

## **TOWN OF ASHLAND INCENTIVES / FUNDING PROGRAMS**

### **BROWNFIELDS PROGRAM**

Brownfields Programs provide assistance for the remediation and reuse of contaminated properties. The following provides a snapshot of the various programs available to municipalities:

- The Brownfields Site Assessment Program, administered by MassDevelopment, provides unsecured, interest free financing up to \$100,000 for environmental assessment of brownfields on municipally-owned sites. The financing is considered a grant until and unless the site is redeveloped at profit to the community, at which time the fees incurred by MassDevelopment are repaid.
- The Brownfields Remediation Loan Program, administered by MassDevelopment, provides flexible loans up to \$500,000 for environmental clean-up of municipally-owned brownfields.
- The MassBRAC Program, administered by the Business Development Corporation of New England, makes high quality, low cost, pre-negotiated and often state-subsidized environmental insurance available to parties who wish to purchase, clean up and/or develop brownfields sites anywhere in MA, and to lenders willing to finance such projects.
- The Brownfields Tax Credit Program, run by the Department of Revenue, offers eligible businesses and non-profits a tax credit for the costs incurred to remediate contaminated property owned or leased for business purposes.
- Brownfields Support Teams (BST) are multi-disciplined technical support teams representing a coordinated effort of staff from all state and quasi-public agencies involved in brownfields remediation. The BST are deployed to pre-selected high priority brownfields sites in every region of the Commonwealth to work with municipalities to bring all available resources to remediate the selected site.

Point of contact (for information on all of the brownfields programs): Claire O'Neill,  
MassDevelopment – [coneill@massdevelopment.com](mailto:coneill@massdevelopment.com) (617) 330-2000

### **43D EXPEDITED PERMITTING PROGRAM / PRIORITY DEVELOPMENT SITES**

The Town of Ashland currently has 2 sites designated as 43D Expedited Permitting/Priority Development Sites. This program provides a tool for municipalities to target economic development to specific locations and to ensure a transparent and efficient process for municipal permitting. The local-option program provides a guarantee to prospective applicants that all local permitting decisions will be completed on Priority Development Sites within 180 days or less. The Program provides an opportunity for the municipality to increase visibility and marketing of Priority Development Sites. Priority Development Sites may be zoned for commercial, industrial development, residential or mixed use purposes, and must be

designated by a majority vote of Town Meeting (a 2/3rds vote is not needed because adoption of Chapter 43D does not change the zoning of the prospective parcel). Applications for Town Meeting- approved Priority Development Sites are accepted on a rolling basis, and must be approved by the Interagency Permitting Board.

Adoption of Chapter 43D provides for additional benefits such as priority consideration for state infrastructure investment, MassDevelopment pre-development assistance, and brownfields grants and loans.

Point of Contact: Tim Wilkerson, Executive Office of Housing and Economic Development, Permit Regulatory Office – [timothy.wilkerson@state.ma.us](mailto:timothy.wilkerson@state.ma.us) (617) 788-3610

### **DISTRICT IMPROVEMENT FINANCING (DIF)**

District Improvement Financing (DIF) enables communities to invest in infrastructure to unlock new investment in targeted development districts. The municipality issues bonds to improve the designated district, and appropriates a portion of the new property tax collected on the improved property to service the debt. The DIF bonds may be used to make public infrastructure investments or improve municipal property, within a designated development district. Districts must be defined and designated by Town Meeting and may include multiple properties that cover a small area such as a single development parcel or a large area such as downtown.

DIF was created by legislature in 2004 but not widely utilized, in part due to the time and administrative burdens on communities. However, the program was revised in 2012 to remove some of the administrative obstacles for communities, and it is now a more practical solution for infrastructure investment.

Point of contact: Claire O’Neill, MassDevelopment – [coneill@massdevelopment.com](mailto:coneill@massdevelopment.com) (617) 330-2000

### **ECONOMIC DEVELOPMENT INCENTIVE PROGRAM (EDIP) AND LOCAL TAX INCENTIVE PROGRAMS**

The Economic Development Incentive Program (EDIP), Tax Increment Financing (TIF) and Special Tax Assessment (STA) are tax incentive programs designed to foster job creation and stimulate business growth throughout the Commonwealth. Participating companies may receive state and local tax incentives in exchange for job creation, manufacturing job retention and private investment commitments.

- The Economic Development Incentive Program (EDIP) provides state tax relief to companies committed to locating or expanding in Massachusetts. Amount of EDIP award is based on a [formula](#) and must be approved by the Economic Assistance Coordinating Council

- Tax Increment Financing (TIF) Agreement is a local real estate property tax exemption negotiated and executed between a host municipality and an expanding or relocating company. The business must be making a significant private investment that increases the base assessed value of the property as the tax abatement is given only on the incremental increase in the property value.
- Special Tax Assessment (STA) is a local real estate property tax exemption negotiated and executed between a host municipality and an expanding or relocating company. A STA exempts a percentage of the total property tax liability of the real property of a parcel.

Point of contact: Rob Anderson, MetroWest Regional Director, Massachusetts Office of Business Development – [rob.anderson@state.ma.us](mailto:rob.anderson@state.ma.us) 508-439-5685, 617-694-4139 (cell)

#### **INFRASTRUCTURE INVESTMENT INCENTIVE PROGRAM (I-CUBED)**

The I-Cubed Program promotes public infrastructure improvements to support large scale development projects. Through this program, the state bonds for large scale public infrastructure improvements if the project can demonstrate that the net new tax revenue to the Commonwealth will meet or exceed the debt obligation. The municipalities agree to act as a back-stop if the new revenues to the Commonwealth do not cover the cost of the debt obligation at a given period or throughout the life of the project.

Participation in the program requires a large-scale private development effort requiring at least \$10 million in public infrastructure improvements that can prove it will result in significant job creation and net new state tax revenue. Before the Commonwealth will bond the project, the applicant must provide signed lease agreements to demonstrate that the project is moving forward and tenants are committed. It should be noted that anticipated revenues derived from retail uses are discounted at a rate up to 90% due to the displacement factor, therefore a project that is primarily retail-based would need to be very large in scale and include retailers that are not already located within the Massachusetts area to make use of this program. I-Cubed typically works for projects with a single master developer, however that is not required.

I-Cubed is administered jointly by the Executive Office for Administration and Finance, the Department of Revenue, MassDevelopment and the Executive Office of Housing and Economic Development. Applications must be submitted by the private development entity with support from the host municipality, and the burden of proof is on the applicant to demonstrate state tax benefit of the program which requires extensive study and consultant reports. Therefore, I-Cubed is a unique program that is only feasible for the most sophisticated developers with very large projects.

Point of contact: Claire O'Neill, MassDevelopment – [coneill@massdevelopment.com](mailto:coneill@massdevelopment.com) (617) 330-2000

### **MASSACHUSETTS CULTURAL FACILITIES FUND**

The goal of the Cultural Facilities Fund is to increase investments from both the public sector and the private sector to support the sound planning and development of cultural facilities in Massachusetts. The Fund is jointly administered by MassDevelopment and the Massachusetts Cultural Council and provides capital grants to promote the acquisition, design, repair, rehabilitation renovation, expansion, or construction of nonprofit cultural facilities in Massachusetts. All grants from the Fund must be matched with cash contributions from the private or public sector. Three types of grants are awarded through the Fund: Feasibility and Technical Assistance Grants, Systems Replacement Plan Grants, and Capital Grants. Municipalities that own cultural facilities are eligible for this grant if the cultural facility is at least 50,000 sq. ft. in size and at least 50% of the facility is dedicated to cultural uses.

Point of Contact: Claire O’Neill, MassDevelopment – [coneill@massdevelopment.com](mailto:coneill@massdevelopment.com) (617) 330-2000

### **MASSACHUSETTS HISTORIC COMMISSION GRANTS**

The Massachusetts Historical Commission (MHC) provides two grant resources to support municipal development.

- MHC Survey and Planning Grant Program is a federally-funded, reimbursable, 50/50 matching grant program to support historic preservation planning activities in communities throughout the state. Municipalities, local historic commissions and non-profit groups are eligible to apply for these funds for such as activities as application to the National Register of Historic Places, completion of historic inventories, or other activities that lead to the identification and preservation of historic sites and buildings. The program operates on an annual application basis starting with submission of a letter of intent in late fall. <http://www.sec.state.ma.us/mhc/mhchpp/surveyandplanning.htm>
- The Massachusetts Preservation Projects Fund (MPPF) is a state-funded 50% reimbursable matching grant program to support the preservation of properties, landscapes, and sites (cultural resources) listed in the State Register of Historic Places. MPPF makes grants to municipalities or non-profit organizations for pre-development to assess the feasibility of preserving, protecting or rehabilitating an historic structure, and development grants for rehabilitation, restoration or stabilization of historic buildings. The MPPF is currently funded for one grant round through fiscal year 2016. Requests for pre-development projects can range from \$5,000 to \$30,000; requests for development or acquisition projects may range from \$7,500 to \$100,000.

Point of Contact: Massachusetts Historical Commission Grants Division (617) 727-8470

### **MASSWORKS INFRASTRUCTURE PROGRAM**

The MassWorks Infrastructure Program provides public infrastructure grants to municipalities and other eligible public entities to support economic development, housing, and other redevelopment goals. The program offers an annual funding round that opens in August, and

preference is given to “shovel-ready” infrastructure projects (at least 25% design) that support or leverage a “shovel-ready” private development project that would not be able to proceed without the infrastructure investment.

Point of contact: Erica Kreuter, Program Director, Executive Office of Housing and Economic Development – [Erica.kreuter@state.ma.us](mailto:Erica.kreuter@state.ma.us), (617) 788-3631

### **TAX EXEMPT BONDS**

MassDevelopment offers a variety of bond financing options including tax exempt bonds. Projects financed must be eligible for tax-exempt financing under the federal tax code and include 501(c)3 nonprofit real estate and equipment, affordable rental housing, assisted living and long term care facilities, public infrastructure, manufacturing facilities and equipment, municipal and governmental projects, and solid waste recovery and recycling projects. Because they are exempt from federal taxes and in certain cases state taxes, tax-exempt bonds are usually the lowest interest rate option for real estate project and new equipment purchases.

Point of Contact: Claire O’Neill, MassDevelopment – [coneill@massdevelopment.com](mailto:coneill@massdevelopment.com) (617) 330-2000

### **U.S. ECONOMIC DEVELOPMENT ADMINISTRATION**

The U.S. Economic Development Administration's (EDA) investment policy is designed to establish a foundation for [sustainable](#) job growth and the building of durable regional economies throughout the United States. This foundation builds upon two key economic drivers - innovation and regional collaboration. Through strategic investments that foster job creation and attract private investment, EDA supports development in economically distressed areas of the United States. EDA’s economic footprint is wide and its tool box is extensive— including technical assistance, post-disaster recovery assistance, trade adjustment support, strategic planning and research and evaluation capacity, thereby allowing the agency to offer the most effective investment to help communities succeed in the global economy. More information about EDA programs is available at <http://www.eda.gov/about/investment-programs.htm>.

Point of Contact: Matt Suchodolski, EDA Pennsylvania Office – [msuchodolski@eda.gov](mailto:msuchodolski@eda.gov), (215) 597-1242

### **US DEPARTMENT OF TRANSPORTATION TIGER PROGRAM**

The [Transportation Investment Generating Economic Recovery \(TIGER\)](#) Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve critical national objectives. Competitive applications should demonstrate a committed 1:1 match and significant impact on the Nation, a region or a metropolitan area. Each project is multi-modal, multi-jurisdictional or otherwise challenging to

fund through existing programs, and must detail the significant benefit for long-term outcomes within the following areas: safety, economic competitiveness, state of good repair, livability and environmental sustainability. USDOT evaluates projects on their expected contributions to economic recovery, as well as their ability to facilitate innovation and new partnerships.

It is strongly recommended that municipalities discuss potential TIGER projects with the MassDOT regional office for information and advice before contacting the federal government.

Point of Contact: Massachusetts Division of the Federal Highway Administration,  
[Massachusetts.FHWA@dot.gov](mailto:Massachusetts.FHWA@dot.gov), (617) 494-3657

#### **US DEPARTMENT OF TRANSPORTATION TIFIA PROGRAM**

The [Transportation Infrastructure Finance and Innovation Act \(TIFIA\)](#) program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments.

Any type of project that is eligible for Federal assistance through existing surface transportation programs (highway projects and transit capital projects) is eligible for the TIFIA credit program, including intelligent transportation systems (ITS). Requirements include placement on a TIP and a project cost of at least \$50 million for transportation projects and \$15 million for ITS projects. Qualified projects are evaluated by the US Secretary of Transportation against eight statutory criteria, including among others, impact on the environment, significance to the national transportation system, and the extent to which they generate economic benefits, leverage private capital, and promote innovative technologies. Additional information is available at <http://www.dot.gov/tifia>.

It is strongly recommended that municipalities discuss potential TIFIA projects with the MassDOT regional office for information and advice before contacting the federal government.

Point of Contact: Duane Callendar, TIFIA Program Director, US Department of Transportation,  
[duane.callendar@dot.gov](mailto:duane.callendar@dot.gov), 202-366-9644