



SOUTH COAST RAIL ECONOMIC DEVELOPMENT AND LAND USE CORRIDOR PLAN

STATE INVESTMENT IN THE SOUTH COAST REGION AND IMPLEMENTATION OF THE CORRIDOR PLAN: A RETROSPECTIVE ANALYSIS

*South Coast Rail Inter-Agency Working Group
February 23, 2012*



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1. Introduction

This report is submitted in compliance with Executive Order 525¹ (“E.O. 525”), issued by Governor Deval Patrick in fall 2010 and to provide guidance on the implementation of the *South Coast Rail Economic Development and Land Use Corridor Plan*² (the “*Corridor Plan*”). This report is intended to provide a brief history of the South Coast Rail Corridor Planning process and to outline the results of a retrospective assessment of state investment in the South Coast region. It also outlines how E.O. 525 will be implemented to ensure that investments by state, regional and local entities are made in support of the land use objectives outlined in the *Corridor Plan*.

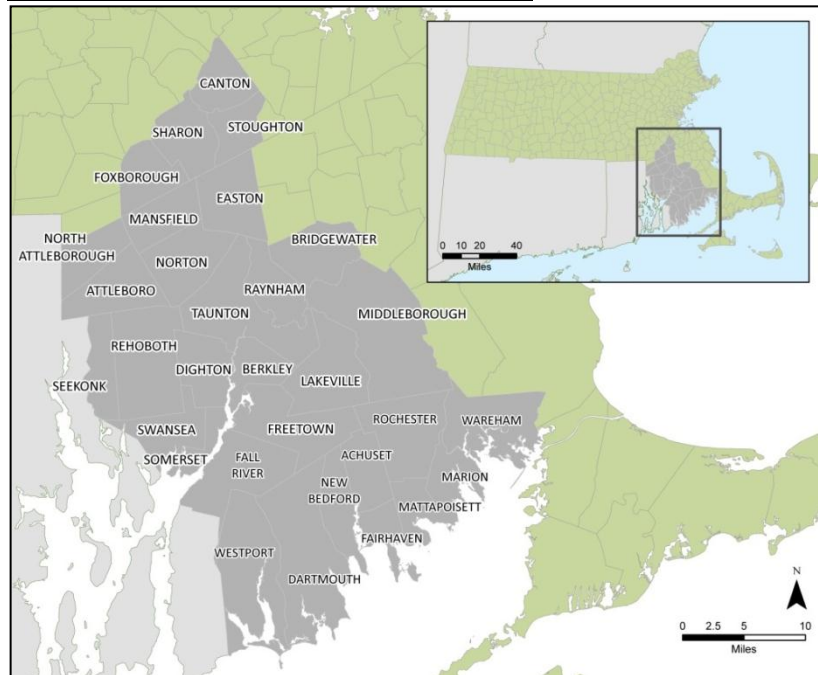
The *Corridor Plan* is a growth and preservation framework for Massachusetts’ 750 square mile South Coast area. The region is made up of a total of 31 communities which include struggling older cities, mature suburban towns, and rural communities, as

shown in Map 1. The

Corridor Plan was developed to integrate planning for state transit investments with economic and land use development and the Commonwealth’s Sustainable Development Principles on a regional scale. The *Corridor Plan* promotes the identification of areas that are appropriate for new development. This includes compact higher-density development, particularly around the proposed new transit stations, while also fostering protection of environmentally sensitive lands for recreation, conservation and habitat.

The *Corridor Plan* marks Massachusetts’ first effort to truly coordinate transportation investment with economic development and land use planning through a highly collaborative process. As a result, the *Corridor Plan* is the nexus between public investment in transit and smart growth within the region. Moreover, the *Corridor Plan*

Map 1: The South Coast Rail Corridor Geography



¹ Appendix A – Executive Order 525

² Appendix B – South Coast Rail Economic Development and Land Use Corridor Plan – Executive Summary

has been nationally recognized by the Congress of the New Urbanism (CNU) as an example of a model for regional planning and action to advance sustainability. In addition, the Corridor Plan was awarded the Presidential Award for Outstanding Planning in 2009 by the American Planning Association, Massachusetts Chapter.

2. Background and Context

The *South Coast Rail Economic Development and Land Use Corridor Plan* was released by Governor Deval Patrick in August 2009. The *Corridor Plan* emerged from a partnership among:

Five state agencies	<ul style="list-style-type: none"> - Executive Office of Energy and Environmental Affairs - Executive Office of Housing and Economic Development - Division of Capital Asset Management - Department of Housing and Community Development - Massachusetts Department of Transportation 	
Three regional planning agencies	<ul style="list-style-type: none"> - Southeastern Regional Planning and Economic Development District - Old Colony Planning Council - Metropolitan Area Planning Council 	
Thirty-one corridor communities	<ul style="list-style-type: none"> - Canton - Sharon - Stoughton - Foxborough - Mansfield - Easton - North Attleborough - Attleboro - Norton - Bridgewater - Raynham - Taunton - Rehoboth - Seekonk - Swansea - Somerset 	<ul style="list-style-type: none"> - Berkley - Fall River - Westport - New Bedford - Dartmouth - Mattapoisett - Marion - Wareham - Rochester - Acushnet - Lakeville - Dighton - Middleborough - Freetown - Fairhaven

In addition to the above partners, a regional task force, local businesses, environmental advocacy groups and the general public have participated in over 100 civic engagement meetings that were held as part of this collaborative process.

The Corridor Plan contains the Corridor Map, which identifies state-endorsed Priority Areas. In the Corridor Map, Priority Areas are categorized into two distinct areas: Priority Development Areas (PDA) and Priority Protection Areas (PPA).

What are Priority Development Areas (PDA)?

Priority Development Areas are designated sites appropriate for increased development or redevelopment due to several factors, such as good transportation access, available infrastructure (primarily water and sewer), local support and an absence of environmental constraints. PDAs can range in size from a single parcel to many acres. Potential development ranges from small-scale infill to large mixed-use projects. Town and village centers, Growth Districts, Chapter 40R Districts, and proposed station sites are examples of PDAs. Large-scale land conservation is not expected within the PDAs.

What are Priority Protection Areas (PPA)?

Priority Protection Areas are areas that are important to protect due to the presence of significant natural and cultural resources, including endangered species habitats, areas critical to water supply, scenic vistas and farms. Like PDAs, the protection areas can vary greatly in size. Some sites could be candidates for protection through acquisition or with conservation restrictions, and others are appropriate for limited development that is compatible with the resources present.

In the *Corridor Plan*, priority areas were conceived as statements of intent. A range of development scales and levels of protection is intended for the individual areas, and state actions should, for the most part, be consistent with these goals. Deviations were to be based on acceptable justifications; for example, a development area could include an urban park, and protection areas are likely to see limited, appropriate development. A description of each area and the type of land use envisioned for the site is included within the Corridor Plan. Additional detail on Priority Development and Priority Preservation Areas is available in the *Priority Development Areas and Priority Preservation Areas – Detail* document³.

Priority Development Areas and Priority Preservation Areas were identified through an intensive, bottom-up process beginning at the local level. The process of identifying and screening areas of local, regional and state significance began with a list of locally

³ Appendix C – Priority Development Areas and Priority Preservation Areas - Detail

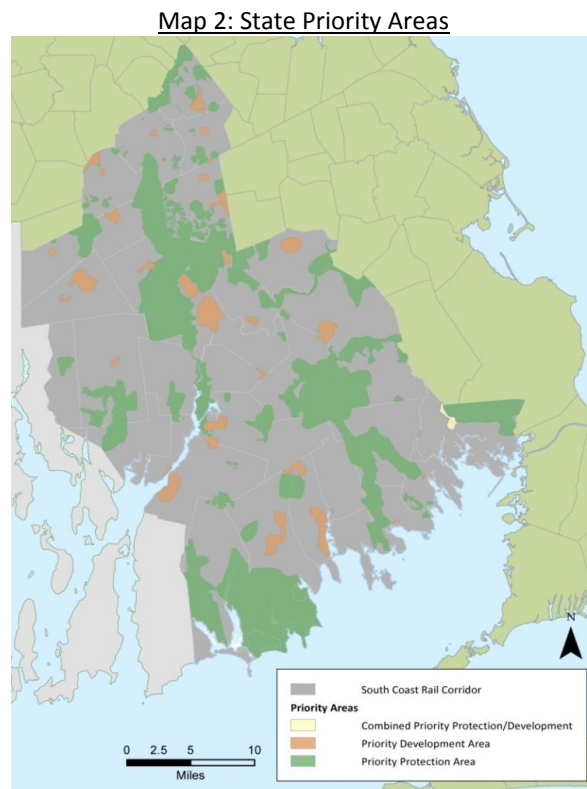
identified PDAs and PPAs. The local areas were then mapped and reviewed by the three Regional Planning Agencies to develop a list of regional Priority Development and Preservation Areas. The State then reviewed the local and regional priorities and further refined the regionally identified priority areas to develop a list of PDAs and PPAs that were consistent with state priorities. In total, the final Corridor Map includes 106 priority areas that were identified as significant in the local, regional, and state process. The priority areas identified in each phase of the process included:

LOCAL: 198 PDAs, 226 PPAs, and 65 combined PDA/PPAs were identified by the 31 cities and towns in the region.

REGIONAL: 33 PDAs, 43 PPAs, and 3 combined PDA/PPAs were identified by the regional planning agencies.

STATE: 33 PDAs, 72 PPAs, and 1 combined PDA/PPA were identified as state priority areas in the South Coast region, as shown in Map 2.

In fall 2010, Governor Patrick issued Executive Order 525 (E.O. 525) providing for the implementation of the *Corridor Plan* and Corridor Map through state agency actions and investments. The Executive Order calls for state investments to be consistent with the *Corridor Plan's* recommendations to the maximum extent feasible. These state actions have the potential to leverage local and private investments in the priority areas. The Executive Order also directs state agencies to conduct a retrospective analysis to determine how consistent their actions and investments in the region have been with the *Corridor Plan* goals.



Based upon the issuance of E.O. 525 in fall 2010, state agencies must now consider plan consistency when making funding decisions. In order to facilitate the consideration of E.O. 525 in the decision making process, all state agencies have outlined the steps they will take to maximize compliance with the *Corridor Plan* into their investment decision making process. As an example of the type of actions that have been taken, many state

program applications now require that applicants from the 31 cities and towns in the South Coast Corridor outline how their project is consistent with the *Corridor Plan*.

3. Retrospective Reporting

Executive Order 525 directed the Executive Office of Administration and Finance (A&F) to develop a retrospective analysis. To complete this analysis, A&F directed five state agencies to conduct a retrospective review of investments that were made in the South Coast Rail Corridor Region and to assess the consistency of those investments with the *Corridor Plan*.

To complete the retrospective reporting state agencies reviewed investment decisions that were made within the South Coast Region between Fiscal Year 2009 and Fiscal Year 2011, or July 1, 2008 and June 30, 2011. In total, over 245 investment commitments were reviewed⁴. They were captured in the following 28 state programs:

- MassWorks Grants
- Chapter 43D Expedited Permitting Technical Assistance
- Brownfields Revolving Fund
- Seaport Advisory Council investments
- Economic Development Fund
- Chapter 40R smart growth districts
- Chapter 40B housing developments
- Rental Round Assistance
- Brownfields Tax Credit
- Historic Tax Credit
- Construction of new state buildings
- New office leases
- Disposition of surplus property
- Land acquisition
- Land acquisition agency land acquisition programs
- Gateway City Parks
- PARC (Urban Self-Help)
- LAND (Self-Help)
- Agricultural Preservation Restriction Program
- Conservation Partnerships
- Drinking Water Supply Protection Program
- State Revolving Fund- clean and drinking water projects
- Transportation Improvement Program projects
- Accelerated Bridge Program
- Non-Federal Aid transportation projects
- Intermodal Transportation Program
- Development rights for railroad properties
- South Coast Rail Technical Assistance Program

The consistency of state investments in the South Coast region was measured using the following three consistency measures:

⁴ Appendix D – State Agency Retrospective Tracking Spreadsheet

1. Investments were considered consistent with the Corridor Plan if the physical location of the investment was located within a state identified Priority Development Area and the investment supported and helped to further the development goals within the Area;
2. Investments were considered consistent with the Corridor Plan if the physical location of the investment was located within a state identified Priority Preservation Area and the investment furthered the preservation goals within the Area; and
3. Investments were considered consistent with the *Corridor Plan* if the physical location of the investment was located outside of a state identified priority area, but the investment supported and furthered the goals of the Area. For example, if a state investment was made to expand storm water infrastructure located outside of a priority area, but the infrastructure was required to support future development on an adjacent parcel of land, which was identified as a Priority Development Area.

Investment Decisions and *Corridor Plan* Compliance

Between FY09 and FY11, approximately \$939.0 million of investment was committed in communities in the South Coast region. This calculation is based on an assessment of state agency investments made through all of the programs outlined in Section 3 and is shown below in Table 1.

Table 1: Total Investments related to investment decisions, FY09 to FY11, South Coast region

Agency	Number of Investments	Total Investment
DCAM	40	\$345,594,573
DHCD	17	\$65,951,227
EEA	73	\$386,935,305
EOHED	34	\$29,391,911
MassDOT	83	\$111,128,059
	247	\$939,001,075

Of the \$939.0 million investment committed in the South Coast region between FY09 and FY11, \$387.6 million or just over 40 percent was spent between FY09 and FY11, as shown in Table 2.

Table 2: Fiscal year spending related to investment decisions made between FY09 and FY 11, FY09 to FY11, South Coast region

Agency	FY Spending	% of Total Investment Decisions
DCAM	\$170,703,303	49.4%
DHCD	\$63,068,625	95.6%
EEA	\$55,393,595	14.3%
EOHED	\$11,821,132	40.2%
MassDOT	\$86,602,454	77.9%
	\$387,589,109	41.3%

The three-year review demonstrated that of the \$387.6 million of the funds spent between FY09 and FY11 in the South Coast region, \$63.1 million or 16.3 percent was directed to Priority Preservation Areas.

Table 3: Fiscal year spending related to investment decisions made between FY09 and FY 11, Located in Priority Preservation Areas, FY09 to FY11, South Coast region

Agency	Number of Investments	FY Spending	% of the Total Fiscal Year Spending
DCAM	3	\$3,914,629	2.3%
DHCD	0	\$0	0.0%
EEA	31	\$26,074,956	47.1%
EOHED	1	\$100,000	0.8%
MassDOT	14	\$33,011,536	38.1%
	49	\$63,101,121	16.3%

The three-year review also demonstrated that \$230.1 million or 59.4 percent of the funds spent between FY09 and FY11 in the South Coast region was directed to Priority Development Areas.

Table 4: Fiscal year spending related to investment decisions made between FY09 and FY 11, Located in Priority Development Areas, FY09 to FY11, South Coast region

Agency	Number of Investments	FY Spending	% of the Total Fiscal Year Spending
DCAM	25	\$154,523,524	90.5%
DHCD	5	\$15,236,295	24.2%
EEA	10	\$15,468,496	27.9%
EOHED	22	\$11,137,620	94.2%
MassDOT	38	\$33,777,716	39.0%
	100	\$230,143,651	59.4%

Of the \$387.6 million in fiscal year spending related to investment decisions that were made between FY09 and FY11 in the South Coast region, 78.5 percent or \$304.1 million were determined to be consistent with the *Corridor Plan*. An investment was deemed to be consistent with the *Corridor Plan* if it furthered the development or preservation goals of a priority area. In some cases, the investment was located outside of the priority area; however, it was identified as being consistent if it supported the goals of the *Corridor Plan*.

Table 5: Fiscal year spending related to investment decisions made between FY09 and FY 11, Consistent with the *Corridor Plan*, FY09 to FY11, South Coast region

Agency	Number of Investments	FY Spending	% of the Total Fiscal Year Spending
DCAM	35	\$163,380,419	95.7%
DHCD	6	\$15,586,295	24.7%
EEA	62	\$49,260,088	88.9%
EOHED	23	\$11,237,620	95.1%
MassDOT	70	\$64,661,768	74.7%
	196	\$304,126,190	78.5%

4. State Agency Actions: Providing for Further Implementation of the *Corridor Plan*

Since the signing of E.O. 525, the affected agencies have collectively undertaken a number of actions to ensure compliance, including:

- The development of a strategic plan, by agency, for implementing the Executive Order, which will include considerations and issues raised in this report;
- The collection of data to report the implementation of the Executive Order by agency, which will be summarized in an annual report;
- Seeking approval from other agencies for investments that are inconsistent with the *Corridor Plan* (for example, EEA would need to justify an exception to the E.O. 525 for land conservation in a Priority Development Area); and
- Incorporating a preference for projects or investments that are consistent with the *Corridor Plan* into project selection criteria.

In addition, each affected agency has made the following commitment to support the further implementation of E.O. 525.

Division of Capital Asset Management

The following is a list of actions taken by the Division of Capital Asset Management (DCAM) to support and implement the recommendations of the *South Coast Rail Land Use Corridor Plan*:

- Planning and programming DCAM projects in Priority Development Areas - The Office of Planning, Design and Construction will, in the early planning and programming stages of projects, establish the feasibility of locating facilities within the Priority Development Areas (PDAs) as established by the *South Coast Rail Land Use Corridor Plan*.
- Sale and purchase of Commonwealth Land in Priority Development Areas - The Office of Real Estate, when engaged in the Sale of Commonwealth land, or soliciting parcels to purchase for Commonwealth purposes within PDAs, will reference E.O. 525 and the *Corridor Plan* development goals.
- *Leasing State Office space* - The Office of Leasing and State Office Planning will incorporate into its RFPs for leased facilities a preference for proposals that advance the objectives of E.O. 525.

Executive Office of Housing and Economic Development

The Executive Office of Housing and Economic Development has integrated the *Corridor Plan* and the principles of E.O. 525 into all aspects of planning and investments where appropriate. Specific actions taken by EOHED include:

- EOHED continues to be involved in the administration of Technical Assistance to South Coast communities to help further the revitalization and redevelopment of those locations identified as Priority Development Areas in the *Corridor Plan*.
- EOHED will direct infrastructure investment through the MassWorks Infrastructure Program to support growth that is consistent with the *Corridor Plan*. EOHED has included consistency with *Corridor Plan* as a requirement in the MassWorks Infrastructure Program screening process.
- EOHED has revised the District Local Technical Assistance Program to encourage regional planning agencies to direct technical assistance resources to implement planning and zoning changes needed to create prompt and predictable permitting within areas identified as a priority through the *Corridor Plan* or through other regional planning efforts.
- EOHED has replicated the South Coast Rail Corridor planning process by initiating and funding both the 495/MetroWest Development Compact Regional Planning Study and the Regional Strategic Framework Plan Initiative, which includes 7 regional land use studies to help cities and towns to identify areas for housing, economic growth and preservation.
- EOHED intends to further replicate the South Coast Rail Corridor planning process in other parts of the state to further identify priority areas for development and preservation, which can be used by state agencies to inform the decision making process.
- EOHED continues to provide information and direct links from the EOHED website to regional planning efforts, including the South Coast Rail Corridor planning process and the 495/Metro West Development Compact Regional Planning Study, to promote regional planning efforts to state agencies, stakeholders, and Commonwealth residents.
- EOHED departments have also implemented steps to align their work with the *Corridor Plan* and principles of E.O. 525. EOHED has briefed appropriate staff working within the South Coast Rail Region to make them aware of the *Corridor Plan* and E.O. 525. Additional steps will be taken by EOHED departments including:

The Department of Housing and Community Development (DHCD)

- The Department of Housing and Community Development (DHCD) prominently displays a map of the South Coast Corridor in an office within the Front Office area. Other materials can be displayed and offered to visitors to DHCD's offices.
- DHCD will include questions related to the location and consistency with the *Corridor Plan* in appropriate application documents, including the following fall 2011 applications: CDBG, CDBG/Mass.Downtown Initiative and CDBG/EDF. In reviewing the 2012 applications for Low-Income Housing Tax Credits (LIHTCs) and other housing bond subsidy programs, DHCD will

determine whether a proposed project is in the South Coast Corridor and is consistent with the Plan.

- DHCD will provide technical assistance to communities that request assistance through the Office of Sustainable Communities, which provides assistance and training to communities through one-to-one staff assistance, professional and peer consultants, written guidance, workshops, and presentations.

The Executive Office of Energy and Environmental Affairs (EEA)

The following is a list of actions taken by EEA to support and implement the recommendations of the *Corridor Plan*:

- Programs that require an application (with the exception of the Agricultural Preservation Restriction Program) will include a request that communities indicate whether the proposal is consistent with the *Corridor Plan*, including whether the project is in a Priority Preservation Area (PPA), Priority Development Area (PDA), or on “neutral” ground.
- Land conservation programs will give preference to projects in PPAs; the Gateway City Parks Program will give preference to projects in PDAs; and the DWSP, SRF, and PARC Programs will seek Plan consistency without preference.
- The SRF Program is a special case. Federal requirements constrain the ability of the Program to respond to policies, like the E.O. 525. Also, SRF must fund certain types of projects, such as those that protect public health. EEA staff will be working with the SRF program manager and federal officials to determine how E.O. 525 can be incorporated into project selection criteria. In the short term, EEA will work closely with the program manager to determine the best ways to address E.O. 525 within existing constraints.
- EEA is in the process of evaluating the technical assistance it provides in order to implement E.O. 525. Additional detail is forthcoming.

Exceptions:

- Any land conservation program besides PARC or Gateway City Parks desiring to conserve land in a PDA will contact EEA’s Grants Office as soon as this circumstance is realized. The Office will work with the program manager, and if circumstances warrant, with ANF and other agencies to justify an exception to the *Corridor Plan*. Note: EEA has in place a protocol requiring grant recommendations to be routed through EEA’s Grants and Technical Assistance Office for approval. As a safeguard at this stage, all recommendations will be reviewed for consistency with E.O. 525, and any concerns will then be addressed. While specific agency land acquisitions do not undergo EEA review (EEA sets program budgets, influences project selection criteria, and receives a report on agency acquisitions at the end of each fiscal year), land

acquisition staff has been directed to contact the Grants Office should they wish to pursue an acquisition that is within a PDA.

Resources for Program Managers:

- The *Corridor Plan* has been provided to managers in paper form.
- Electronic maps will be provided in several forms. A PDF version of the map will be provided so that those without GIS skills can determine if a project is in a PDA or PPA. In addition, a GIS data layer of the PPAs and PDAs will be provided to agency GIS staff to enable more sophisticated GIS analysis.

Massachusetts Department of Transportation (MassDOT)

The following is a list of actions taken by MassDOT to support and implement the recommendations of the *Corridor Plan*:

- MassDOT Divisions - MassDOT's Divisions, in particular Highway, will consider the *Corridor Plan* as they make investments in maintenance and other actions. These investments include both federally and non-federally funded projects.
- MassDOT Planning - As MassDOT's Office of Transportation Planning (OTP) analyzes other corridors for transportation needs and potential investment, staff will consult the SCR Corridor Plan where these other corridors intersect with the commuter rail corridor. In addition, MassDOT chairs the Commonwealth's Metropolitan Planning Organizations (MPO). In this role, MassDOT will brief each of the relevant MPOs- Boston, Old Colony, and Southeast Massachusetts-on the *Corridor Plan*. The intent of these briefings is to educate the MPOs on this corridor so that they can consider this Plan as they program investments.
- Discretionary Grant Award Programs - Prior to this year, OTP managed several discretionary grant programs, such as the Public Works Economic Development (PWED), Transit-Oriented Development (TOD) and the Small Town Rural Assistance Program (STRAP). MassDOT has transferred these individual programs to the Executive Office of Housing and Economic Development for inclusion in its MassWorks Infrastructure Program.

Appendix

Appendix 1 – Executive Order 525

By His Excellency
DEVAL L. PATRICK
GOVERNOR

EXECUTIVE ORDER NO. 525 IMPLEMENTATION OF THE SOUTH COAST RAIL CORRIDOR PLAN

WHEREAS, the South Coast region is experiencing significant economic challenges including limited access to the labor, education, and health care markets of the Greater Boston economy.

WHEREAS, the Commonwealth of Massachusetts has committed to restoring public transit between Boston and the South Coast cities of Fall River, New Bedford, and Taunton and the surrounding 28 communities.

WHEREAS, the South Coast Rail project will improve regional mobility creating the potential for new jobs and economic development across the region.

WHEREAS, this potential can be realized and maximized by promoting and supporting sustainable land use and development across the region.

WHEREAS, the Commonwealth of Massachusetts released the South Coast Rail Economic Development and Land Use Corridor Plan (the “Corridor Plan”) in 2009 that, through an unprecedented civic engagement process, identifies priority areas for additional growth and for land preservation thereby creating a long term vision for the sustainable development of this region.

WHEREAS, the Corridor Plan’s smart growth framework calls for the clustering of jobs and homes around new stations, in downtowns and village centers, and for the permanent protection of the South Coast’s environmentally sensitive forests, wetlands, farms, and habitat areas.

WHEREAS, the implementation of the Corridor Plan will require coordinated and sustained efforts on the part of the Commonwealth, the South Coast communities, businesses, property owners and residents over many years.

WHEREAS, the Commonwealth of Massachusetts has committed, on its part, that its agencies will act in a manner consistent with the Corridor Plan and provide incentives and support to others to do so as well.

NOW, THEREFORE, I, Deval L. Patrick, Governor of the Commonwealth of Massachusetts, by virtue of the authority vested in me by the Constitution, Part 2, c.2, § I, Art. I, order as follows:

I direct state agencies to review their policies, actions and investments to support and implement the recommendations of the Corridor Plan. Investments in infrastructure and land preservation, whether directly made by state agencies such as constructing new buildings or office leases or through grants and loans to municipalities, will be consistent with the Corridor Map to the maximum extent feasible. Investments include, but are not limited to, water, wastewater, transportation, housing and economic development funding and land preservation funding.

Furthermore, I direct the Executive Office of Administration and Finance (A& F) to develop a two-year retrospective analysis of all significant investments to ascertain consistency with the Plan. In addition, a web-based tracking system will be developed to track investment decisions and ensure that policy decisions are transparent.

Agencies are further directed to target technical assistance programs working with South Coast municipalities to advance the appropriate development of priority development areas and the permanent protection of lands identified as priority protection areas. Training, workshops, planning and support for developing zoning changes that will advance the Plan are examples of the types of technical assistance that will be provided.

Each Agency affected by this Order shall, within one year following the date of this Order and thereafter on an annual basis, report of the status and effectiveness of its compliance with this Order to the Development Cabinet.

This Executive Order shall continue in effect until amended, superseded or revoked by subsequent Executive Order.

Given at the Executive Chamber in Boston this 29th day of September in the year two thousand and ten, and of the Independence of the United States of America two hundred and thirty-four.

DEVAL L. PATRICK
GOVERNOR
Commonwealth of Massachusetts

WILLIAM FRANCIS GALVIN
Secretary of the Commonwealth

GOD SAVE THE COMMONWEALTH OF MASSACHUSETTS

Appendix 2 – South Coast Rail Economic Development and Land Use Corridor Plan (Executive Summary)

Available at: <http://southcoastrail.com/downloads/1%20-%20Corridor%20Plan%20Executive%20Summary.pdf>

Appendix 3 – Priority Development Areas and Priority Preservation Areas - Detail

More on PDAs

The PDAs range from massive industrial parks and urban centers to village areas appropriate for small-scale infill development. Some sites are primarily suitable for industrial or large scale mixed-use development and others are more capable of absorbing smaller, residential developments. Many sites are already served with water and sewer, but some would require wastewater or package treatment systems in order to support higher densities. And there are some sites in the middle – development-ready with smaller infrastructure needs such as an improved roadway or sewer line extension. Recreation, park, and open space projects are likely to be consistent with the Corridor Plan if they improve the livability, equity, and environment of these areas. However, open space preservation with limited benefits, such as protecting lands with only marginal natural resource value, should not be used to stop or preclude good development projects from taking place. And of course, ecologically-sensitive design and energy efficient projects are always appropriate in PDAs.

More on PPAs

Some of the PPAs cover hundreds of acres such as the Areas of Critical Environmental Concern (ACECs) and the Farm Protection Area found in much of southern Westport and Dartmouth. It is unreasonable to expect such vast areas will experience no new development. However, land protection efforts are appropriate to preserve the working landscapes and parcels with outstanding natural or cultural resources. For development that does occur in these areas, it is important that it is at a scale and utilizes a design that protects the existing resources. Techniques that can help ensure ecologically sensitive design include Low Impact Development (LID) and Open Space Residential Design (OSRD), which protects a large portion of the site as open space while clustering the homes on smaller lots. Development that does occur within PPAs should not be abetted by state actions or investments.

River and Open Space Corridors

Rivers and Open Space Corridors were identified as Priority Protection Areas as well, including corridors in the MAPC towns of Foxborough, Sharon, Canton, and Stoughton.

The *Corridor Plan* states: “These corridors have no proposed set width or buffer. They are intended to convey the idea that lands along the rivers and providing connections between key open spaces are important protection priorities. In the case of rivers, the corridors are also intended to convey the idea that some larger parcels extending further away from the riverbank are suitable for protection as well.” On the other hand, there may be opportunities for the redevelopment of existing mills and other structures that are located close to rivers that can result in appropriate development.

Opportunities may exist to reduce impervious surface, increase stormwater infiltration and capture, and actually improve the health of the nearby water bodies. For the open space corridors, continuity is critical to provide linear and unbroken wildlife and recreational connections. Projects that intrude or sever these connections are certainly inconsistent with the *Corridor Plan*.

Appendix 4 – State Agency Retrospective Tracking Spreadsheet

Agency	Municipality	Investment Name	Investment Committed, FY09 to FY11	Located in PPA, 1 = In a PPA; 0 = Not in a PPA	Located in PDA, 1 = In a PDA; 0 = Not in a PDA	Priority Area Name	Consistency with the Corridor Plan, 1 = Consistent; 0 = Not Consistent
DCAM	Attleboro	Multiple facility repairs and improvements	\$8,049	0	1	Downtown Attleboro D13	1
DCAM	Attleboro	Office Space	\$19,205	0	1	Downtown Attleboro D13	1
DCAM	Attleboro	Recruiting Center	\$18,000	0	0		0
DCAM	Canton	Mass Hospital School / Lemuel Shattuck - Energy Performance Contract	\$315,000	1	0	Mass Hospital school site P3	1
DCAM	Canton	Massasoit Community College - Energy Performance Project	\$7,340,000	0	0		1
DCAM	Canton	Multiple facility repairs and improvements	\$2,079,909	1	0	Mass Hospital school site P3	1

Agency	Municipality	Investment Name	Investment Committed, FY09 to FY11	Located in PPA, 1 = In a PPA; 0 = Not in a PPA	Located in PDA, 1 = In a PDA; 0 = Not in a PDA	Priority Area Name	Consistency with the Corridor Plan, 1 = Consistent; 0 = Not Consistent
DCAM	Canton	Multiple facility repairs and improvements	\$2,012,403	0	0		1
DCAM	Canton	Mass Hospital School	\$7,256,702	1	0	Mass Hospital school site P3	1
DCAM	Dartmouth	UMass Dartmouth: Wind Turbine	\$137,820	0	1	UMass D22	1
DCAM	Dartmouth	UMass Dartmouth: Multiple Buildings- Solar PV- Performance Contract-ARRA	\$1,173,391	0	1	UMass D22	1
DCAM	Dartmouth	Multiple facility repairs and improvements	\$99,420	0	1	Umass D22	1
DCAM	Dartmouth	UMass: University Library	\$43,000,000	0	1	UMass D22	1
DCAM	Dartmouth and New Bedford	UMass Dartmouth: Energy Services	\$49,859,012	0	1	UMass D22	1
DCAM	Fall River	Massachusetts Trial Court	\$85,000,000	0	1	Downtown Fall River D21	1
DCAM	Fall River	Boat Slip Lease	\$4,838	0	1	Downtown Fall River D21	1
DCAM	Fall River	Bristol Community College Comprehensive ESPC	\$3,461,241	0	0		0
DCAM	Fall River	Bristol Community College Wind Turbine Installation	\$3,461,241	0	0		0

Agency	Municipality	Investment Name	Investment Committed, FY09 to FY11	Located in PPA, 1 = In a PPA; 0 = Not in a PPA	Located in PDA, 1 = In a PDA; 0 = Not in a PDA	Priority Area Name	Consistency with the Corridor Plan, 1 = Consistent; 0 = Not Consistent
DCAM	Fall River	Multiple facility repairs and improvements	\$200,000	0	1	Downtown Fall River D21	1
DCAM	Fall River	Multiple facility repairs and improvements	\$2,000	0	1	Downtown Fall River D21	1
DCAM	Fall River	New Tech Learning Center and Reno of Allied Health Building	46,525,548	0	0		1
DCAM	Fall River	Multiple facility repairs and improvements	\$2,766,431	0	0		1
DCAM	Fall River	Multiple facility repairs and improvements	\$452,480	0	0		1
DCAM	Fall River	Recruiting Center	\$34,320	0	1	Downtown Fall River D21	1
DCAM	Fall River	Office and Client Service space	\$22,529	0	1	Downtown Fall River D21	1
DCAM	Fall River and Taunton	Energy Performance Contracting Project	\$277,375	0	1	Downtown Taunton D15	1
DCAM	Middleboro	Adult Education Center Lease	\$39,000	0	1	Downtown Middleboro ugh D18	1
DCAM	Middleboro	Multiple facility repairs and improvements	\$277,475	0	0		0
DCAM	New Bedford	Recruiting Center Lease	\$25,200	0	0		1
DCAM	New Bedford	Trial Courts - Eastern Region - Comprehensive Energy and Water Project	\$844,156	0	1	New Bedford Downtown TOD Areas D24	1
DCAM	New Bedford	Multiple facility repairs and improvements	\$36,471	0	1	New Bedford Downtown	1

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						TOD Areas D24	
DCAM	Taunton	Office Space Lease	\$291,520	0	0		0
DCAM	Taunton	New Trial Courthouse	\$78,700,000	0	1	Downtown Taunton D15	1
DCAM	Taunton	Multiple facility repairs and improvements	\$699,450	0	1	Downtown Taunton D15	1
DCAM	Taunton	Multiple facility repairs and improvements	\$874,613	0	1	Downtown Taunton D15	1
DCAM	Taunton	Multiple facility repairs and improvements	\$1,200,000	0	1	Myles Standish Industrial Park D14	1
DCAM	Taunton	Multiple facility repairs and improvements	\$100,703	0	1	Downtown Taunton D15	1
DCAM	Taunton	Multiple facility repairs and improvements	\$36,000	0	1	Downtown Taunton D15	1
DCAM	Taunton	Multiple facility repairs and improvements	\$111,292	0	1	Downtown Taunton D15	1
DCAM	Taunton	Taunton State Hospital Demolition	\$6,732,038	0	1	Downtown Taunton D15	1
DCAM	Westport	Multiple facility repairs and improvements	\$99,740	0	0		1
EEA-DCR	Canton	Canton Wayland Realty Trust	\$196,000	1	0	Multiple	1
EEA-DCR	Dighton	Sweets Knoll	\$835,000	1	0	Lower Taunton River Protection Area P55	1
EEA-DCR	Fall River	Fall River Bioreserve	\$0	1	0	Bioreserve and Water Resource Protection	1

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						Area P62	
EEA-DCR	Taunton	Dever State School-AKA Watson State Park	\$0	1	0	Hockomock Swamp P45	1
EEA-DCR	Wareham	Sacred Hearts	\$86,750	0	0		0
EEA-DCR	Westport	Mlynek-Horseneck	\$30,000	0	0		0
EEA-DCS	Attleboro	Shrine of Our Lady of LaSalette	\$495,000	0	0		0
EEA-DCS	Dartmouth	Community Park	\$214,020	0	0		1
EEA-DCS	Dartmouth	Painter Property (Jonny Point Reserve)	\$23,850	1	0	Farm Protection Area P65	1
EEA-DCS	Fairhaven	Nasketucket Woods	\$294,500	0	0		0
EEA-DCS	Fairhaven	New Boston Rd.	\$254,200	1	0	Mattapoisset River Aquifer P59	1
EEA-DCS	Mattapoissett	Tripps Mill Brook	\$85,000	1	0	Mattapoisset River Aquifer P59	1
EEA-DCS	Mattapoissett	Tripps Mill Brook Phase II	\$85,000	1	0	Mattapoisset River Aquifer P59	1
EEA-DCS	New Bedford	River's End Park	\$500,000	0	0		1
EEA-DCS	Rehoboth	Rehoboth Land Trust - Mason Street Property	\$66,919	1	0	Palmer River Aquifer and Zone II Protection Area P53	1
EEA-DCS	Rochester	Rochester Land Trust - Leonards Pond Property	\$75,000	0	0		1
EEA-DCS	Rochester	Dexter land Recreational Area Improvement Project	\$43,200	1	0	Mattapoisset River Aquifer P59	1

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EEA-DCS	Taunton	Three Mile River project Final name: Westville Conservation Area)	\$500,000	1	0	Three Mile River ACEC P44	1
EEA-DCS	Wareham	Wareham Land Trust - Agawam River Conservation Project	\$51,542	0	0		1
EEA-DCS	Wareham	Marks Cove Cons. Area/Wareham Land Trust	\$49,650	0	0		0
EEA-DCS	Westport	Westport Land Conservation Trust - Bread and Cheese Brook Conservation Project	\$75,000	0	0		0
EEA-DCS	Westport	Edwards CR	\$57,500	0	0		0
EEA-DEP	Acushnet	CWMP, planning	\$375,000	0	0		1
EEA-DEP	Acushnet	Comprehensive Wastewater Management Plan	\$375,000	0	0		1
EEA-DEP	Bridgewater	Water Resource Management Plan	\$250,000	0	0		1
EEA-DEP	Bridgewater	Water Resource Management Plan	\$250,000	0	0		1
EEA-DEP	Bridgewater	Replacement of Water Mains	\$1,245,850	0	0		1
EEA-DEP	Canton	Stormwater Management Plan	\$491,000	0	0		1
EEA-DEP	Dartmouth	Planning for inflow and infiltration	\$450,000	0	0		1

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EEA-DEP	Dighton	Sewer Extension	\$1,100,000	1	0	Lower Taunton River Protection Area P55	1
EEA-DEP	Dighton	CWMP/EIR, planning	\$450,000	0	0		1
EEA-DEP	Easton	Wastewater Treatment Plant and Collection System	\$4,819,000	0	1	Easton Village D7	1
EEA-DEP	Easton	Solar Photovoltaic Installation	\$350,000	0	0		1
EEA-DEP	Easton	Hydrogeologic Testing for CWMP	\$302,000	0	0		1
EEA-DEP	Fairhaven	Fairhaven Green Energy projects	\$7,876,000	0	0		1
EEA-DEP	Fall River	Combined Sewer Overflow (CSO) Program	\$25,000,000	0	1	Downtown Fall River D21	1
EEA-DEP	Fall River	Water System Improvements - Phase 8	\$3,375,000	0	0		1
EEA-DEP	Fall River	Water System Improvements Phase 9	\$3,159,000	0	0		1
EEA-DEP	Fall River	Water System Improvements - Phase 10	\$3,674,700	0	0		1
EEA-DEP	Fall River	Phase II - Water Main Replacements	\$600,000	0	1	Downtown Fall River D21	1
EEA-DEP	Fall River	Fall River - Storage Tank	\$4,775,000	0	0		1
EEA-DEP	Lakeville	Water Storage Tank, and Pump Station & Water Mains	\$4,800,000	1	0	Assawomps et Ponds Complex P48	1
EEA-DEP	Mansfield	Water Treatment Plant and Well Improvements	\$12,717,000	1	0	Bungay River Basin P42	1

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EEA-DEP	Mattapoisett	Rounseville	\$230,312	1	0	Mattapoisett River Aquifer P59	1
EEA-DEP	Middleborough	Assawompsett Ponds	\$382,812	1	0	Assawompsett Ponds Complex P48	1
EEA-DEP	New Bedford	CSO Main Interceptor PCB Contam. Grit removal	\$19,300,000	0	1	New Bedford Downtown TOD Areas D24	1
EEA-DEP	New Bedford	Combined Sewer Overflow (CSO) Program	\$161,500,000	0	1	New Bedford Downtown TOD Areas D24	1
EEA-DEP	North Attleborough	Wastewater Treatment Facility Upgrade & I/I Removal (green)	\$60,000,000	0	0		1
EEA-DEP	Norton	MFN Regional Wastewater District Land Treatment	\$1,750,000	1	0	Three Mile River P44	1
EEA-DEP	Rochester	Energy Efficiency and Photovoltaic Installation	\$5,500,000	1	0	Assawompsett Ponds Complex P48	1
EEA-DEP	Swansea	Palmer River Desalinization Project	\$6,000,000	1	0	Palmer River Aquifer and Zone II Protection Area P53	1
EEA-DEP	Taunton	Sewer Extensions & Septic System Replacement	\$8,631,000	1	0	Three Mile River ACEC P44	0
EEA-DEP	Taunton	Sewer Extensions	\$9,000,000	1	0	Three Mile River ACEC P44	0

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EEA-DEP	Taunton	Phases 8 - 9 SSES and Pump Station Upgrades	\$10,000,000	1	1	Myles Standish Industrial Park D14; Three Mile River ACEC P44	1
EEA-DEP	Taunton	Water System Improvements	\$8,000,000	0	1	Myles Standish Industrial Park D14	1
EEA-DEP	Taunton	Water System Improvements	\$6,300,000	1	0	Hockomock Swamp P45	1
EEA-DFG	Bridgewater	Lehtola fee	\$485,000	1	0	Taunton River/South Bridgewater /Cumberland Farm Land P36	1
EEA-DFG	Bridgewater	Lehtola CR	\$615,000	1	0	Taunton River/South Bridgewater /Cumberland Farm Land P36	1
EEA-DFG	Mattapoisett	Flanders	\$20,000	0	0		1
EEA-DFG	Mattapoisett	Fin, Fur, & Feather	\$3,000	0	0		1
EEA-DFG	Mattapoisett	Grady - Haskell Swamp WMA	\$190,000	0	0		1
EEA-DFG	Middleborough	Tinkham	\$3,000	1	0	Assawomps et Ponds Complex P48	1
EEA-DFG	Middleborough	Murphy/Starkowsky - Black Brook	\$375,000	1	0	Assawomps et Ponds Complex P48	1
EEA-DFG	Middleborough, Rochester & Lakeville	New Bedford Water Supply CR	\$0	1	0	Assawomps et Ponds Complex P48	1
EEA-DFG	Rochester	Tavares	\$47,500	0	0		1

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EEA-DFG	Wareham	Truran CR/ Wareham LT	\$20,000	0	0		0
EEA-DFG	Wareham	Red Brood WMA	\$130,000	1	0	Pine Barrens/Aquifer Protection Area P61	1
EEA-DFG	Wareham	Maple Springs - Halfway Pond	\$3,400,000	1	0	Pine Barrens/Aquifer Protection Area P61	1
EEA-DFG	Wareham	Red Brook WMA	\$3,000,000	1	0	Pine Barrens/Aquifer Protection Area P61	1
EEA-Gate	Fall River	Bicentennial & Griffin Parks	\$112,000	0	1	The Waterfront Industrial Area and Slade's Ferry Crossing D29 and Downtown Fall River D21	1
EEA-Gate	New Bedford	Wings Court/Custom House Square	\$125,000	0	1	New Bedford Downtown TOD Areas D24	1
EEA-Gate	New Bedford	Palmer's Island	\$300,000	0	0		0
EEA-Gate	Taunton	Mill River Park	\$1,063,000	0	1	Downtown Taunton D15	1
EOHED	Acushnet	Donut Mill	\$33,000	0	0		0
EOHED	Acushnet	Seafood Hut	\$14,149	0	0		0
EOHED	Acushnet	Seafood Hut	\$74,685	0	0		0
EOHED	Attleboro	Stern-Leach/Cookson/Swank, Inc.	\$500,000	0	1	Downtown Attleboro D13	1
EOHED	Attleboro	Stergis Windows	\$98,100	0	1	Downtown Attleboro	1

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						D13	
EOHED	Attleboro	Liston Landscaping New Headquarters	\$32,550	0	0		0
EOHED	Attleboro	Stergis Windows	\$500,000	0	1	Downtown Attleboro D13	1
EOHED	Canton	Orgogenesis Expansion Infrastructure Project	\$857,255	0	1	Route 138 'B' Economic Opportunity Overlay District D1	1
EOHED	Dartmouth	Padanaram Causeway Rehabilitation Project	\$100,000	1	0	Aponaganse tt Cove P66	1
EOHED	Fairhaven	72 Properties III	\$44,195	0	0		0
EOHED	Fall River	Phase I design and engineering for City Pier	\$100,000	0	1	Downtown Fall River D21	1
EOHED	Fall River	Harbor Coordinator Grant	\$50,000	0	1	Downtown Fall River D21	1
EOHED	Fall River	Harbor Coordinator Grant	\$50,000	0	1	Downtown Fall River D21	1
EOHED	Fall River	Harbor Coordinator Grant	\$50,000	0	1	Downtown Fall River D21	1
EOHED	Fall River	Phase II Remediation of City Pier	\$2,000,000	0	1	Downtown Fall River D21	1
EOHED	Fall River	Fall River City Pier	\$150,000	0	1	Downtown Fall River D21	1
EOHED	Fall River	Fall River Executive Park Infrastructure Project	\$2,499,005	0	1	South Coast BioPark D20	1

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EOHED	Fall River	UMass Dartmouth Bio Processing Facility	\$15,000,000	0	1	South Coast BioPark D20	1
EOHED	New Bedford	City Wide Plan	\$40,000	0	0		0
EOHED	New Bedford	Harbor Coordinator Grant	\$50,000	0	1	New Bedford Downtown TOD Areas D24	1
EOHED	New Bedford	Harbor Coordinator Grant	\$50,000	0	1	New Bedford Downtown TOD Areas D24	1
EOHED	New Bedford	Harbor Coordinator Grant	\$50,000	0	1	New Bedford Downtown TOD Areas D24	1
EOHED	New Bedford	Unified Security Vessel Staging Area	\$265,000	0	1	New Bedford Downtown TOD Areas D24	1
EOHED	New Bedford	Sawyer Street Floats	\$200,000	0	1	New Bedford Downtown TOD Areas D24	1
EOHED	New Bedford	Sawyer Street Floats Phase 1	\$100,000	0	1	New Bedford Downtown TOD Areas D24	1
EOHED	New Bedford	United Front Homes Redevelopment Infrastructure Project	\$2,198,805	0	1	New Bedford Downtown TOD Areas D24	1
EOHED	New Bedford	Dartmouth Finishing site	\$70,000	0	0		0

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EOHED	New Bedford	Brownfield Site Assessment	\$22,300	0	1	New Bedford Downtown TOD Areas D24	1
EOHED	New Bedford	Fairhaven Mills Infrastructure Project	\$2,681,526	0	1	New Bedford Downtown TOD Areas D24	1
EOHED	New Bedford and Fall River	2008 Federal Port Security Grant	\$314,933	0	0		0
EOHED	Raynham	Raynham Woods Commerce Center (RWCC) Infrastructure Project	\$1,010,395	0	1	Raynham Woods Commerce Center D17	1
EOHED	Taunton	43D Technical Assistance Grant - Liberty & Union Industrial Park	\$60,000	0	0		0
EOHED		2009 Federal Port Security Grant	\$11,085	0	0		0
EOHED		2009 Federal Port Security Grant	\$114,928	0	0		0
MassDOT	Regional	Project supervision and technical support 2010	\$6,000	0	0		1
MassDOT	Regional	Project tracking and modeling	\$13,710	0	0		1
MassDOT	Regional	Reporting and coordination	\$2,940	0	0		1
MassDOT	Sharon	Sharon 40R District Planning	\$18,493	0	1	Sharon Town Center D4	1
MassDOT	Sharon	Sharon Housing Production Plan Update	\$9,532	0	0		1

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MassDOT	Stoughton	Downtown Visioning and Station Area Planning	\$16,120	0	1	Downtown Stoughton D5	1
MassDOT	Stoughton	Stoughton Market Study	\$13,860	0	1	Downtown Stoughton D5	1
MassDOT	Attleboro	Bridge Replacement Olive Street	\$1,091,355	0	1	Downtown Attleboro D13	1
MassDOT	Attleboro	Rte 152 (Phase II)	\$1,305,359	0	1	Downtown Attleboro D13	1
MassDOT	Attleboro	Bridge Replacement: North Main Street over Bungay River	\$1,042,075	0	1	Downtown Attleboro D13	1
MassDOT	Attleboro	Interstate Maintenance on I-95	\$6,808,870	0	0		0
MassDOT	Berkley/Dighton	Dighton Berkley Bridge	\$3,253,212	1	0	Lower Taunton River Protection Area P55	1
MassDOT	Bridgewater	Interstate Maintenance on I-495	\$120,402	0	0		1
MassDOT	Bridgewater	North Street Reconstruction	\$1,064,532	0	0		1
MassDOT	Bridgewater and Middleborough	Road Resurfacing Middleborough Rotary	\$2,551,251	0	0		0
MassDOT	Bridgewater and Middleborough	Summer St Bridge replacement	\$2,061,966	1	0	Upper Taunton River P46	1
MassDOT	Canton	Rte 138	\$1,136,472	0	0		0
MassDOT	Dartmouth	Median Cable Barrier Installation	\$14,544	1	1	Multiple	1

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MassDOT	Dartmouth	Dartmouth Street	\$1,276,180	0	0		1
MassDOT	Dartmouth and New Bedford	Interstate Maintenance on I-195	\$6,537,346	1	1	Multiple	1
MassDOT	Dighton and Taunton	Old Somerset Ave/Three Mile River	\$1,446,320	1	0	Three Mile River P44	1
MassDOT	Easton	Improvements and Road Reconstruction at Rt 106 and Rt 123	\$1,480,728	0	0		0
MassDOT	Fairhaven	Howland Rd	\$3,174,475	0	0		1
MassDOT	Fairhaven	Rte 240 Improvements	\$1,663,596	0	0		0
MassDOT	Fairhaven	Alden Road & Bridge Street - Intersection and signal improvements	\$630,407	0	0		0
MassDOT	Fairhaven	Bridge Preservation: Rt 6 over Acushnet River & Hathaway Rd over I-195	\$5,720,713	0	0		0
MassDOT	Fairhaven, Freetown, Lakeville and New Bedford	Median Cable Barrier Installation	\$1,149,426	0	0		1
MassDOT	Fall River	Bridge Betterment: Rt 24 over Bedford St	\$2,949,136	0	0		0
MassDOT	Fall River	Riggenbach Road Reconstruction	\$704,834	0	1	South Coast BioPark D20	1
MassDOT	Fall River	Braga Bridge	\$4,290,714	0	1	Downtown Fall River D21	1
MassDOT	Fall River	Rte 79 Viaduct & I 195 ramps	\$8,950,302	0	1	Downtown Fall River D21, Taunton	1

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						River P36	
MassDOT	Foxborough	Chestnut Green, Phase II	\$1,010,674	0	1	Chestnut Green D3	1
MassDOT	Foxborough, Norfolk and Wrentham	Route 115 Reconstruction	\$7,438,845	0	0		1
MassDOT	Freetown	Intersection Improvements	\$382,692	0	0		0
MassDOT	Freetown	Elm St Bridge	\$1,453,608	0	0		1
MassDOT	Lakeville	Rte 79 (Rhode Island Rd)	\$1,971,688	0	1	Middleborough Downtown D18	1
MassDOT	Mansfield	Rte 140, I-495	\$2,775,812	0	0		1
MassDOT	Marion and Mattapoisett	Interstate Maintenance on I-195	\$10,853,147	0	1	Multiple	1
MassDOT	Middleborough	Rte 44 Intersection Improvements	\$3,003,071	0	0		0
MassDOT	New Bedford	Hicks, Logan, Sawyer District Roadway Improvements	\$1,195,000	0	1	New Bedford Downtown TOD Areas D24	1
MassDOT	New Bedford	Rte 18 Reconstruction	\$4,671,402	0	1	New Bedford Downtown TOD Areas D24	1
MassDOT	New Bedford	Hawthorne St Reconstruction	\$1,546,664	0	0		0
MassDOT	Raynham	Rte 138/Rte 495 signal improvements	\$958,065	1	0	Hockomock Swamp P45	0
MassDOT	Seekonk	Rte 152 Intersection & Signal Improvements	\$2,214,446	0	0		1

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MassDOT	Swansea	Rte 6 Resurfacing	\$3,309,097	0	0		1
MassDOT	Taunton	Rte 44 Bridge rehab	\$2,693,847	1	0	Three Mile River P44	1
MassDOT	Wareham	Rt 6 & 28 Resurfacing	\$612,391	0	0		1
MassDOT	Westport	Rt 6 Resurfacing	\$4,066,405	0	0		1
MassDOT	Bridgewater	Downtown Bridgewater and Commuter Rail Connectivity Study	\$8,000	0	1	Downtown Bridgewater D9	1
MassDOT	Easton	Station Area Planning: North Easton/Stoughton Station Area	\$14,000	0	1	Roche Bros. Plaza D6	1
MassDOT	Easton	Station Area Planning: North Easton Village Station Area	\$7,000	0	1	Easton Village D7	1
MassDOT	Easton	Queset Commons Commercial District	\$16,000	0	1	Queset Commons/ Washington Street D8	1
MassDOT	Acushnet	Slocum Street Redevelopment Area	\$8,000	0	1	Riverfront Industrial Redevelopment Area D30	1
MassDOT	Acushnet	Acushnet Riverwalk Trail	\$7,000	1	1	Multiple	1
MassDOT	Berkley	Open Space Residential Development	\$8,000	0	0		1
MassDOT	Berkley	Low Impact Development rules and Regulations	\$6,000	0	0		1
MassDOT	Dighton	Inclusionary Zoning Bylaw	\$8,000	0	0		1
MassDOT	Fairhaven	LID	\$8,000	0	0		1
MassDOT	Fall River	Station Location Design & Zoning	\$15,000	0	1	Downtown Fall River	1

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						D21	
MassDOT	Fall River	Station Location Design & Zoning	\$18,000	0	1	Downtown Fall River D21	1
MassDOT	Fall River	Battleship Cove Concept Planning	\$20,000	0	1	Downtown Fall River D21	1
MassDOT	Freetown	Freetown Station Design	\$15,000	0	1	Assonet Village TOD	1
MassDOT	Freetown	South Main Street Corridor Plan	\$20,000	0	1	Assonet Village TOD	1
MassDOT	Lakeville	Lakeville Housing Production Plan	\$10,000	1	1	Multiple	1
MassDOT	Lakeville	TDR Feasibility Study	\$77,000	1	1	Multiple	1
MassDOT	Mattipoisett	Housing Production Plan	\$15,000	1	1	Multiple	1
MassDOT	New Bedford	TOD Planning & Design	\$30,000	0	1	New Bedford Downtown TOD Areas D24	1
MassDOT	New Bedford	TOD Zoning Bylaw	\$9,000	0	1	New Bedford Downtown TOD Areas D24	1
MassDOT	North Attleboro	Housing Production Plan	\$15,667	0	0		1
MassDOT	North Attleboro	Bus Oriented Design	\$7,000	0	1	Downtown North Attleboro D10	1
MassDOT	Norton	Norton Open Space Plan	\$7,000	1	0	Multiple	1
MassDOT	Raynham	Market Study	\$15,000	0	1	Raynham Park D16	1
MassDOT	Rehoboth	OSRD bylaw	\$8,000	1	0	Multiple	1
MassDOT	Rehoboth	OSRD Rules & Regs, Outreach	\$6,000	1	0	Multiple	1

Agency	Municipality	Investment Name	Investment Committed, FY09 to FY11	Located in PPA, 1 = In a PPA; 0 = Not in a PPA	Located in PDA, 1 = In a PDA; 0 = Not in a PDA	Priority Area Name	Consistency with the Corridor Plan, 1 = Consistent; 0 = Not Consistent
MassDOT	Rochester	Rochester Housing Needs Production Plan	\$10,000	0	0		1
MassDOT	Rochester	Agricultural bylaw	\$7,000	0	0		1
MassDOT	Seekonk	Housing Production Plan	\$15,667	0	0		1
MassDOT	Somerset	Slades Ferry Mixed Use Bylaw	\$8,000	0	1	The Waterfront Industrial Area and Slade's Ferry Crossing D29	1
MassDOT	Somerset	Slades Ferry Mixed Use visualization	\$13,000	0	1	The Waterfront Industrial Area and Slade's Ferry Crossing D29	1
MassDOT	Somerset	Slades Ferry Feasibility Study	\$8,000	0	1	The Waterfront Industrial Area and Slade's Ferry Crossing D29	1
MassDOT	Taunton	Taunton Depot Bike/ped Study	\$10,000	0	1	Downtown Taunton D15	1
MassDOT	Taunton	Rte. 44/Target Study	\$9,000	0	0		0
MassDOT	Westport	The Narrows Economic Development Study	\$8,000	0	0		1
OCD (DHCD)	Easton	Ames Shovel Works Apartments	\$2,882,652	0	1	Easton Village D7	1
OCD (DHCD)	Easton	Queset Commons	\$350,000	0	0		1
OCD (DHCD)	Fall River	Eagle Street	\$2,490,760	0	1	Downtown Fall River	1

Agency	Municipality	Investment Name	Investment Committed, FY09 to FY11	Located in PPA, 1 = In a PPA; 0 = Not in a PPA	Located in PDA, 1 = In a PDA; 0 = Not in a PDA	Priority Area Name	Consistency with the Corridor Plan, 1 = Consistent; 0 = Not Consistent
						D21	
OCD (DHCD)	Fall River	Curtain Lofts aka Wampanoag Mill	\$5,830,000	0	0		0
OCD (DHCD)	Foxborough	Phyllis Road Group Home	\$305,393	0	0		0
OCD (DHCD)	Lakeville	The Residences at Lakeville Station (Kensington)	\$2,555,000	0	1	Middleborough Downtown D18	1
OCD (DHCD)	Marion	Little Neck Village	\$2,863,718	0	0		0
OCD (DHCD)	New Bedford	Harborview Towers	\$3,299,535	0	1	New Bedford Downtown TOD Areas D24	1
OCD (DHCD)	New Bedford	Regency Tower	\$6,891,000	0	1	New Bedford Downtown TOD Areas D24	1
OCD (DHCD)	New Bedford	Sean Brooke House (Welcome Home Veterans Housing)	\$3,699,685	0	0		0
OCD (DHCD)	New Bedford	United Front Homes - Phase I	\$8,995,376	0	0		0
OCD (DHCD)	New Bedford	United Front Homes - Phase II	\$6,904,624	0	0		0
OCD (DHCD)	New Bedford	Ingraham Place	\$6,199,649	0	0		0
OCD (DHCD)	Sharon	Sharon Commons	\$0	0	0		0
OCD (DHCD)	Wareham	Depot Crossing	\$2,018,396	0	0		0
OCD (DHCD)	Wareham	The Gardens at Union Pond	\$1,134,467	0	0		0
OCD (DHCD)	Wareham	The Village at 815 Main Street	\$9,531,022	0	0		0