AGENCY	EST. COST	FUNDING SOURCE	STATUS/ ACTION TAKEN	GOALS APPLIED	ENVIR. IMPACT	JOBS CREATED
MANSFIELD							
X Resurface/ Reconst Rte 106	MHD	\$2.5M	STP	2010 -11	C&D	Unknown	Unknown
X Rte. 106 Underpass	MHD	\$1.3M	Congress & STP	2010- 11	C&D	Unknown	Unknown
MATTAPOISETT							
X Industrial Park Exp.	MIDC	\$1M	CDAG, PWED, RRP,CDF,MD &other	Unknown	A,B,C,F,H,I,J &L	Unknown	Unknown
MIDDLEBOROUGH							
X Rte. 44 Reconstruction (Midd to Carver)	MHD	\$105M	NHS	Long Term	C&D	Unknown	Unknown
X Rte. 28 & 18 Resurfacing	MHD	\$2.2M	NFA	Start 2007	C&D	Unknown	Unknown
NEW BEDFORD							
X Wharfs & Piers Rehabilitation	N B Economic Devel.	\$2M	Seaport Bond Bill, EDA & other	Ongoing.	B,C,D,E, F,H,I,J&L	No Adverse Impact	100
X FTZ Warehouse & Distrib. Facility	NBED	\$1.7M	CDAG, PWED, EDA, MD & other	Unknown	B,C,D,E, F,H,I,J&L	No Adverse Impact	50
X Airport Expansion	NB Airport Commission	\$30M	CDAG, PWED, EDA, FAA, MD & other	Long-Term	A,B,C,D, J&L	Unknown	800
X JFK Highway/Rte. 18 Reconstruction	MHD	\$15M	HPP	Ongoing	C&D	Unknown	Unknown
X Commuter Rail (see also Fall River)	MBTA	\$14.5B	MBTA	2016	C&D	Unknown	Unknown
X Coggleshall Street Reconstruction	City of New Bedford	\$3M	STP	2110 Contract Awarded	C&D	No Adverse Impact	Unknown
X Rehabilitation Fairhaven/ New Bedford Bridge (Rt 6)	MHD	\$3.6M	BRON	Ongoing	C&D	Unknown	Unknown
X Acushnet River: New Bedford Harbor Dredgi	EPA/EOEA	\$20M	State Bonding & other	Ongoing 2009	C&D	Unknown	1,000
X New Bedford Business Park, Expansion 3* (see Dartmouth)	GNBIF	\$1M	EDA, CDAG, PWED & MD	Ongoing	A,B,C,F,G,H, I,J&L	No Adverse Impact	1,200
X Hicks/Logan Urban Renewal Area*	NBEDC	\$5M	EDA, CDAG, EPA, MD, PWED & other	Ongoing	A,B,C,D,E,G J &K	Unknown	Unknown
X Revolving Loan Fund (RLF)	NBEDC	\$1M	EDA,EDF & other	2010-11	B,,C,,D, E, H, I, J, K, L, & N	Unknown	Unknown

PROJECT	LEAD AGENCY	EST. COST	FUNDING SOURCE	STATUS/ ACTION TAKEN	GOALS APPLIED	ENVIR. IMPACT	JOBS CREATED
NORTH ATTLEBOROUGH X Reconst of Plain St. (W&S)	Town of N.A.	\$2.4M	CDAG, PWED, EDA, MD & other	Long-Term	A,B,C,F, H,I,J&L	No Adverse Impact	Unknown
X Landry Ave. (Sewer)	Town of N.A.	\$1.0M	CDAG, PWED, EDA, MD & other	Long-Term	A,B,C,F, H,I,J&L	No Adverse Impact	Unknown
NORTON X Commerce Center Expansion	Norton Industrial Dev. Commission	\$1.5M	CDAG, PWED, EDA, MD & other	Long-Term	A,B,C,F, H,I,J&L	No Adverse Impact	100 - 300
PLAINVILLE X Water Main (16") to Industrial District	Plainville Industrial. Dev. Commission	\$850,000	CDAG, PWED, EDA, MD & other	Unknown	A,B,C,F, H,I,J&L	No Adverse Impact	Unknown
X Rte. 1 Reconstruction	MHD	\$1.0M	STP	Unknown	C&D	Unknown	Unknown
RAYNHAM X Rte. 44 Reconstruction (See Lakeville & Middleboro)	MHD	\$27M	NHS	Unknown	C&D	Unknown	Unknown
X Rte. 24 Corridor Improvements	MHD	\$84M	NHS & MHD	Unknown	C&D	Unknown	Unknown
SOMERSET X Brightman St. Bridge Replacement (see Fall River)	MHD	\$164M	BRON & HPP	Underway/ 2006 Comp.	C&D	Unknown	Unknown
SWANSEA X Rte. 6 & I-195 Signalization	MHD	\$3.0M	NHS or IM	2009 Underway	C&D	Unknown	Unknown
X Route 136 Bridge @ I-195	MHD	\$3M	Interstate Maintenance	Unknown	C&D	No Adverse Impact	Unknown
X Sears Farm Redevelopmt @ I-195/Rte.6	Swansea	Unknown	CDAG, PWED, MD, RR,MHD, EDA & other		A,B,C,D,E,G,J &N	Unknown	Unknown

PROJECT	LEAD AGENCY	EST. COST	FUNDING SOURCE	STATUS/ ACTION TAKEN	GOALS APPLIED	ENVIR. IMPACT	JOBS CREATED
TAUNTON							
X Rte. 138 Reconstruction (Somerset Ave.)	MHD	\$3.5M	STP	Start 2008	C&D	Unknown	Unknown
X Interchange * Reconstruction @ Rtes. 24 & 140	MHD	\$18M	STP	Start 2009	C&D	Unknown	3,500
X MSIP (PH4)*	Taunton Economic Dev TED	\$2M	CDAG, PWED, EDA, MD & other	Unknown	A,B,C,F,H,I,J&L	No Adverse Impact	1,500
X East Taunton Ind. Park (3 phased)*	TED	\$10M	CDAG, PWED, EDA, MD & other	Ongoing	A,B,C,F,H,I,J&L	No Adverse Impact	2,500
X WEIR Industrial Revitalization	Weir Corporation & TED	\$3M	EDA, CDAG, PWED, EPA, MD & other	Ongoing	A,B,C,D,E,G, J & K	No Adverse Impact	1,000
X Rte 24 Corridor Improvements	MHD	\$84M	NHS & MHD	Unknown	C&D	Unknown	Unknown
WAREHAM							
X Infrastructure improvements Industrial District (sewering)	WCED	\$3.0M	CDAG, PWED, EDA, MD, MHD, STP & other	Unknown	A,B,C,H,I, J&L	No Adverse Impact	2,000
X Reconstruction Rte. 6 & 28	MHD	\$4M	STP	Unknown	C&D	Unknown	Unknown
X A.D. Makepeace Commercial & Industrial Development BDOD (see Carver)	Town of Wareham	Unknown	CDAG, PWED, MD & Other	Unknown	A,B,C,D,E,I&K	Unknown	2,200 - 3,000

*EDA Priority Projects;
(CDAG) Community Development Action Grant
(PWED) Public Works Economic Development
(BRON) Bridges On Federal Aid System

(STP) Surface Transportation Program;
(NFA) Non Federal Aid (State Highway Funds)
(NHS) National Highway System
(FTA) Federal Transit Authority

(EOEA) Executive Office of Environmental Affairs;
(DOT) Department of Transportation
(BF) Brownfields(EDA) Economic Development Administration
(MD) Mass Development HPP) High Priority Project

V. EVALUATION PROCESS:

GOALS AND OBJECTIVES

(Refer to Chapter III for complete goals and objectives)

A. PROMOTE THE EXPANSION OF QUALITY INDUSTRIAL LAND IN THE REGION.

OBJECTIVE: (Long Term) Increase the amount of land available and readily developable for industry (2,655 acres in 2009) to over 3,000 acres over the next five years; promote the development of updated technology-ready sites (such as fiber optics) in new infrastructure.

TOTAL ACRES OF INDUSTRIAL AND BUSINESS PARK DEVELOPMENT, 2005-2009

<u>Year</u>	<u>Acres of Industrial Expansion</u>	
2005	130	Fall River Commerce Park, Taunton LUIP, Ph.II
2006	17	South Coast Technology and Research Park
2007	75	Mansfield, Plainville and Raynham
2008	457	Middleboro, Corvossa Business Park and Sippican Commerce Center; Taunton, MSIP IV and Fremont Commerce Center
2009	6	Mansfield Cabot Business Park
Total	685 acres (Average 137/year)	

EVALUATION CRITERIA: Industrial Acres Added / Year

250 or more annually	(Excellent)
100 – 250 or more annually	(Good)
100 or less annually	(Needs Improvement)

QUANTITATIVE MEASURE: The region continues to increase industrial acreage with a significant gain in 2008. Middleboro experienced over 260 acres for opportunities in warehousing & distribution, office and flex space while Taunton’s MSIP readies Phase IV. Both communities offer good access via I-495. This trend is expected to continue over the next 5 years (2008-2012) with proposed industrial and business parks in Carver, Fall River, Middleboro and Taunton.

Although there has been significant industrial expansion, opportunities exists to target older urban industrial redevelopment including brownfields, particularly in the regions cities of Attleboro, Fall River, New Bedford and Taunton.

QUALITATIVE MEASURE: The new sites have all been Class “A” industrial land fully serviced by infrastructure and with excellent access.

B. PROMOTE ENTREPRENEURSHIP AND PRESERVE EXISTING BUSINESS AND INDUSTRY.

OBJECTIVES: (Long Term) Increase the number of business startups in the region to address the need for home grown jobs. Monitor patents of new inventions originating from the region, which will provide the direction of future entrepreneurial efforts.

1. BUSINESS START-UPS (FILINGS) BY CATEGORY: SRPEDD REGION, 2005-09

<u>Business Entity*</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Domestic, For Profit Corporations	802	697	603	551	531
Domestic, Non-profit Corporations	67	85	71	89	97
Foreign Corporations	19	18	12	38	20
Professional Corporations	29	18	13	19	22
Religion (Chapter 180)	5	6	9	14	11
Schools			3	1	1
Regional Total	922	824	711	712	682

Source: MA Secretary of State’s Office (Filings by Zipcodes)

2. PATENTS BY ORGANIZATION: SRPEDD REGION, 1990-2008

The USPTO assigns location based on the inventor’s address rather than the institutional owner. The following patents have been traced to organizations located in the SRPEDD region for the years covering 1990 to 2008.

PATENTS GRANTED TO SRPEDD REGION BUSINESS ENTITIES, 1990-2009

Name of Company	No. of Patents Granted	Location	Type of business/products
ACUSHNET COMPANY	490	Fairhaven	Manufacturer of Titleist, Footjoy and Cobra golf balls and golf accessories
KOPIN CORPORATION	112	Taunton	Electronic components for voice, video, wireless communications
BROOKS AUTOMATION	79	Mansfield	Water pumps, gauges, and coolers
DE PUY SPINE, INC.	60	Raynham	Orthopedic and neuro products, knee and hip systems and replacement
MEDICAL & SCIENTIFIC, INC.	16	Taunton	Surgical and medical equipments
PRECISION HANDLING DEVICES, INC.	13	Fall River	Form feeders and graphic printers
FIBERSPAR CORPORATION	15	New Bedford	Advanced composite tubing, fabricated pipe, and pipe fitting
SENSATA	18	Attleboro	Manufacturer of electronic components
WESTERBEKE CORPORATION	10	Taunton	Portable marine generators and engines
LOCKHEED MARTIN SIPPICAN	9	Marion	Oceanographic instrumentation, acoustic and frequency communication devices
BROOKFIELD ENGINEERING LABS	7	Middleborough	Viscosity measuring and controlling devices
BUTLER AUTOMATIC	6	Middleborough	Splicing equipments
OCEAN SPRAY CRANBERRIES INC.	9	Middleborough	Processed and canned fruit and vegetables
TELEDYNE INSTRUMENTS, INC.*	5	Marion	Motor-operated valve testing, torque wrench calibrators, shear pin transducers
NELMOR CO. INC	4	Attleboro	Manufacturer of industrial machinery such as recycling equipment
ERCON, INC.	4	Wareham	Thick-film polymer coatings, plasters, epoxies, welding apparatus
LOUIS M. GERSON CO.	2	Middleborough	Disposable masks, respiratory filtration, strainers, and surgical appliances
POLYMETALLURGICAL CORPORATION	1	North Attleborough	Advanced clad metals, metal bonding for semiconductor packaging

Source: US Patent and Trademark Office (Utility Patent Grants, 1990-2009).

EVALUATION CRITERIA: The total number of business start-ups annually, and the regional (geographical) spread in the number of patents for innovations granted to technological companies per year.

QUANTITATIVE MEASURES:

Business start-ups across the region have decreased between 2005 and 2009. Domestic non-profit entities have experienced a steady increase in filing from 2007-2009. Foreign business filings in the region have experienced a steady loss for the same period.

From 1990 to 2007 over 56 percent of the companies acquiring patents were located in the northern part of the region: Middleborough topped with having four companies followed by Taunton with three. Nevertheless, Acushnet Company in Fairhaven, located in the southern part of the region holds the highest number of patents. Companies creating new electrical equipments or medical instruments continue to lead in acquiring product patents.

C. WORK TO MAINTAIN AND ENHANCE THE REGION’S QUALITY OF LIFE.

OBJECTIVES: (Short Term) Obtain state and local approval of a regional development vision that capitalizes on the growth and development in southeastern Massachusetts while enhancing the region’s quality of life. Insure that the vision promotes the need for regional economic development.

EVALUATION CRITERIA: Community score of 50 points or better on the “Smart Growth Audit” conducted by Vision 2020 in 2003-2004. Above 50 points = “some aspects of smart growth approach to development.”

75% or more communities above 50 pts.	(Excellent)
50% or more communities above 50 pts.	(Good)
Less than 50% communities above 50 pts.	(Needs Improvement)

QUANTITATIVE MEASURE: The Smart Growth Audit, a self-assessment tool for the region’s cities and towns was completed by 25 of 27 SRPEDD communities. 9 of those communities scored above 50 points, while 16 scored below, meaning that the region falls into the “needs improvement” category.

D. SUPPORT THE DEVELOPMENT OF TRANSPORTATION PROJECTS NECESSARY FOR ECONOMIC DEVELOPMENT.

OBJECTIVE: Make progress on the transportation projects within the next five years.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP): HIGHWAY AND BRIDGE PROJECTS ADVERTISED

	<u>NO. OF PROJECTS</u>	<u>FEDERAL FUNDS</u>	<u>STATE LOCAL FUNDS</u>	<u>TOTAL</u>
FY 2005	19	24,292,000	23,053,000	47,345,000
FY 2006	8	27,549,000	5,411,000	32,960,000
FY 2007	11	45,310,000	7,840,000	53,150,000
FY 2008	12	32,080,000	26,620,000	58,700,000
FY 2009	15	108,870,000	5,080,000	113,950,000
FY 2005-2009	65	\$238,101,000	\$68,004,000	\$306,105,000

EVALUATION CRITERIA: Number of Transportation Projects / Year

15 or more / year	(Excellent)
10 – 14 / year	(Good)
0 – 9 / year	(Needs Improvement)

QUANTITATIVE MEASURE: Overall the region has experienced an increase in total funding and a slightly lower number of projects. In FY 2009 federal funds were significantly increased due to the stimulus program while state funding experience reductions.

E. PURSUE A POLICY OF SUSTAINABLE DEVELOPMENT.

OBJECTIVE: (Long Term) Stabilize employment in the seafood industry in the region (primarily New Bedford); stabilize the cranberry industry and maintain or increase the number of working farms in the region. Promote industrial source reduction as a way of preventing the creation of future brownfield sites.

1. ACREAGE DEVOTED TO AGRICULTURE AND NUMBER OF FARMS IN THE REGION, 1987 TO 2007

	<u>MA</u>	<u>BRISTOL COUNTY</u>		<u>PLYMOUTH COUNTY</u>	
		<u>Total</u>	<u>% of State</u>	<u>Total</u>	<u>% of State</u>
a. Farm Acreage					
1987	615,185	42,562	6.9	77,140	12.5
1992	526,440	34,235	6.5	72,247	13.7
1997	518,299	37,173	7.2	73,418	14.2
2002	518,570	36,085	7.0	59,445	11.5
2007	517,879	39,252	7.6	49,612	9.6
b. No. of Farms					
1987	6,216	675	10.9	775	12.5
1992	5,258	523	10.0	668	12.7
1997	5,574	555	10.0	732	13.1
2002	6,075	624	10.3	794	13.1
2007	7,691	777	10.1	882	11.5

Source: Economic Census

2. FISH LANDINGS (ALL SPECIES) IN NEW BEDFORD, 2003-2008

a. Million Pounds of Fish Landings

	<u>New Bedford</u>	<u>MA</u>	<u>New Bedford's % Share of State Total</u>
2003	155.4	295.4	52.7
2004	175.1	337.8	51.8
2005	153.4	299.4	51.2
2006	169.9	348.3	48.8
2007	149.5	313.9	47.6
2008	146.4	326.7	44.8

b. Dollar Value of Fish Landings in Millions (US\$)

	<u>New Bedford</u>	<u>MA</u>	<u>New Bedford's Rank in Dollar (\$) of U.S. Total</u>
2003	176.2	292.8	1
2004	206.5	326.0	1
2005	282.5	427.1	1
2006	281.2	437.0	1
2007	268.0	458.3	1
2008	241.3	399.9	1

Source: Fisheries & Statistics Division, National Marine Fisheries Service.

EVALUATION CRITERIA: Agricultural and fishing progress for the SRPEDD area measured by the amount of farm acreage and the number of farms, and the amount and value of fish landings.

QUANTITATIVE MEASURE: For the past two decades, specifically 1987 to 2007, the state and both counties in the region experienced some loss in farm acreage. Interestingly, the number of farms in the region had increased during the same period.

Since 2003 both Massachusetts and New Bedford experienced fluctuations in the amount of fish landings. Although the total US dollar value of fish landings had decreased in 2008 New Bedford continues to hold on to the number one position.

F. PROVIDE DATA AND INFORMATION TO SUPPORT ECONOMIC DEVELOPMENT IN THE REGION.

OBJECTIVE: (Short Term) Develop a southeastern Massachusetts information network so that all available information is readily available to assist businesses to remain competitive. Educate the regional constituents in accessing relevant information

available through the Internet and Geographic Information Systems (GIS), as well as through traditional sources.

DATA REQUESTS FOR PLANNING, ENTREPRENEURIAL STARTS, AND BUSINESS STATISTICAL SUPPORT, 2004-2009

	<u>Number of Data Requests</u>		
	<u>Regional</u>	<u>Out of State</u>	<u>Total</u>
2004*	87	12	99
2005*	76	14	90
2006*	69	16	85
2007*	72	12	84
2008*	80	15	95
2009*	65	12	77

- The publication of the SRPEDD Factbook online in the SRPEDD website and distribution of the same in CD format had considerably minimized direct requests for statistics on the region. As of 2004, only requests involving 10 min. to 2+ hours of response time are logged. Online guidance/navigation/ direction to access the SRPEDD Factbook, Quickstats, and town-level street maps in pdf format or to any link for original data sources are not monitored, nor are tutorships and online coaching for federal sources of data such as the Census Bureau, HUD, etc.

EVALUATION CRITERIA: Information and Data

Annual Data Requests:

100 or more	(Excellent)
50 – 99	(Good)
49 or less	(Needs Improvement)

QUALITATIVE MEASURE: SRPEDD has been successfully addressing this objective since the release of the 2000 Census data. With the development of the Factbook, and its publication in the SRPEDD’s website, information for the region on planning, transportation, housing, economic development and certain aspects on the quality of life in the region have been widely disseminated. A great deal of effort has been done to empower regional data users on how to access data or navigate through pdf files and web-based data links. The reduction in data requests after the publication and dissemination of this regional Factbook implies that the users of data in the area are getting increasingly educated and technologically savvy or sophisticated in accessing information for themselves thereby enabling the satisfactory accomplishment of the above objective.

Most recently, SRPEDD QUICKSTATS published in the SRPEDD website provides some direct demographic, economic, housing, and journey-to-work profiles for each municipality. This is most convenient for web users in search of quick information about certain towns/cities in the region. Accessible community street maps featured in the SRPEDD website also help the regional public in locating particular sites or locations.

G. PROMOTE THE CLEANUP AND REDEVELOPMENT OF EXISTING BROWNFIELD SITES FOR ECONOMIC DEVELOPMENT.

OBJECTIVE: (Long Term) Reduction of the estimated number of “21E” brownfield sites in southeastern Massachusetts by up to 20% over the next five years.

ACRES OF BROWNFIELDS CLEANED AND REDEVELOPED, 2004-2009

<u>Year</u>	<u>Acres Cleaned</u>	<u>Acres Redeveloped</u>	<u>Location</u>
2004	64	61	New Bedford, North Attleboro, Taunton
2005	15	6	Attleboro, Mansfield
2006	10	3	New Bedford, North Attleboro, Taunton
2007	15	6	Attleboro, New Bedford, Taunton
2008	8	3	New Bedford, Taunton, Westport
2009	6		North Attleboro
Total	118	79 (66.9%)	

EVALUATION CRITERIA: Progress not measurable for the SRPEDD area; Complete or updated data unavailable.

QUANTITATIVE MEASURE: The region has been declining in cleanup and redevelopment of its brownfield sites since 2005. Private investment for urban sites has slowed due to high cleanup and development costs coupled with reduced public funding. However, it is anticipated that significant activity will occur along New Bedford’s Waterfront over the next five years (2010-2014).

H. IMPROVE THE EDUCATION AND SKILLS OF THE REGION’S WORKFORCE.

OBJECTIVE: (Long Term) Close the gap between the educational attainment of the region’s population and the state levels; provide programs for continuous education of the region’s workforce.

1. EDUCATIONAL ATTAINMENT IN THE REGION*, 1990-2000

	<u>High School+</u>		<u>Completed College+</u>	
	<u>1990</u>	<u>2000</u>	<u>1990</u>	<u>2000</u>
SRPEDD	66.4%	74.3%	15.6%	19.8%
Massachusetts	80.0%	84.8%	27.2%	33.2%

- For persons age 25 and over.
Source: U.S. Census Bureau

2. COMMUNITY COURSES OFFERINGS FOR WORKFORCE SKILLS IMPROVEMENT IN LOCAL COLLEGES

UMASS DARTMOUTH:

The Professional and Continuing Education include Corporate Programs, Partnerships, and Lifelong Learning. This unit serves as a gateway to the vast intellectual and technical resource at the university. The staff helps identify, develop and support local businesses in the employee training needs, and skill gaps. Through contractual/customized education, graduate and undergraduate courses and programs geared towards non-credit courses, training and certification needs are made available.

BRISTOL COMMUNITY COLLEGE:

The College's Adult Basic Education Program offers adult learners a range of opportunities such as Adult Basic Education classes, English for Speakers of Other Languages, GED preparation, and advance technological skills. BCC also provides training for the business community and for individuals looking to upgrade their skills through the Center for Business and Industry. For community members interested in starting a small business or entrepreneurial venture, the Academic Center for Entrepreneurship serves as a business resource center towards successful and productive enterprises. This Center is devoted to creating an alliance between education and a healthy economy. The Center for Workforce and Community Education serves as an educational and training resource for individuals, companies and agencies the region, providing high-quality professional training to meet business and industry needs. Additionally, the Center specializes in assisting corporate clients to obtain alternative sources of funding.

WHEATON COLLEGE:

Wheaton offers a challenging liberal arts curriculum leading to a Bachelor of Arts degree in more than 40 majors and 50 minors from over 600 course offerings. Along with its dual degree program, Wheaton offers highly specialized courses and cross-registration programs with a large university and 9 local colleges. Community service for the college means that faculty and staff move beyond a charity-based model of service to one of full and sustainable partnerships in which all participants benefit in significant ways. It supports experiential learning classes that send students into the community to work with local agencies on programs that make our community a better place to live and learn.

BRIDGEWATER STATE COLLEGE:

BSC's Community Outreach features a broad range of Centers and initiatives that support the college's mission. Among these are : 1) the Center for Entrepreneurship Studies – provides a platform to connect students with entrepreneurs and faculty; 2) Community Service Center –

promotes civic engagement among students in a variety of volunteer and community service opportunities in the region; 3) Institute for Regional Development – facilitates and strengthen the practical application of faculty research, teaching and service functions in its collaboration with local government and agencies in the region; 4) Center for Economic Education – offers economics workshops to K-12 teachers and administrators in the area; 5) Center for Sustainability – fosters the study and application of sustainable practices both on campus and throughout the region; 6) Children’s Physical Developmental Clinic- fosters professional development, community service and leadership qualities; 7) College and Community Partnerships – responsible for linking college resources with community needs and building partnerships between the college and the communities in the area; Center for Legislative Studies – provides members of the campus community and the surrounding municipalities to engage in interactive civic education through speaker series and outreach programs; 8) Division of External Affairs – facilitates innovative regional and international outreach programs; and 9) Academic Service Learning – where community service meets classroom work.

FISHER COLLEGE:

Fisher students can take courses through any of the College's flexible delivery methods - in a traditional classroom setting in Boston, New Bedford, and North Attleborough, or Online. Online courses are offered through the Internet, using the widely accepted and user-friendly learning system Blackboard(R). Courses are eight weeks long and require no campus class meetings to complete. Blended courses are a unique and exciting method of attending and completing individual courses as well as complete degrees at Fisher College. Courses integrate a combination of in classroom and online education. The College also offers a variety of low-cost, professional, career and personal development courses through our partnership with Ed2Go. Education to Go (Ed2Go) offers non-credit instructor-facilitated online for personal and financial growth.

EVALUATION CRITERIA: The majority of skilled resident workforce continues to obtain employment outside the SRPEDD area. The supply of educated workforce in the region remains low, but several new developments and emerging initiatives may change this historic trend.

QUANTITATIVE MEASURE: The region’s educational attainment levels are improving, but they are not keeping pace with statewide improvement over the past ten years.

QUALITATIVE MEASURE: Many programs, initiatives, and incentives are being offered by various educational institutions to address the continuing education needs of the region’s working population.

I. MEET THE REGION’S FINANCING NEEDS FOR VENTURE CAPITAL AND SMALL BUSINESS LENDING.

OBJECTIVE: (Long Term) Provide gap financing, establish a regional venture/mezzanine capital pool, and support micro enterprise assistance within southeastern Massachusetts.

LOANS PROVIDED BY SEED UP TO 2009

	<u>No. of Loans</u>	<u>Total Amount</u>	<u># New Jobs</u>
SBA 504	520	\$181 million	4,645
Revolving Loan Fund	355	\$ 13 million	2,119
Micro Loan Program	322	\$ 7.2 million	915
Venture Capital Fund	19	\$ 9.2 million	NA

EVALUATION CRITERIA: Response to the region’s business financing needs through loans.

Number of RLF and micro loans granted:

75 or more / year	(Excellent)
51-74 / year	(Very Good)
21-50 / year	(Good)
less than 20 / year	(Needs Improvement)

QUALITATIVE MEASURE: SEED Corporation has made laudable progress in addressing micro-enterprise lending. SEED Ventures LP, a \$20 million mezzanine small business and venture capital fund is now in place to address the gap for equity capital.

In the current economic recession the need for small business loans up to \$100,000 has increased substantially. SEED’s current \$500,000 RLF grant from EDA match with the \$500,000 in State funds, will meet some of the demand.

J. TO ATTRACT HIGH SKILL/HIGH WAGE BUSINESSES AND HOUSEHOLDS TO THE REGION.

OBJECTIVE: Encourage, promote, and support the establishment of high-paying electronic and computer-driven enterprises such as manufacture and sale of medical equipment, products and supplies, and information-related businesses. Attract high-income households to reside in the region by offering lower housing costs (vis-à-vis big metropolitan areas).

1. CHANGES IN COUNTY & STATE INCOME LEVELS

	<u>2000</u>	<u>2006-2008</u>	<u>Percent Change</u>
State Median Income	\$50,502	\$64,684	28.1%
Bristol County Median Income	\$43,496	\$55,845	28.4%
Plymouth County Median Income	\$55,615	\$72,691	30.7%

Source: U.S. Census Bureau & American Community Survey

2. REGIONAL HOUSING COSTS COMPARED TO STATE MEDIAN PRICE FOR SINGLE-FAMILY HOUSING

<u>Yr</u>	<u>State</u>	<u>Southeast</u>
2005	\$360,000	\$285,000
2006	\$350,000	\$281,850
2007	\$345,500	\$270,000
2008	\$311,000	\$240,000
2009	\$290,000	\$285,000
% Change 2005-2009	- 19.4%	0.0%

Source: MA Assoc. of Realtors

EVALUATION CRITERIA: State averages in education and income should serve as the measure for the region to aspire to.

Above state levels	(Excellent)
Equal to state levels	(Good)
Below state levels	(Needs Improvement)

QUANTITATIVE MEASURE: (1) It is estimated that Plymouth County household income increased by 30% while Bristol County grew by 28% between 2005-2009. (2) From 2005 to 2009 the region's median price of a single-family home increased by 18.7% (\$45,000) while the statewide median price fell by 6.7 % (\$21,000). As of 2009, the gap between the southeast and the statewide average housing costs have closed to less than 2.0%.

K. PROMOTION AND DEVELOPMENT OF THE REGION'S TOURISM INDUSTRY.

OBJECTIVE: (Short Term) Provide improved linkage among regional tourist attractions.

**COUNTY VIS-À-VIS STATE ROOM OCCUPANCY TAX
COLLECTIONS (\$000), 2004-2008**

	<u>State</u>	<u>Bristol County</u>	<u>Plymouth County</u>
FY 2004	88,890	2,045	1,601
FY 2005	97,844	2,211	1,874
FY 2006	105,808	2,262	1,776
FY 2007	111,087	2,287	1,903
FY 2008	119,137	2,292	1,992

Source: MA Office of Travel & Tourism

EVALUATION CRITERIA not measurable for SRPEDD area.

QUANTITATIVE MEASURE: Tourism-related room occupancy tax collections rose steadily from 2004-2008. Since 2004, both Bristol and Plymouth Counties' occupancy tax collections have increased by 10.7% and 19.6% respectively.

L. PROMOTE INTERNATIONAL TRADE DEVELOPMENT.

OBJECTIVE: (Long Term) Increase regional competitiveness through the promotion and monitoring of international trade to and from the region. Support export businesses and entrepreneurs of locally-produced and manufactured goods, especially with those countries with which southeastern Massachusetts has cultural ties.

SUMMARY OF TRADE STATISTICS: SRPEDD PORTS, 2005-09

Ports	Year	Total US Dollar Value	
		<i>EXPORTS</i>	<i>IMPORTS</i>
Fall River	2005	\$1,681,285	\$140,255,380
	2006	\$2,421,608	\$138,839,261
	2007	\$ 904,806	\$119,531,379
	2008	\$3,236,035	\$119,190,535
	2009	\$997,194	\$115,698,885
New Bedford	2005	\$4,180,575	\$57,033,748
	2006	\$8,669,666	\$ 8,019,807
	2007	\$ 553,385	\$ 6,274,315
	2008	\$1,578,777	\$ 8,815,989
	2009	\$29,383, 271	\$ 4,395,394
Massachusetts	2005	\$9,213,507,038	\$13,449,975,209
	2006	\$9,664,226,151	\$13,592,584,738
	2007	\$10,422,467,210	\$14,938,065,830
	2008	\$10,737,478,067	\$16,086,784,646
	2009	\$7,821,791,955	\$11,338,484,349

Note: Data reflect where the goods leave and are unladen off – not original or final destinations.

Source: WISERTrade using data from US Census Bureau, Foreign Trade Division

EVALUATION CRITERIA: Exports and imports of goods via the region’s two major ports, i.e., Fall River and New Bedford. Monitor trends in export and import of goods from these ports vis-à-vis the statewide movement of goods in and out of the country.

QUANTITATIVE MEASURE: There has been overall reduction in trade going through the ports of Fall River and New Bedford between 2008 and 2009. Both ports experience significant reduction in both exports and imports but New Bedford experience the higher losses. growth in exports with marginal growth in imports. The state also has decreases over the previous year.

M. PROMOTE ECONOMIC JUSTICE.

OBJECTIVE: Close the gap in the ratio of entrepreneurship and venture capital, as well as other economic indicators between women and minority communities and the population as a whole.

MINORITY-OWNED FIRMS WITH PAID EMPLOYEES, 1997-2002

	<u>MA</u>		<u>BRISTOL COUNTY</u>		<u>PLYMOUTH COUNTY</u>	
	1997	2002	1997	2002	1997	2002
a. No. of Firms						
Black-owned	1,239	1,241	119	75	96	112
Hispanic-owned	1,627	2,011	232	133	66	120
Women -owned	20,103	22,631	1,562	1,970	1,394	1,562
Asian	12,729	18,063	520	647	384	482
b. Sales (\$1,000)						
Black-owned	804,314	967,096	70,373	161,450	59,058	80,227
Hispanic-owned	1,316,470	1,647,964	250,577	124,510	21,741	85,595
Women -owned	13,902,214	19,277,755	671,439	2,253,968	886,553	1,135,696
Asian	4,182,593	5,016,309	195,779	146,869	276,780	112,583
c. No. of Employees						
Black-owned	8,267	9,527	1,444	724	601	424
Hispanic-owned	11,146	15,319	1,271	729	325	407
Women -owned	155,191	173,396	10,648	11,833	8,788	10,997
Asian	31,583	37,185	1,898	1,283	2,920	1,646

Source: Economic Census

EVALUATION CRITERIA: The extent to which ownership of businesses with paid employees in the region are owned and operated by women and members of minority populations.

QUANTITATIVE MEASURE: Ownership of firms with paid employees by women and minorities in the region between 1997 and 2002 has undergone some changes. Women-owned firms increased dramatically in the area. Even though the number of Black and Hispanic-owned businesses decreased in the region, the sales figures from these businesses increased during the period.

N. PARTICIPATION IN CEDS PLANNING PROCESS

1. RESC MEETINGS

RESC Meetings 2005 – 2009					
RESC Meetings	2005	2006*	2007	2008	2009
A. Number held	10	6	8	8	8
B. Total Attendance	110	67	83	81	90
•SRPEDD Comm (%)	6 (5%)	3 (4%)	-	1 (1%)	3
•Private Sector (%)	11 (10%)	4 (6%)	9 (10%)	6 (8%)	7
•ED Practitioners (%)	75 (76%)	83 (75%)	52 (78%)	73 (90%)	79
•Other (%)	10 (10%)	8 (12%)	1 (1%)	1 (1%)	1
C. Average Attendance	11	10	11	10	11
D. Guest Speakers/ Pres	9	9	6	8	8

* Principle staff out on medical leave

2. CEDS PRIORITY PROJECTS

Projects	2005	2006	2007	2008	2009
a. EDA Eligible Projects	9	9	9	8	10
b. All Infrastructure Projects	69	70	66	63	52

3. RESC MEMBERSHIP UPDATES

Being regularly provided by members at each meeting

4. CEDS OUTREACH ACTIVITIES

Presentations and news articles related to the CEDS.

EVALUATION CRITERIA:

1. RESC Meetings:

A. Number of Meetings

- 10 or more annually (Excellent)
- 5 – 9 annually (Good)
- 4 or less annually (Needs Improvement)

B. Total Attendance

- 120 or more annually (Excellent)
- 90 – 119 annually (Good)
- 89 or less annually (Needs Improvement)

C. Guest Speakers / Presentation

- 10 or more annually (Excellent)
- 5 – 9 annually (Good)
- 4 or less annually (Needs Improvement)

2. CEDS Priority Projects:

- 12 or more annually (Excellent)
- 10 - 12 annually (Good)
- less than 10 (Needs Improvement)

3. RESC Updates:* (membership economic development or relative activity)

- 3 or more committee member updates (Excellent)
- 2 committee member updates (Good)
- 1 committee member update (Needs Improvement)

*member updates will vary depending on time and agenda

4. CEDS Outreach Activities:

CEDS News Articles

- 4 or more annually (Excellent)
- 3 annually (Good)
- less than 2 (Needs Improvement)

QUANTITATIVE MEASURE: The number of meetings and attendance has increased over past 2 years. SRPEDD continues working to re-energize the Committee. Resource speakers and presentations for overall project development are constantly sought. EDA project development remains consistent with one or more projects per year (Taunton MSIP reuse study is ongoing; project development in Attleboro IBP, Phase II and Taunton under Phase IV pre-application underway).

VI. IMPLEMENTATION PLAN

See Section III of the CEDS entitled Vision, Goals, Objectives and Development Strategies. Under each objective is a section entitled “What is SRPEDD’s role?” This section is intended as SRPEDD’s implementation plan.

PROGRAM MONITORING AND EVALUATION PERFORMANCE MEASURES

WORK PROGRAM TASK	2010 PERFORMANCE MEASURES
Overall	Maintain the unemployment rate of the northern subregion of the District at the same rate (or lower) than the state rate; Continue to close the gap between the southern subregion and the State to a level no greater than 1.0%
1. Project Development	Assist in getting at least one public works project (Title I) ready for the EDA pre-application stage or secure alternate funding
2. Long Range Planning	Prepare an annual, updated development strategy; Continue the implementation of the Vision 2020 project recommendations
3. Data Center	Continue to refine and expand SRPEDD’s economic development web site and other information on the internet including SRPEDD’s Fact Book on CD-ROM and on line
4. Economic Target Area Support	Maintain assistance with the implementation of the ETA/EOA designations and develop certified projects
5. Technical Assistance	Provide economic development training for local officials; prepare at least one successful economic development application for a District community; secure local approval for regulatory streamlining in at least one community
6. Promote sustainable development	Continue expansion of employment in the region's agricultural sector; Maintain assistance to Taunton with the establishment of regional brownfield information center and assist with securing EDA funds for at least one Brownfield project in the District

VII. ORGANIZATION & MANAGEMENT

BACKGROUND

On November 13, 1969, the Southeastern Regional Planning Commission was designated by the Economic Development Administration (EDA) as an Economic Development District (EDD) under Title VI of the Public Works and Economic Development Act of 1965.

The purpose of an Economic Development District is to foster successful economic development on a large scale by grouping together economically distressed and healthy areas--redevelopment areas and economic development centers or growth centers.

The District encompasses portions of three counties, twenty-seven municipalities and six redevelopment areas. The District's county membership includes: all of the communities in Bristol County with the exception of the Town of Easton; the towns of Carver, Lakeville, Marion, Mattapoisett, Middleborough, Rochester and Wareham in Plymouth County; and Plainville in Norfolk County.

Four of the District's redevelopment areas--Bourne/Wareham/Rochester, New Bedford, Providence/Pawtucket, and Plymouth--were designated in 1974.

These redevelopment areas were designated on the basis of "substantial and/or persistent unemployment." Redevelopment area designation enables an area to be eligible for the whole range of programs authorized by the Public Works and Economic Development Act.

Redevelopment Areas were originally established on the basis of labor market area (LMA) information furnished by the Massachusetts Department of Employment and Training (DET). Since designation, however, DET has changed the labor market area boundaries. For the purposes of manpower planning, DET has established Service Delivery Areas (SDA's). Much of the statistical information is now provided for these geographic divisions.

The District also has two designated economic development centers (EDC's)--the cities of Fall River and Taunton--and a redevelopment center (RC), the City of New Bedford. These growth centers are the economic activity nuclei of their respective redevelopment areas. Redevelopment Centers are those, which are recognized as falling within a designated redevelopment area. Unlike economic development centers, there is no limit on the population of RC's, which may be in excess of 250,000 as of the last federal census.

DISTRICT ORGANIZATION

The Commission of the Southeastern Regional Planning and Economic Development District serves as the Comprehensive Economic Development Strategy (CEDS) Committee for the District. The committee sets policy and provides guidance on all matters relating to the economic development of the District. The Commission consists of up to 54 municipal representatives (Mayors, Selectmen, Planning Boards or their designees) and up to 6 at large members, representing low income and minority group interests.

The SRPEDD Regional Economic Strategy Committee (RESC) serves as the working committee on economic development matters, and is responsible for developing criteria and ranking economic development projects in the District. The committee also guides and assists the overall staff effort to prepare and implement the District's economic development program. The EDC has a broader membership than that of the Commission and consists of economic development practitioners, community group's interests, financial and business representation, college and university representatives and others. The RESC continues to expand by attracting new members and plays a significant role in regional economic development issues. Membership lists for both committees are included in this section.

APPROVAL OF CEDS

Resolution on the 2010 Comprehensive Economic Development Strategy (Update)

WHEREAS: the SRPEDD commission represents the chief elected officials and planning boards of the region's 27 cities and towns, including designated redevelopment areas; and

WHEREAS: the SRPEDD Commission is authorized "to prepare and, from time to time, revise both comprehensive regional plans and comprehensive economic development programs for the District" (Chapter 40B, Section 14.5); and

WHEREAS: the SRPEDD commission has reviewed the 2010 Comprehensive Economic Development Strategy, Update, entitled "Towards a More Competitive Southeastern Massachusetts":

NOW THEREFORE BE IT RESOLVED: that the Commission of the Southeastern Regional Planning & Economic Development District, acting on behalf of the cities and towns and redevelopment areas in the District, approves the 2010 Comprehensive Economic Development Strategy, Update, entitled "Towards a More Competitive Southeastern Massachusetts," and authorizes staff to so notify the U.S. Economic Development Administration of this approval.

**Figure 12. SRPEDD COMMISSION MEMBERS
May 2010 - May 2011**

CITY/TOWN	MEMBER	OCCUPATION	REPRESENTATION
Acushnet	Henry Young** Henry Young	Engineer	Board of Selectmen Planning Board
Attleboro	Gary Ayrassian** Ben Dowling James Ross	City Planner	Mayor's Appointee Planning Board Area At Large
Berkley	Joseph L. Callahan* Steven Leary	Software Dev.	Board of Selectmen Planning Board
Carver	Jack Hunter** Allan Kingsbury*	Town Planner	Board of Selectmen Planning Board
Dartmouth	Deborah Melino-Wender* Lorri-Ann V. Miller*	I Retail	Board of Selectmen Planning Board
Dighton	Donna Kulpa -----	Freelance Reporter	Board of Selectmen Planning Board
Fairhaven	Mike Silvia* Raymond Fleurent*	Construction	Board of Selectmen Planning Board
Fall River	James K. Hartnett** James K. Hartnett** Debra Fastino Perry Long**	City Planner City Planner ----- Community Dev	Mayor's Appointee Planning Board Area At Large Area At Large
Freetown	Jean Fox* Laurie Carvalho**	Board of Selectmen	Board of Selectmen Planning Board
Lakeville	Rita A. Garbitt** Walter E. Healey, Jr.*	Executive Secretary	Board of Selectmen Planning Board
Mansfield	Mary Burgess Leonard Flynn*	Retired	Board of Selectmen Planning Board
Marion	Jonathan F. Henry* Frank J. Ryder III	Contractor	Board of Selectmen Planning Board
Mattapoissett	Randall Kunz Robert Rogers	Project Engineer	Board of Selectmen Planning Board
Middleborough	Stephen McKinnon Ruth McCawley Geoffroy**	Town Planner	Board of Selectmen Planning Board
New Bedford	Ron Labelle** David Kennedy** Patrick J. Sullivan*** Deborah Jenkins**	Highway Supt. City Planner Dir. Comm. Dev. Ex. Dir. COA	Mayor's Appointee Planning Board Area At Large Area At Large

CITY/TOWN	MEMBER	OCCUPATION	REPRESENTATION
No. Attleborough	Joan Marchitto * Tom Welch	Self Employed Transportation Planner	Board of Selectmen Planning Board
Norton	Jean Barreta -----	-----	Board of Selectmen Planning Board
Plainville	Robert Rose** Stanley Widak*	-----	Bd. of Selectmen Planning Board
Raynham	Martin Newfield* Russell Discoll	Retired	Bd. of Selectmen Planning Board
Rehoboth	Peter Richmond** Robert J. Moitozo*	Highway Supt. Project Manager	Board of Selectmen Planning Board
Rochester	Dr. Susan Peterson	Anthropologist	Board of Selectmen Planning Board
Seekonk	Carol M. Bragg* Phoebe Lee Dunn*		Board of Selectmen Planning Board
Somerset	Joseph Quin John Ferreira	Materials Manager	Board of Selectmen Planning Board
Swansea	----- Steven S. Antinelli**	Town Planner	Board of Selectmen Planning Board
Taunton	Kevin Shea** Anthony Abreau** Mike Ferreira**	Economic/CD Dir Com Dev	Mayor's Appointee Planning Board Area At Large
Wareham	----- George T. Barrett*		Board of Selectmen Planning Board
Westport	Steven J. Ouellette* James Whitin*	Plumber	Board of Selectmen Planning Board

* Elected Official; ** Municipal Employee; *** At Large representing low income and minority group interests

Total Commissioners - 53

OFFICERS

Randall H. Kunz, Chairman
Jean Fox, Vice Chairman
Marty Newfield, Treasurer
Joseph Callahan, Assistant Treasurer
Joan Marchitto, Secretary
Dr. Susan Peterson, Past Chair

Figure 13. REGIONAL ECONOMIC STRATEGY COMMITTEE
MEMBERS, 2010 – 2011

SRPEDD COMMISSIONERS

Susan Peterson 567 New Bedford Rd Rochester, MA 02770	Mike Ferriera 45 School Street Taunton, MA 02780	David Kennedy City Hall - 133 William Street New Bedford, MA 02740 <i>City Planner</i>
Martin Newfield 1052 North Main Street Raynham, MA 02767 <i>Retired</i>	Randall Kunz Town Hall One Constitution Way Rochester, MA 02770 <i>Town Planner</i>	Kevin Shea 45 School Street Taunton, MA 02780
*	*	*

PRIVATE SECTOR

Kevin Pelland Citizen Union Savings Bank 4 South Main Street –Box 1311 Fall River, MA 02722 <i>Banker</i>	Derek Maksy 346 Bedford Street Lakeville, MA 02347	Clyde Mitchell Slade’s Ferry Ctr. for Bs. Res. 176 Regina Avenue Somerset, MA 02726 <i>Business Consultant</i>
Robert Atwood 484 Broadway Pawtucket, RI 02860 <i>Environmental Consultant</i>		

ECONOMIC DEVELOPMENT

Anna Nalevanko Office of Econ. & Comm. Dev. PO Box 490 Middleborough, MA 02346 <i>Director</i>	Frances O’Leary N. Attle./Plainville CoC PO Box 1071 No. Attleborough, MA 02761 <i>Chamber of Commerce</i>	Tammi Jacobsen Small Business Dev. Ctr. PO Box 1071 Fall River, MA 02722 <i>Small Business</i>
Kara J. Griffin Tri-Town CoC PO Box 511 Foxboro, MA 02035-0511 <i>Chamber of Commerce</i>	Larry Cameron MassDevelopment 275 Martine Street, Ste. 201 Fall River, MA 02721 <i>Financing & Development</i>	Thomas G. Davis Greater N.B. Industrial Found. 227 Union Street New Bedford, MA 02748 <i>Local Economic Development</i>

Robert Mellion President F.R. Area Chamber of Comm. 200 Pocasset Street Fall River, MA 02721	Roy Nascimento N.B. Area CoC PO Box G-827 New Bedford, MA 02742 Chamber of Commerce	Michael Sullivan Economic Task Force Westport, MA 02790 Outreach Coordinator
Marilyn Whalley Town Hall - 53 Orchard St. Raynham, MA 02767 Comm Econ. Dev.	Jack Lank Chamber of Commerce 42 Union Street Attleboro, MA 02703 Chamber of Commerce	Attleboro Econ. Development 77 Park Street Attleboro, MA 02703 Local Economic Development
Jean Scarborough Cranberry Country CoC PO Box 409 Middleborough, MA 02346 Chamber of Commerce	Richard Shafer Mayor's Off. of Econ. Dev. 12 Taunton Green - Ste. 201 Taunton, MA 02780 Local Economic Development	Kerrie Babin Taunton Area CoC 12 Taunton Green - Ste. 201 Taunton, MA 02780 Chamber of Commerce
Maria Gooch-Smith SEED Corporation 80 Dean Street Taunton, MA 02780 Financing	Carmen Aguilar Bristol Community College 777 Elsbree Street Fall River, MA 02720 Higher Education	Tom Perreiri Bristol Reg. Employment Rd. One Government Ctr. Fall River, MA 02720 Job Training
Christopher Reilly Community & Economic Dev. 505 Main Street Wareham, MA 02571 Comm. & Econ. Dev. Director	Matthew Morrissey N.B. Economic Dev. Council 700 Pleasant St., Ste. 100 New Bedford, MA 02740 Economic Dev. Director	Buddy Rocha SE Region Mass. Off. of Bus. Dev. 275 Martine Street, Ste. 201 Fall River, MA 02721 Financing and Development
Ken Fiola Fall River Economic Dev. One Government Center Fall River, MA 02723 Economic Dev. Director	Jim Walsh MassDevelopment 275 Martine Street, Ste. 201 Fall River, MA 02723 Community Dev. Planner	Alan Salvin 36 Oak Street Wareham, MA 02571 Capital Planning Committee
RESOURCES		
Matt Suchodolski Economic Dev. Representative U.S. Dept. of Commerce EDA Philly Reg. Office Philadelphia, PA 19106	Willie Taylor EDA - U.S. Dept. of Commerce The Curtis Ctr., Ste. 140 So. Independence Square West Philadelphia, PA 19106	Dr. Josefina F. Reynes Data Specialist SRPEDD - 88 Broadway Taunton, MA 02780
Stephen C. Smith Executive Director SRPEDD - 88 Broadway Taunton, MA 02780	Donald Sullivan Econ & Comm Dev. Director SRPEDD - 88 Broadway Taunton, MA 02780	

APPENDIX 1. REGIONAL POPULATION, 1960-2000

	1960	1970	1980	1990	2000
Acushnet	5,755	7,767	8,704	9,554	10,161
Attleboro	27,118	32,907	34,196	38,383	42,068
Berkley	1,609	2,027	2,731	4,237	5,749
Carver	1,949	2,420	6,988	10,590	11,163
Dartmouth	14,607	18,800	23,966	27,244	30,666
Dighton	3,769	4,667	5,352	5,631	6,175
Fairhaven	14,339	16,332	15,759	16,132	16,159
Fall River	99,942	96,898	92,574	92,703	91,938
Freetown	3,039	4,270	7,058	8,522	8,472
Lakeville	3,209	4,376	5,931	7,785	9,821
Mansfield	7,773	9,939	13,453	16,568	22,414
Marion	2,881	3,466	3,932	4,496	5,123
Mattapoisett	3,117	4,500	5,597	5,850	6,268
Middleborough	11,065	13,607	16,404	17,867	19,941
New Bedford	102,477	101,777	98,478	99,922	93,768
North. Attleborough	14,777	18,665	21,095	25,038	27,143
Norton	6,818	9,487	12,690	14,265	18,036
Plainville	3,810	4,953	5,857	6,871	7,683
Raynham	4,150	6,705	9,085	9,867	11,739
Rehoboth	4,953	6,512	7,570	8,656	10,172
Rochester	1,559	1,770	3,205	3,921	4,581
Seekonk	8,399	11,116	12,269	13,046	13,425
Somerset	12,196	18,088	18,813	17,655	18,234
Swansea	9,916	12,640	15,461	15,411	15,901
Taunton	41,132	43,756	45,001	49,832	55,976
Wareham	9,461	11,492	18,457	19,232	20,335
Westport	6,641	9,791	13,763	13,852	14,183
Bristol County	398,488	444,301	474,641	506,325	534,678
Plymouth County	248,449	333,314	405,437	435,276	472,822
SRPEDD	426,461	478,728	524,389	563,130	597,294
MASSACHUSETTS	5,148,578	5,689,377	5,737,093	6,016,425	6,349,097

Source: U.S. Census Bureau

APPENDIX 2. EDUCATIONAL ATTAINMENT IN THE REGION, 1980-2000

	% With High School + Education			% With College + Education		
	1980	1990	2000	1980	1990	2000
Acushnet	52.0	66.0	72.6	7.0	11.1	13.0
Attleboro	63.5	75.5	81.9	12.9	20.2	23.5
Berkley	67.2	75.2	85.7	12.0	14.1	20.8
Carver	77.9	85.2	85.5	10.2	12.3	13.8
Dartmouth	58.9	66.9	75.3	18.6	21.4	24.6
Dighton	69.2	75.5	85.8	11.2	20.2	25.1
Fairhaven	56.8	68.3	76.8	8.3	13.5	16.9
Fall River	35.3	46.8	56.6	6.7	8.4	10.7
Freetown	66.8	78.8	82.4	13.5	20.1	21.7
Lakeville	74.0	83.5	87.2	15.9	21.9	32.7
Mansfield	78.9	87.5	93.2	18.3	31.6	42.1
Marion	79.8	87.1	93.7	30.3	33.7	49.3
Mattapoissett	78.8	85.9	88.2	28.7	31.6	42.9
Middleborough	69.5	78.8	86.0	11.8	13.3	19.6
New Bedford	38.1	49.7	57.6	6.2	9.7	10.7
N. Attleborough	71.6	84.4	88.6	15.5	23.3	33.5
Norton	73.0	83.4	89.2	17.0	22.1	30.8
Plainville	74.7	85.8	87.3	15.6	19.7	28.3
Raynham	75.2	84.7	85.3	17.4	21.3	23.3
Rehoboth	73.9	81.4	86.8	17.2	21.7	32.1
Rochester	69.3	79.2	88.6	15.3	20.3	27.7
Seekonk	69.3	81.5	83.0	18.2	24.3	26.2
Somerset	59.2	69.9	76.0	12.3	21.2	19.7
Swansea	61.7	73.3	76.4	14.0	18.7	17.6
Taunton	51.4	66.7	74.8	8.0	12.1	15.1
Wareham	64.5	76.5	82.5	9.7	12.3	16.3
Westport	57.3	69.5	78.5	14.9	18.7	25.3
SRPEDD	53.9	66.4	74.3	10.9	15.6	19.8
Bristol County	52.6	65.0	73.2	10.8	15.9	19.9
Plymouth County.	77.1	73.0	87.6	17.6	22.2	27.8
Massachusetts	72.2	80.0	84.8	20.0	27.2	33.2

- For persons age 25 and over.

SOURCE: U.S. Census Bureau

APPENDIX 3. UNEMPLOYMENT RATES IN THE SRPEDD REGION, 1999-2009

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Acushnet	4.2	3.6	4.4	5.9	6.8	5.3	5.7	6.0	5.4	6.3	10.3
Attleboro	3.4	3.0	4.3	5.8	6.2	5.5	5.3	5.5	4.9	6.3	10.4
Berkley	3.0	2.4	3	4.2	5.3	4.3	4.1	4.5	4.0	5.1	8.2
Carver	3.7	2.9	3.9	5.0	7.0	5.3	5.2	5.3	5.1	5.9	9.3
Dartmouth	4.4	3.9	4.4	5.4	5.9	5.4	5.5	5.6	5.5	6.5	9.6
Dighton	3.0	2.9	3.7	5.2	5.7	5.1	4.5	4.9	4.5	5.7	8.8
Fairhaven	5.1	4.2	4.8	6.5	6.8	5.6	5.6	5.9	5.6	6.9	10.5
Fall River	6.1	5.0	5.8	7.3	9.0	8.0	8.1	8.6	8.3	9.5	14.0
Freetown	4.5	3.5	4.3	5.4	6.4	5.0	5.0	4.9	4.7	5.8	8.9
Lakeville	3.5	2.8	3.7	4.9	5.5	5.1	4.4	4.6	4.2	5.3	8.7
Mansfield	2.4	2.4	3.4	5.1	5.1	4.5	4.0	4.3	3.8	4.6	7.3
Marion	3.6	2.3	2.7	4.2	4.6	3.6	3.3	3.9	3.4	4.4	6.4
Mattapoisett	3.2	2.5	2.9	3.7	4.1	4.5	3.9	4.4	3.8	4.6	7.1
Middleborough	4.0	3.4	3.9	5.6	6.1	5.1	5.3	5.8	5.6	6.6	10.0
New Bedford	7.6	6.5	7.8	9.4	10.4	8.4	8.1	8.2	7.6	9.3	14..2
North Attleborough	2.9	2.4	3.4	4.6	5.2	4.7	4.3	4.6	4.2	5.7	9.7
Norton	3.0	2.4	3.3	5.1	5.1	5.0	5.0	5.2	4.7	5.6	8.9
Plainville	2.7	2.3	3.1	5.1	5.0	4.7	4.5	5.2	4.3	5.4	9.9
Raynham	3.3	2.5	3.7	5.3	5.4	4.9	4.1	4.4	4.1	5.1	8.1
Rehoboth	3.1	3.1	3.5	4.6	5.1	4.5	4.4	5.1	4.3	5.8	9.3
Rochester	3.3	2.7	3.3	4.9	4.9	4.3	4.0	3.9	4.0	6.6	7.7
Seekonk	3.1	2.7	3.5	4.2	5.0	5.0	5.0	5.5	4.8	6.2	10.3
Somerset	3.6	2.9	3.6	4.6	5.1	5.5	5.5	6.0	5.5	6.7	10.3
Swansea	3.7	3.4	3.9	4.9	5.7	5.5	5.2	6.0	5.6	4.7	10.8
Taunton	3.4	3.2	4.1	5.8	6.5	5.5	5.1	5.7	5.0	6.2	9.8
Wareham	4.5	3.9	4.5	6.2	7.5	5.4	5.4	5.6	5.4	6.6	9.8
Westport	4.5	3.7	4.3	5.5	7.0	6.3	6.3	6.7	6.1	7.3	10.7
SRPEDD	4.5	3.8	4.7	6.2	6.9	5.3	6.0	5.6	5.7	6.9	10.8
Bristol County	4.5	3.9	4.8	6.2	5.8	6.1	5.9	6.2	4.5	7.0	10.9
Plymouth County	3.3	2.7	3.5	4.9	5.6	5.1	4.8	5.1	4.5	5.6	8.8

Source: MA DCS/DUA

APPENDIX 4. DEVELOPED AND PROPOSED BUSINESS AND INDUSTRIAL PARKS

				DEVELOPED			TO BE DEVELOPED		
City/Town	Business/Industrial Park	Public/Private	Total Acres	Acres	# Firms	Jobs	Available Acres	Projected Firms	Projected Jobs
Attleboro	Industrial Park	Public	175	175	30	500	0	0	0
Attleboro	Northwest Industrial Park	Public	26	26	6	200	0	0	0
Fall River	Industrial Park	Public	500	442	49	3,350	58	3	250
Fall River	Commerce Park	Public	160	75	8	1,500	85	4	1,000
Fall River	South Coast Research & Technology Park	Private	18	8	4	100	10	4	130
Freetown	Campanelli Ind. Park	Private	132	10	1	0	122	7	
Lakeville	Corporate Park	Private	61	50	15	300	11	8	200
Lakeville	Great Ponds Ind. Park	Private	190	190	14	1,000	0	0	0
Mansfield	Cabot Business Park	Private	850	825	64	6,100	25	2	100
Mattapoisett	Corporate Park	Private	200	100	15	300	100	10	300
Middleboro	Campanelli Bus.Park	Private	216	190	20	920	50	5	300
New Bedford	Business Park (Portion located in Dartmouth)	Public	600	400	36	4,600	200	18	2,000

				DEVELOPED			TO BE DEVELOPED		
N.Attleborough	Industrial Park	Private	287	283	50	2,230	7	1	70
Norton	Commerce Center	Private	245	180	10	500	65	5	150
Raynham	Woods Commerce Ctr	Private	330	280	20	2,200	50	4	650
Taunton	Myles Standish Industrial Park	Public	950	800	90	7,800	150	15	1,500
Taunton	Liberty & Union Industrial Park	Public	350	210	6	900	140	14	2,200
Wareham	Wareham Ind Park(1&2)	Public	106	106	50	700	0	0	0
TOTALS			5,396	4,310	483	32,900	1,113	105	9,250

APPENDIX 4. DEVELOPED AND PROPOSED BUSINESS AND INDUSTRIAL PARKS
(Cont.)

City/Town	Business/Industrial Park	Public/Private	Total Acres	Ready for Dvlpmt.	Projected Firms	Projected Jobs
Attleboro	Business/Industrial Park	Public	190	2009 - 10	30	2,200
Dartmouth	Energy Park	Private	70	2008	10	500
Dartmouth	Faunce Corner Executive Center	Private	10	2002	20	400
Fall River	South Coast Biopark	Public	300	2010	20	2,000
Freetown	Riverfront Business Park	Private	409	Unknown	50	3,000
Middleboro	Corvossa Business Park	Private	70	2009	10	600
Middleboro	Sippican Commerce Park	Private	150	Unknown	20	700
Middleboro	Southpointe Corporate Park	Private	224	Unknown	20	1,000
New Bedford	South Coast Executive Center	Private	10	2002	15	300
Wareham	Rosebrook Business Park	Private	7	2010		530
Wareham	Tihonet Technology Park	Private	50	Unknown		1,700
Totals			1,490		175	13,930

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