

February 10, 2010

Mr. Peter Rogoff
Administrator
Federal Transit Administration
East Building
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Livability Bus Program, Whale's Tooth Station Grant Application

Dear Mr. Rogoff:

We appreciate this opportunity to request Section 5039 Bus and Bus Facility Livability Initiative Program ("Livability Bus Program") discretionary grant funds to build a multimodal center in New Bedford. The new center, called "Whale's Tooth Station," will bring significant benefits to the users of the Southeastern Regional Transit Authority (SRTA) bus system and the City of New Bedford. The total cost of the project is \$26,063,000. The Commonwealth requests \$14,047,887 in federal Bus Livability funds and will provide a 25% local match of \$6,507,000. The additional \$5,508,113 will be funded through a 2005 SAFETEA-LU earmark.

Whale's Tooth Station will integrate local bus services and shuttles, intercity buses, and walk-on ferry service to Martha's Vineyard and other island and coastal destinations and provide a fully handicapped accessible facility. The station will also revitalize New Bedford's waterfront area and restore connections between environmental justice neighborhoods and the waterfront.

This multimodal facility will be modern, LEED certified, and state-of-the art. The station building will provide a new home for the New Bedford Career Center, as well as space for ticket sales, a police substation, and small-scale retail. The public investment in the station area will anchor significant transit-oriented development, estimated to be 12.8 million square feet of transit related development on the Whale's Tooth site, totaling \$472 million of development within one mile of the Station. The redevelopment will occur on parcels that are now abandoned or dilapidated brownfields.

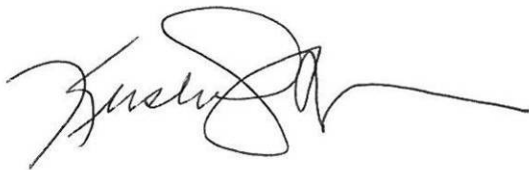
Livability Bus Program discretionary grant funding for the Whale's Tooth Station project will immediately bring construction jobs to the South Coast region. The multimodal center also will provide a modern transit center at the historic location of the city's train terminal, uniting local, regional, and intercity modes, eliminating barriers to pedestrian and bicycle mobility in the community, and connecting innercity neighborhoods to the transit center and the City's waterfront. Investments in Whale's Tooth Station will provide transformational access to economic, health, and educational opportunities for New Bedford environmental justice communities.

Whale's Tooth Station was included as one project element in the Commonwealth of Massachusetts request for Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program funding. That application was for the "Fast Track New Bedford" project, a major transportation infrastructure investment in New Bedford totaling \$71.4 million. Fast Track New Bedford includes not only the Whale's Tooth Station, but replacement of four unsafe railroad bridges necessary to maintain the existing freight rail connection to New Bedford. The Fast Track New Bedford project is awaiting the TIGER grant awards announcement.

Although Whale's Tooth Station is included in the Fast Track New Bedford TIGER grant request, it is not known if that request will be fully funded, partially funded or unfunded. Therefore, this request may need to be adjusted depending on the outcome of the grant request.

We eagerly await word of your decision on this grant application and are available to respond to any questions you may have.

Yours truly,

A handwritten signature in black ink, appearing to read "Kristina Egan", with a long horizontal line extending to the right.

Kristina Egan
Director, South Coast Rail



Whale's Tooth Station

Bus Livability Grant Application

Moving Massachusetts Forward
massDOT

**Submitted by the
Massachusetts Department of Transportation**

**Submitted to the Federal Transit
Administration**

February 10, 2010

APPLICANT INFORMATION

This application for the Bus Livability Program is being submitted by:

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Further applicant information is included in Standard Form 424.

PROJECT INFORMATION

Description of Whale’s Tooth Station Project

Project Summary

The Whale’s Tooth Station will integrate local bus services and shuttles, intercity buses, and walk-on ferry service to Martha’s Vineyard and other island and coastal destinations and provide a fully handicapped accessible facility. The station will also revitalize New Bedford’s waterfront area and restore connections between environmental justice neighborhoods and the waterfront.

This multimodal facility will be modern, LEED certified, and state-of-the art. The station building will provide a new home for the New Bedford Career Center that sits within the station site, and provide additional space, which is being programmed to meet community needs. This public investment is expected to catalyze significant transit-oriented development, estimated to be up to 12.8 million square feet of transit related development on the Whale’s Tooth site, totaling up to \$472 million of development within one mile of the Station. The redevelopment will occur on parcels that are now abandoned or underutilized brownfields.

The Whale’s Tooth Station will serve as a model for sustainable design and placemaking and includes:

- **Enhanced bus facilities.** The multimodal center will provide ten bus bays in an off-street transit center, serving the Southeastern Regional Transit Authority and private intercity bus carriers.
- **Green station building to anchor transit-oriented development.** A mixed-use, LEED-certified, 30,000 square foot depot building will house a passenger terminal at the ground floor with waiting areas and restrooms, building management, a police substation, small-scale retail. On the upper floors, the building will be the new home of the New Bedford Career Center. A station green will connect the terminal and station plaza areas with Acushnet Avenue. This green will be a public open space for the community and will set the stage for an urban façade along Acushnet Avenue, city center scale development at and around the station, and the restructuring of the Route 18 highway as an urban boulevard greenway.
- **Signature pedestrian bridge.** Pedestrian and bicycle access improvements include a secure bicycle parking facility, a shared-use path along the perimeter of the station, and a new pedestrian/bicycle bridge. The bridge will be the station’s signature structure, which will span Route 18 and is intended to become the city’s welcoming gateway symbol. This will be a modern bridge highly visible to commuters, visitors, and residents. The streetscaped bridge will be well-lit using human-scaled fixtures to illuminate its deck and will meet AASHTO standards for a shared-use path and will be fully handicapped

accessible. The foot and bike bridge will connect the station to the Environmental Justice neighborhoods.

The total cost of the project is \$26 million, which reflects previous and programmed investments by the Commonwealth, a 2005 federal earmark, and the grant request of \$14,047,887 to the Livability Bus Program. The Commonwealth will provide a match of \$6,507,000, or 25 percent of the project's total cost.

Existing Infrastructure

Current SRTA Facility. In New Bedford, the Southeastern Regional Transit Authority (SRTA) serves 1,004,000 annual riders. The bus operator has provided excellent service to a largely transit-dependent and low-income customer base. However, the current SRTA terminal, which has an outdated design, has posed constraints on the operator. The existing New Bedford Bus Terminal and intercity bus facility is a utilitarian terminal which was built in the early 1980s. The building is due for repairs and has some less than desirable operational conditions as to the boarding of passengers on intercity buses.

The facility is due for structural and architectural enhancements, as documented at <http://www.srtabus.com/RFP2010002structuralengineerNB.pdf>. This request for proposals is to evaluate the structure and to determine what improvements, repairs, rehabilitation and/or replacement should be made for the existing SRTA terminal. The evaluation will include assessing "repairs, improvements, rehabilitation and reconstruction as is determined necessary including, but not limited to, drainage issues on all floors, the parking deck floors and ceilings, steps and grade to the sidewalk, a sink hole, automobile entrance ramp or passenger barriers."

The *New Bedford Standard Times* wrote "Anyone who's ever walked through or waited at the New Bedford terminal knows about this gamy design; it's a place where you have to keep your eyes and ears alert." This is because the intercity bus passengers have to board on an island platform that is literally surrounded by circulating buses. Two intercity and five local bus bays are provided for these private carriers and the entire SRTA fleet serving the terminal and its surrounding blocks. Every SRTA route serving downtown New Bedford terminates at the facility, which creates bus queues at the bays. Buses serving the facility must repeatedly cross adjacent downtown sidewalks that serve the facility.

The current SRTA Terminal also does not provide a single point for all existing passenger transportation services in New Bedford. Specifically, it provides no connection to Fast Ferry and other water transportation services at State Pier on the central waterfront. Most ferry passengers, approximately 100,000 per year, currently park at the site identified for the Whale's Tooth multi-modal facility and connect by shuttle bus to and from ferries.

Figure: SRTA buses at the existing Bus Terminal



Figure: These bollards obstruct wheelchair passage from Pleasant Street to the bus bays and waiting area. Wheelchair passengers must continue around the block and through three doorways.



Greater New Bedford Career Center. The Greater New Bedford Career Center occupies the site of the proposed Whale’s Tooth Station and must be relocated. The Career Center serves the 10 surrounding communities including New Bedford. The Career Center hosts about 5,300 client visits per month.¹ The current facility is inadequate to meet this level of demand, forcing the Career Center to lease two additional off-site spaces. Approximately 80 percent of the Career Center’s 7,500 clients do not have access to a car and no SRTA buses directly access the existing Career Center site. Finally, the Career Center is located in a poorly drained area that periodically floods during heavy rains, closing the center until the site is accessible.

Pedestrian Bridge. There is an existing pedestrian bridge connecting the project site across Acushnet Avenue and Route 18 to the east at Purchase Street. This bridge is in deteriorated condition and does not meet mobility requirements. The new pedestrian/bicycle bridge will replace the existing bridge with a minor adjustment to the alignment to bring it more fully into the Whale’s Tooth facility.

Evaluation Criteria

1. Demonstrated Need for Resources

a. The project represents a one-time or periodic need that cannot reasonably be funded from FTA program formula allocations or State and/or local revenues.

FTA program formula allocations, Commonwealth and local revenue sources individually or in combination are insufficient to support this project. This infrastructure investment exceeds periodic FTA program formula allocations. Program formula allocations are needed to replace buses in the SRTA fleet and potentially expand bus service.

b. The project or applicant did not receive sufficient Federal funding in previous years.

The new transit multimodal center was not addressed for Federal funding in previous years. Whale’s Tooth Station was part of a TIGER Discretionary Grant Program request (“Fast Track New Bedford”) filed in 2009.

c. The project will have a significant impact on service delivery.

Service delivery enhancements include:

Multimodal connectivity. All modes, including local buses, intercity buses, ferry shuttles, and improved pedestrian and bike facilities will be co-located at Whale’s Tooth Station. The station will provide 10 bus bays with flow-through movement free of vehicular conflicts. Compared to the existing SRTA New Bedford Bus Terminal, this system enhancement offers passengers improved transit access to the community and the region. In the future, the arrival of the South

¹ Based on the second half of 2009.

Coast Rail trains will leverage that access by adding fast, reliable service to Boston. Station parking will be provided by reconfiguring the existing Whale's Tooth parking lot. Transit riders who commute by bicycle will benefit from the improved accessibility of the site and its accommodations for bike storage. Bicycle provisions include high-capacity, self-service bicycle parking cages. Access to these cages will share the same electronic media used for transit and automobile parking access. This facility enables basic access to the station. Most of its users are anticipated to be non-drivers living beyond the station's walking shed. A shared use path along the perimeter of the station will extend from the station toward downtown New Bedford and the central waterfront. A plan view of Whale's Tooth Station is shown below.

Figure: Whale's Tooth Station Context



Ability to expand transit service. In preparation for the new facility, SRTA, the Southeastern Regional Planning and Economic Development District (SRPEDD), the City of New Bedford and MassDOT have commenced a Transit Development Plan (TDP). This plan will examine opportunities to enhance transit service for both transit-dependent and choice riders in greater New Bedford and improve service. Transit-dependent riders will especially benefit from the station and the Transit Development Plan. Over 25 percent of New Bedford residents do not have access to a vehicle and a higher percentage is below the poverty level. System operational improvements will be possible because of the greater operational capacity of the Whale's Tooth Station. All increases in operating costs due to serving Whale's Tooth Station and/or to enhance and expand service will be adequately addressed in the TDP. Moving the terminal to the Whale's Tooth site will enable SRTA to expand transit services.

Reduced wait times. SRTA currently keeps the buses running on schedule, despite the constraints of the existing facility. The schedules now allow for wait times at the terminal that will be eliminated with the Whale's Tooth Station. The increase in available bus bays will support simultaneous bus operations, potentially reducing wait times for transferring

passengers and allowing pulsed operations should it be decided to initiate such an operating scenario. This could reduce wait times between buses. Under the current fare structure, this means that passengers traveling through downtown New Bedford must transfer between routes or stay on the same vehicle and pay a transfer fare. The transfer fare is equal to the base transit fare. The ongoing Transit Development Plan will recommend either a continuation of this fare structure or an alternate structure. Regardless of the fare structure, the Whale's Tooth Station location will encourage one-seat transit trips through downtown New Bedford. This restructuring creates opportunities for broader service coverage in downtown areas and fewer transfer penalties. An expanded, accessible transit facility will create opportunities for simplified transfers at the terminus. The operator may benefit from more efficient use of the fleet and system capacity for additional service.

Fully-accessible facility. Whale's Tooth Station will be fully handicapped accessible and will provide superior bike access and storage capabilities to the current site. It will provide full and ADA-compliant Intelligent Transportation Systems (ITS) capabilities to keep passengers informed of real time arrival and departure information. This information will be provided for all modes. In addition, real time parking availability will be incorporated into station signage, including signage on the pedestrian and bicycle bridge for highway users. Mobility impaired transit users will benefit from its fully accessible design including fully accessible restrooms, approach routes, waiting areas and platforms.

2. Consistency with existing plans

a. The project is consistent with the transit priorities identified in the long range plan and/or contingency/illustrative projects.

Whale's Tooth Station is consistent with transit priorities identified in the 2007 Regional Transportation Plan. This plan, completed by the Southern Massachusetts Metropolitan Planning Organization and SRPEDD, recommends several projects that are either included in or supported by the Whale's Tooth Station Project. These include:

- A new SRTA bus facility co-located with South Coast Rail at Whale's Tooth Station;
- Enhanced multi-modal connections that support transit-oriented development and community revitalization;
- Measures to address deficiencies at the existing SRTA Bus Terminal;
- Additional transit service, including new service corridors and extended service hours;
- Transportation information in new and ADA-compliant formats;
- Restructuring of the fare structure and fare collection system; and
- Complimentary SRTA travel for University of Massachusetts—Dartmouth students, which will increase system ridership.

Whale’s Tooth Station is also specifically identified and recommended in several local and regional plans. These plans are described in the discussion of Livability criteria, section e.

b. The MPO endorses the project, if in a UZA, and the State, if for a rural area.

SRPEDD, which staffs the MPO, has endorsed this project. An endorsement letter is attached. An endorsement letter from the chairman of the Southeastern Massachusetts MPO is also attached.

c. Local support is demonstrated by availability of local match for this and/or related projects and letters of support.

Letters of support are attached. Local funding support for this project includes the following:

Category	Amount
Land / Right-of-Way	\$3.16 million
Design Services	\$1.47 million
Construction Period Services	\$0.98 million
MassDOT Administration	\$0.90 million
Total	\$6.50 million

d. Capital projects are consistent with service needs of the area. Example: vehicle expansion proposal shows evidence of the need for additional capacity.

The project is needed to expand transit service, create better multimodal connections, and address inadequacies of the current SRTA terminal and pedestrian walkway. See section on “current infrastructure” for further information.

e. If the project is multimodal in nature, the proposal demonstrates coordination with and support of other transportation modes and partners.

The overall goal of this project is to provide improved multimodal operational capabilities for all existing and planned transit service in New Bedford. These services are:

- SRTA local and regional buses;
- DATTCO commuter coaches;
- Peter Pan Bus intercity buses; and
- Shuttles serving New England Fast Ferry and nearby destinations.

3. Livability

a. Will significantly enhance user mobility through the creation of more convenient transportation options for travelers

By providing New Bedford with a modern, unconstrained transit facility, Whale's Tooth Station will enhance mobility by connecting the regional and intercity buses with ferry services and providing significantly improved walk and bike infrastructure. The Station will ultimately connect these transit and transportation services with South Coast Rail. South Coast Rail will provide significantly increased mobility between New Bedford, metropolitan Boston, and the city of Taunton. Local transit and ferry ridership are expected to increase with this connection to rail.

This single point for all transportation modes will be linked to downtown New Bedford by frequent transit service and enhanced walking and biking connections. In addition to the previously mentioned non-motorized improvements, a shared use path will follow the eastern edge of the facility. This path will connect to sidewalks and roadways leading to the downtown and central waterfront. Future streetscape improvements along these adjoining roadways will further enhance this connection. With the introduction of rail service, about 150 pedestrian/bicycle trips are anticipated to access the station on a daily basis.

b. The degree to which the proposed project contributes significantly to broader traveler mobility through multimodal connections, or improved connections between residential and commercial areas.

Whale's Tooth Station will enhance the routine travel experience for transit-dependent riders. It also will enhance connectivity and comfort to attract choice riders. The Transit Development Plan will identify ways to enhance transit service on the bus system's high-performing corridors and to expand into new markets, while addressing the financial implications of doing so.

Whale's Tooth Station will also provide enhanced pedestrian and bicycle mobility throughout the station area. The station is designed to facilitate walking connections through the site, thus re-establishing an urban fabric in the area. For example, the pedestrian/bike bridge will connect residential neighborhoods west of the station with adaptive reuse housing and planned commercial developments north of the station.

c. Will improve existing transportation choices by enhancing points of modal connectivity or, in urban areas, by reducing congestion on existing transit systems or roadways.

Whale's Tooth Station will have ten bus bays, with room for expansion as necessary. This expanded transit center capacity will allow increased capacity and connectivity, including provision of a seamless transfer capability while bringing in shuttle service to the Fast Ferry that now does not access Downtown New Bedford or the current Bus Terminal.

The station's bicycle improvements expand New Bedford's access to transit and public transportation. The Whale's Tooth station will include secure bicycle parking located within view of positive activity zones. The bridge and shared use path will provide safe bicycling routes to the station. The station design supports future calming of area street traffic and complete street designs to improve transportation choices.

d. Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities.

Economically disadvantaged populations. As of July 2009, New Bedford’s unemployment rate was listed by the U.S. Bureau of Labor Statistics at 11.9 percent. This is higher than the Commonwealth’s unemployment rate of 8.8 percent. Thus, New Bedford is considered a federally designated economically distressed area (EDA). From 1960 to 2000, New Bedford lost 67 percent of its manufacturing employment, or 17,300 jobs, while Greater Boston lost 48 percent. Between 2001 and 2005, the City of New Bedford experienced a 3.5 percent decrease in knowledge industry jobs.

New Bedford’s real per capita income growth of 25.2 percent between 1980 and 2000 was less than half that of Greater Boston’s 59.1 percent gain. At just 10.7 percent, the share of New Bedford’s 25-and-older population that holds at least a bachelor’s degree trails far behind Greater Boston’s 41.6 percent figure. Whale’s Tooth Station offers enhanced linkages between New Bedford residential communities and the city’s employment, career training, educational, and social service destinations.

The Whale’s Tooth Station depot building will include space into which the Greater New Bedford Career Center can consolidate its facilities and serve its 5,300 monthly clients. Transportation operators will benefit from the Career Center adding system riders. Ed Dennehy of the Center said, “We have such a great need here in New Bedford for a modern and accessible facility that provides all of our services in one location. It will be such a tremendous benefit to the over 5000 visitors we see each month, especially for the large number of low income customers that require bus transportation to get to us. A new facility located at the bus terminal will eliminate one of the major obstacles our customers face in accessing our services.” The Career Center will benefit by:

- Having transit access that 80% of its clients need
- Avoiding the added cost of leasing off site space for activities not now accommodated in the current facility
- Avoiding the costs and lost training opportunities associated with inability to access the current facility in the event of a downpour
- Locating prominently in the center of a new transportation hub, increasing its visibility and improving its access to the entire community

Non-Drivers. It has been estimated that 80 percent of the Career Center clients are transit-dependent. In addition, over 25 percent of New Bedford residents do not have access to an automobile. The new facility will be accessible by bicycle and walking as well as via bus.

Senior Citizens. Whale’s Tooth Station will avoid bus/automobile/pedestrian incursions creating a safer environment for senior citizens. Station improvements will also include pedestrian, waiting, and parking areas designed for defensible space. Visual barriers limiting sightlines to positive activity zones will be minimized. The station will be a safe, welcoming, positive place—a casual destination attracting a wide demographic spectrum. This is especially helpful to vulnerable populations, such as New Bedford’s large senior citizen population. The station will be linked by transit to the senior residential towers on Pleasant and 2nd Streets. The station will expand transportation options for seniors and provide a new recreational destination.

Mobility Impaired Persons. The Whale’s Tooth facility will be fully handicapped accessible and provide full and ADA-compliant Intelligent Transportation Systems (ITS) capabilities to keep passengers informed of real time arrival and departure information. Mobility impaired transit users will benefit from its fully accessible design including fully accessible restrooms, approach routes, waiting areas and platforms.

Station approaches and circulation throughout the station will provide direct, barrier-free travelways meeting or exceeding Americans with Disabilities Act (ADA) standards and specifications.

The new pedestrian/bicycle bridge will replace the existing bridge over Route 18. It will be a 20 foot wide signature structure that will be fully accessible, connecting the station site to Environmental Justice communities, additional transit services, and a regional park to the west. Among the bridge’s benefits will be:

- Compliance with Americans with Disabilities Act guidelines for accessibility
- All weather access through provision of a maintainable walkway/bikeway
- Adequate lighting for safe night time usage
- Accommodation of Whale’s Tooth Station dynamic signage providing arriving commuters with information about parking availability and operational status of the transit systems using the station
- Protection of under-passing vehicles from objects thrown from the overpass
- Surveillance of the walkway from the transit station

e. Is the result of a planning process, which coordinated transportation and land-use planning decisions and encouraged community participation in the process.

Whale’s Tooth Station is included in several recent and significant planning documents. The City of New Bedford has anticipated and planned for Whale’s Tooth Station for decades. The station is also part of a robust and comprehensive regional plan for ten new South Coast Rail stations. Design and planning for the Whale’s Tooth Station Project reflect both local and regional planning.

The regional planning process for Whale’s Tooth Station is documented in the *South Coast Rail Economic Development and Land Use Corridor Plan*. This “Corridor Plan,” issued by MassDOT and the Executive Office of Housing and Economic Development in August 2009, is the product of intensive community-based planning over 18 months. It was developed from a collaborative working process and partnership between the Commonwealth, 31 corridor communities, three regional planning agencies, advocacy groups, and the Southeastern Massachusetts Commuter Rail Task Force. The process included more than 100 public meetings and events that drew on the knowledge and insights of regional residents, businesses, planners and other organizations. The American Planning Association (APA) Massachusetts Chapter awarded the Corridor Plan with its 2009 President’s Award for Outstanding Planning.

The Corridor Plan serves as the Commonwealth's smart growth plan for the South Coast Rail Project. It also describes the overall economic benefits expected to result from the intercity rail project. The Plan developed 11 concept plans for proposed stations, including Whale's Tooth. It identified priority areas for development, and makes commitments to state policy actions that will implement the plan. The station area was included in the Commonwealth's Priority Map for the 31 cities and towns that compose the South Coast Rail corridor.

In conjunction with the Corridor Plan, two station workshops were held in New Bedford last November. The objective was to solicit ideas from the residents on what they will like to see the proposed station areas become. The City helped conduct outreach to environmental justice populations, notices for the events were translated, and a Portuguese interpreter was employed.

The Corridor Plan forecasts that Whale's Tooth Station in New Bedford has the corridor's best potential to catalyze immediate economic growth. While the southern portion of the corridor includes seven rail stations, one-quarter of the development is anticipated near Whale's Tooth Station (nearly 2 million square feet). Half of the Whale's Tooth Station-area development (about 1 million square feet) is expected to be clustered within a quarter-mile of the station, an easy walking distance. The station will support mixed-use redevelopment of brownfields at city center densities. Annual tax revenues from the immediate station area development are projected at \$3.3 million.

Zoning for residential development in the station area will include inclusionary housing and measures. These are intended to prevent displacement as property values rise due to the public investment made through this project and the anticipated private development. Reflecting the Corridor Plan, all South Coast Rail stations are being planned to promote affordable housing.

Over 100 community meetings were held in conjunction with the Corridor Plan. As a result, the plan reflects the recommendations of hundreds of people. Additional public comment has been garnered through South Coast Rail's environmental permitting process, conducted over the past few years.

The Corridor Plan recommends some future improvements at Whale's Tooth Station that are not included in this Livability Bus Program application. The most prominent of these is a structured parking facility that accommodates joint development of interim parking lots. The station's bus bays are laid out for a future parking structure to be constructed directly above them. This structure will enable a bus facility that is entirely sheltered from the elements

In 2008, the City of New Bedford completed the Hicks-Logan-Sawyer Master Plan. This historic industrial area just north of the Whale's Tooth Station is slated for significant economic revitalization, while maintaining the district's historic character. The goals and objectives of the Hicks-Logan-Sawyer Master Plan call for high-density residential development and neighborhood services and restaurants within half-mile of the station, all intentionally oriented to the station. As a transit-oriented district, these developments will provide pedestrian, bicycle, and vehicular access to the station. The station is the key to orient this development and link it with established residential areas.

The Hicks-Logan-Sawyer development program calls for over 700,000 SF of non-residential development and up to 1,400 housing units. Within this area, the City has already passed the Wamsutta Mills Overlay District. Zoning for this district mixes uses and reduces parking requirements due to the close proximity of the rail station. To date, 250 housing units have been developed through adaptive reuse under this ordinance.

The City of New Bedford and Town of Fairhaven initiated the New Bedford/Fairhaven Municipal Harbor Plan in 2009. The Harbor Plan defines the communities' vision for the waterfront and aids in the evaluation of projects that are subject to state Waterways and Designated Port Area regulations. The Plan specifically supports the creation of a multi-modal transportation center at Whale's Tooth, the extension of rail service to New Bedford, and the redevelopment of the Hicks-Logan-Sawyer district. The Plan promotes recruiting downtown businesses and cultural institutions to expand into the waterfront area and linking them through Whale's Tooth Station transit connections. The plan also highlights the station's value in to the city's tourism market.

4. Sustainability

a. Improve energy efficiency or reduce energy consumption/green house gas emissions; applicants are encouraged to provide information regarding the expected use of clean or alternative sources of energy; projects that demonstrate a projected decrease in the movement of people by less energy-efficient vehicles or systems will be given priority under this factor; and

Guidelines on station development prepared by MassDOT and MBTA, the future operator of South Coast Rail, are included in the Corridor Plan. These guidelines call for green building practices, Low Impact Development techniques, and the application of renewable energy generation where feasible. Whale's Tooth Station applies these guidelines to all of the facility's elements. Executive Order 484 Leading By Example provides requirements for large and small state building projects, including reduced water use, smart growth siting requirements, and energy efficiency. Massachusetts recently adopted the optional "stretch code" for energy efficiency. The Whale's Tooth facility will meet this aggressive efficiency target of achieving at least a 20% reduction in energy usage compared to the baseline code.

While a preliminary wind energy assessment shows the site lacks wind speeds needed for commercial scale wind turbines, smaller wind systems, solar photovoltaic and passive solar, and combined heat and power options will continue to be explored. MassDOT is coordinating building design with staff from the Massachusetts Department of Energy Resources to incorporate best practices throughout the design process, including site layout that maximize solar orientation within the site's physical and operation constraints.

A key benefit of the station design is reconnecting the downtown to the working waterfront and the redeveloping Hicks-Logan-Sawyer neighborhood to the north. The signature pedestrian-bike bridge will afford a safe and convenient connection to downtown. Currently the site lacks sufficient or pleasant bike and pedestrian connections or even streetscaping. Native plantings will soften the areas hard edges and help create an active, environmentally-sensitive, and pedestrian-focused public realm.

In addition, Whale's Tooth Station is a former superfund site for which this adaptive reuse will preserve the agreed to mitigation measures. It will also create a much higher value public usage than the current parking lot. Future joint development on the site and transit-oriented brownfields development will support growth in non-motorized and transit trip making. This urban infill development will ease pressure to develop in nearby greenfield areas and support smart growth. The station will meet LEED sustainable design standards for energy efficiency, use of renewable materials, and other ecological benefits.

b. Maintain, protect or enhance the environment, as evidenced by environmentally friendly policies and practices utilized in the project design, construction, and operation that exceed the requirements of the National Environmental Policy Act including items such as whether the project uses a Leadership in Energy and Environmental Design (LEED)-certified design, the vehicles or facilities are rated with the energy-star, the project re-uses a brownfield, construction equipment is retrofitted with catalytic converters, the project utilizes recycled materials, the project includes elements to conserve energy, such as passive solar heating, solar panels, wind turbines, reflective roofing or paving materials, or other advanced environmental design elements such as a green roof, etc.

This will be one of the first green multimodal centers in the Commonwealth and serve as a model for future projects. The architecture firm has a LEED-certified architect assigned to this project and the station is setting a goal of meeting LEED sustainable design standards at the Gold level. The project will employ Low Impact Development techniques to reduce water consumption and allow for recharge, incorporate renewable energy technologies, and green building materials. Massachusetts LEED Plus standards will also be met, including a reduction in water use of 20% and outdoor watering by 50% compared to standard baseline projections.

Whale's Tooth Station embodies smart growth and ecological design principles. The former superfund site will find new life with this adaptive reuse, while preserving the agreed-to mitigation measures. It will also create a much higher value public benefit than the current, extensive parking lot. Future joint development on the site and transit-oriented development will support growth in non-motorized and transit trip making and create a new, vibrant neighborhood node. This urban infill development will ease pressure to develop in nearby greenfield areas and support smart growth.

5. Leveraging of public and private investments.

a. Jurisdictional and Stakeholder Collaboration: To measure a project's alignment with this criterion, FTA will assess the project's involvement of non-Federal entities and the use of non-Federal funds, including the scope of involvement and share of total funding. FTA will give priority to projects that receive financial commitments from, or otherwise involve, State and local governments, other public entities, or private or nonprofit entities, including projects that engage parties that are not traditionally involved in transportation projects, such as

nonprofit community groups or the private owners of real property abutting the project. FTA will assess the amount of co-investment from State, local or other non-profit sources.

Non-Federal entities partnering in the Whale’s Tooth Station Project include:

Entities Involved	Entity	Role
State Government	MassDOT	Lead
Local Government	City of New Bedford	Partner
Public Entities	SRPEDD	Partner
	SRTA	Partner
Nonprofit Entities	New Bedford Career Center	Partner

This project has been fully coordinated with each of these entities; this coordination will continue. Included as an attachment is the agreement between MassDOT, SRTA, the City of New Bedford and SRPEDD that lays out our Working Group’s goals and activities.

Broad support for this funding request is demonstrated in letters of support included as attachments. Agency and organizational support come from:

- City of New Bedford
- Southeastern Regional Transit Authority
- Peter Pan Bus Lines
- New England Fast Ferry Co.
- Greater New Bedford Career Center
- Southeastern Regional Planning & Economic Development District
- Southeastern Regional MPO Chairman
- New Bedford Economic Development Council
- Community Economic Development Center of Southeastern Massachusetts
- Garfield Foundation
- Department of Energy Resources

b. Disciplinary Integration: To demonstrate the value of partnerships across government agencies that serve the various public service missions and to promote collaboration on the objectives outlined in this notice, FTA will give priority to projects that are supported, financially or otherwise, by non-transportation public agencies that are pursuing similar objectives.

As previously discussed, the project will incorporate the Greater New Bedford Career Center. The Whale’s Tooth building will provide additional community space to serve nearby neighborhood residents. The space is being programmed by MassDOT, the Massachusetts Executive Office of Housing and Economic Development, the Executive Office of Labor and Workforce Development, Transportation, and the City of New Bedford.

6. The project is ready to implement.

- a. Any required environmental work has been initiated for construction projects requiring an Environmental Assessment (EA), Environmental Impact Statement (EIS), or documented Categorical Exclusion (CE).

The NEPA process has not been formerly initiated, since to this point the project did not constitute a Federal action. However, in anticipation of securing funding under this program, a Categorical Exclusion checklist form and supporting documentation for this project has been developed and will be submitted to the FTA as soon as federal funding is secured. Concurrence is anticipated by May 2010.

- b. Implementation plans are ready, including initial design of facilities projects.

Final engineering design for Whale's Tooth Station is scheduled to conclude this summer. Completion of the engineering design, right-of-way acquisition, and permitting will allow for project bidding/award and construction to commence this summer. A site plan for the station is shown below.

Figure: Whale's Tooth Station



c. TIP/STIP can be amended (evidenced by MPO/State endorsement).

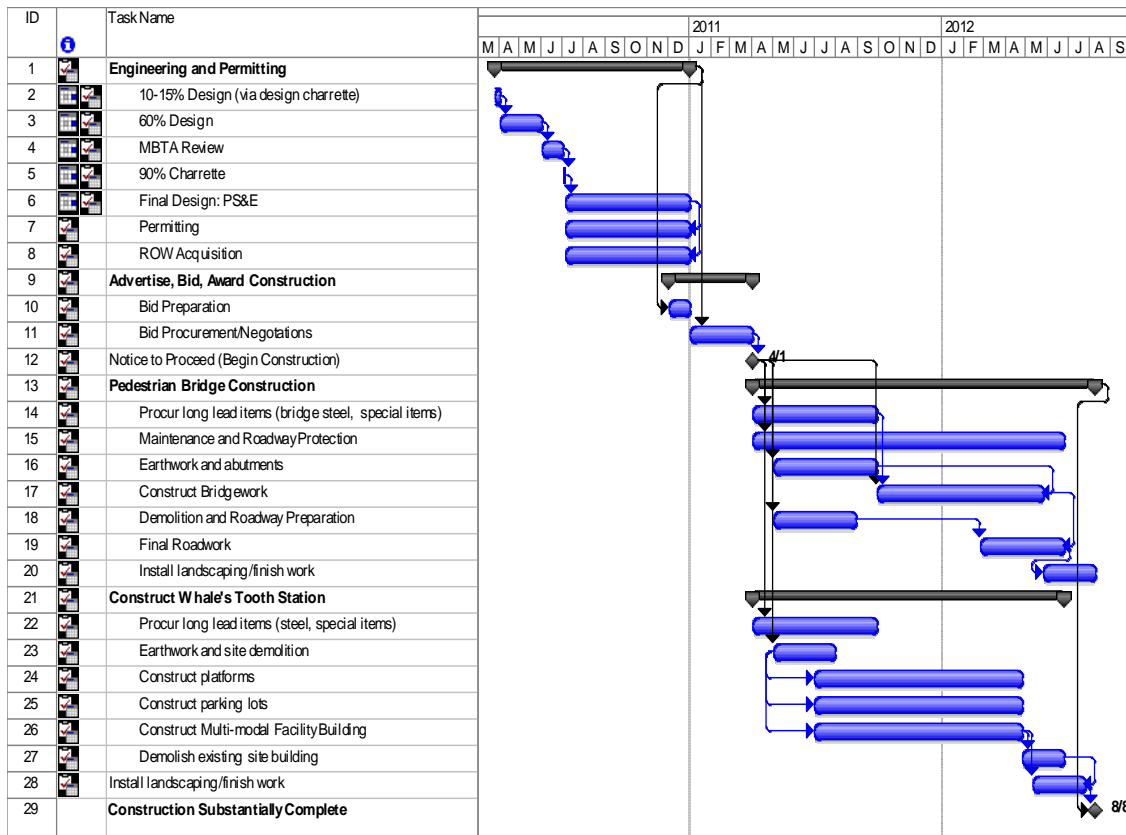
The South Coast Rail project, including the Whale’s Tooth Station, is in the SRPEDD regional transportation plan. Consistent with guidance from the Federal Highway Administration, it is anticipated that the Whale’s Tooth Station will be submitted to the Metropolitan Planning Organization (MPO) for inclusion on the Transportation Improvement Plan (TIP) upon award of TIGER and/or Livability Bus Program funding. This inclusion is anticipated prior to receiving awarded funds. State and MPO endorsements are enclosed.

d. Local share is in place.

The local share of this project consists of the land already owned by the Commonwealth of Massachusetts and the City of New Bedford. This local match also includes the continuing provision of design, construction phase services and administrative services by MassDOT until the completion of this project. Design of this project is underway and is progressing rapidly. Administrative services are in place and will remain so. Construction phase services will be contracted with ample lead time for the oversight of this project.

e. Project can be obligated and implemented quickly if selected.

If this project is selected MassDOT commits to fully implement it by September 2012. The schedule for this project follows.



7. The applicant demonstrates the ability to carry out the proposed project successfully.

a. For larger capital projects, the applicant has the technical capacity to administer the project.

MassDOT has the full technical capability to administer this project.

b. For fleet replacement and/or expansion, the acquisition is consistent with the bus fleet management plan.

This application does not include fleet replacement or expansion.

c. For fleet expansion, the applicant has the operating funds to support the expanded service.

This application does not include fleet expansion.

d. There are no outstanding legal, technical or financial issues with the grantee that will bring the feasibility of successful project completion into question.

There are no outstanding legal, technical or financial issues with MassDOT that will bring the feasibility of successful completion of this project into question.

e. Source of 20% local match is identified and is available for prompt project implementation if selected (no deferred local share will be allowed)

Category	Amount
Land / Right-of-Way	\$3.16 million
Design Services	\$1.47 million
Construction Period Services	\$0.98 million
MassDOT Administration	\$0.90 million
Total	\$6.50 million

Upon agreement for federal financing, MassDOT will provide Memoranda of Understanding for the transfer of real property for the implementation of Whale’s Tooth Station. MassDOT will also commit to expending the indicated funds as part of the implementation of this project. The total value of this commitment is \$6.5 million, 25 percent of the total project budget.

f. The grantee is in fundable status for grant making purpose.

MassDOT is fundable for the purposes of this grant request.

Budget, Grant Request, and Match

The total cost of the project is \$26,063,000. The Commonwealth requests \$14,047,887 in federal Bus Livability funds and will provide a 25% local match of \$6,507,000. The additional \$5,508,113 will be funded through a 2005 SAFETEA-LU earmark.

Project Cost

<i>Project Elements</i>	<i>Year of Expenditure Value</i>
Construction	Demolition \$986,000
	Depot Building \$7,830,000
	Transit Bays, Pedestrian Landscapes, Bike Parking, Site Improvements \$3,430,000
	Pedestrian/Bike Bridge \$7,310,000
Land Acquisition	\$3,157,000
Professional Services	\$3,350,000
Total	\$26,063,000

Finance Plan

<i>Source</i>	<i>Description</i>	<i>Value</i>	<i>Percentage of YOE Project Cost</i>
SAFETEA-LU Federal Earmark	2005 Earmark before state matching funds	\$5,508,113	21.1%
TIGER Discretionary Grant	Awarded Funds	\$0	0.0%
Local Match (State & City)	Station Properties	\$3,157,000	12.1%
	Prof. Services	\$3,350,000	12.9%
Livability Bus Program Grant		\$14,047,887	53.9%
		\$26,063,000	100.0%