BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

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MARK RIDLEY-THOMAS
SUPERVISOR, SECOND DISTRICT

August 2, 2010

Docket Management System
U.S. Department of Transportation
Docket Operations, M-30
West Building Ground Floor, Room W12-140
1200 New Jersey Ave., S.E.
Washington D.C. 20590-0001

RE: Federal Transit Administration
Advance Notice of Proposed Rulemaking
Docket No. FTA-2010-0009
Major Capital Investment Projects

Dear Administrator Rogoff,

I am pleased to provide the following comments on the Federal Transit Administration's (FTA) Advance Notice of Proposed Rulemaking (ANPRM) for major capital investment projects, published in the Thursday, June 3, 2010 *Federal Register at 31383 et seq.* The topic is New Starts and Small Starts project justification criteria.

I am one of five Supervisors of Los Angeles County, the most populous county in the United States. Los Angeles, as you know, is a traditional leader and innovator in transportation planning and transportation management. We are keenly interested in the New Starts program.

Los Angeles County has lagged far behind other jurisdictions in receipt of Federal matching funds. This disparity, we believe, is due in part to FTA's historical focus on cost-effectiveness as a narrowly-defined measure for prioritizing federal investments. Thus, we enthusiastically welcome the Obama Administration's reopening of discussions on alternative evaluation methods, and hope to offer material suggestions to improve the transit funding process. We thank you and Secretary LaHood for this opportunity.

The comments in this submittal were developed as a result of our participation in FTA's ANPRM seminar in San Francisco on June 30, 2010, followed by a seminar which we hosted in Los Angeles on July, 16, 2010.

These comments reflect the opinions of my office, together with a distillation of testimony from the Empowerment Congress, a 1,000-member grass-roots community organization in Los Angeles, and from other participants at our seminar. Please note that these comments are not an official representation of the Metropolitan Transportation Authority of Los Angeles County (Metro), although Metro participated in our New Starts seminar and we have worked closely with Metro, where I serve as a Director, on transportation planning and management throughout Southern California.

As you know, the FTA held six colloquia in the United States and Canada, soliciting comments under the AMPRM review of New Starts and Small Starts evaluation criteria. When we noticed that Los Angeles was not included in this schedule, we elected to conduct our own seminar on the topic, and to solicit community testimony to assist you in the ANPRM process. We believe that the comments we received from our local constituents deserve a strong voice in your review.

Our half-day seminar on New Starts and Small Starts funding was held at the California ScienCenter in Los Angeles, California, on July 16, 2010. The event was sponsored by my office with Los Angeles County, and was co-hosted by PolicyLink, a national advocacy organization, MoveLA, a local transit support group, and the Empowerment Congress. We hosted more than 150 people at the seminar. A copy of the invitation and agenda are attached.

Participating in the event were many local transportation experts, including professionals associated with planning and managing our Metro transportation system, as well as broad range of transportation activists and interested citizens. A portion of the morning was dedicated to explaining the New Starts and Small Starts programs, and the role of the ANPRM review. The balance of the session was devoted to soliciting specific suggestions from professional experts and community members, especially from South Los Angeles and other transit-dependent communities in my District.

These comments are summarized below. We hope they will be productive in FTA's review of New Starts (we focused more on New Starts than on Small Starts) funding criteria. We have organized this submittal to correspond with the criteria suggested by FTA, and are pleased to provide the following suggestions:

A. General Comments

1. Simplify the selection criteria to reflect four "core values:" Mobility, Environmental Benefits, Economic Development and Local Match

The current FTA process, with nine separate criteria for project justification and financial rating, is unnecessarily complex. As a consequence, it is somewhat redundant and often confusing.

Throughout the FTA ANPRM process we heard FTA staff talk about four "core values" that you seek to evaluate. These core values are Mobility, Environmental Benefits, Economic Development and Local Match.

We suggest that the New Starts project justification criteria be simplified to solicit responses around these four core values, and that you organize the scoring system accordingly.

2. Weigh the core values with 40% for Local Match, 20% for Mobility, 20% for Environmental Benefits and 20% for Economic Development.

We believe it is ultimately impossible to "rank order" a prioritization of the benefits under review by FTA; they are all important. However, the willingness of a local agency to pay a very substantial portion of a project's costs should be given great weight in your evaluation process. Therefore, we suggest that up to 40% of the points awarded be allocated based on a Local Match criterion.

Among the other three criteria, an equal rating is probably most fair and appropriate, given that each of them is very important, and that there is no unanimity as to which is more important. We suggest a 20% weighting for each.

3. Allow for full transparency.

At the FTA colloquium, there was much discussion about the degree of transparency which should be provided to submitters, particularly after a decision has been made. In the spirit of open government, we suggest that all FTA evaluation materials and results should be made available to the public at an appropriate time.

B. Mobility (including Cost Effectiveness)

4. Combine the Cost Effectiveness and Mobility Improvements criteria into a single category.

The current criteria overlap to a significant degree, giving an inordinate weight to this category and, particularly, to the cumbersome formula currently in place for calculating Cost Effectiveness. We suggest you

combine Cost Effectiveness and Mobility Improvements into one category, and call it “Mobility.”

5. <u>The primary consideration for Mobility improvement should be ridership, and that should include all riders, not just new riders.</u>

   Clearly, one very important goal for New Starts funding should be increased ridership. This should include all anticipated riders, not just those shifting from automobile or bus travel.

   The current scoring system, which considers existing riders to be twice as “valuable” as new new riders, favors existing transit-served communities. This bias should be removed.

6. <u>All transit riders should be given equal economic value.</u>

   The current FTA scoring system values travel time savings at 50% of Area Median Income. This seems to imply that a wealthy transit rider is worth more than a less affluent rider and, therefore, that a wealthy neighborhood should be given greater consideration. This bias should also be removed, in favor of greater social equity.

7. <u>Place greater value on congestion relief.</u>

   Assuming that congestion relief adds only 20% to the value of a new rider is simplistic and unfair. Larger and more congested regions should be given greater consideration because of the greater total amount of Mobility benefit that transit investments will provide to a greater number people. Under recognized congestion models, the incremental benefit could actually be exponential, not just a 20% increase in value.

8. <u>Recognize productivity and safety benefits for transit riders.</u>

   There is no question that transit use improves workforce productivity.

   Many people work on the train, or gain other valuable benefits such as educational enrichment, or even rest and relaxation. The value of work that can be done while riding transit, as opposed to driving in an automobile, should be considered at its full economic value, that is, at full wage rates multiplied by hours of productive time.

   Safety improvements, from a mode-change to public transit, could also be considered, and given an economic value.

9. Maintain the 20 year forecast period.

In rapidly evolving regions, only a longer term forecast period can provide a valid picture of true, long-range return on investment.

Further, in emerging neighborhoods, the early years of operation will inevitably be a period of adjustment and change. Your model should allow for this period of transition and change. Therefore, we support the continuation of a 20 year forecast period.

10. Use quantitative measurements for estimating Mobility improvements.

Although any calculation method, including the current one, has limitations, we support the use of quantitative calculations for forecasting Mobility gains. The calculation itself, however, could be much simpler, and strive for greater regional and social equity.

C. Environmental Benefits

11. Expand the measure of Environmental Benefits beyond air quality alone.

Of all the issues discussed at our community seminar, the current narrow focus on air quality attainment, as the sole measure of Environmental Benefit, drew the most concern.

We strongly support the expansion of environmental considerations to include other measures of environmental health, including human health, as well as external pollution measures. Further, we believe that these measures should be considered on a graduated basis, from "better to worse," rather than simply as "pass/fail."

The highly articulate comments of California State Senator Alan Lowenthal, which he presented at our July 16, 2010 seminar, are attached with this submittal.

In his comments, Senator Lowenthal suggests that vehicle miles traveled, pollution reduction, increased fuel efficiency, fuel type and specific measures of greenhouse gas reduction are valid indices that should be used to evaluate total Environmental Benefits.

12. Multiply estimated Environmental Benefits by the number of people benefited.

It seems clear that the environmental benefits of improved air quality, for example, in a community of ten million people are ten times as valuable to the people of the United States, as the same air quality improvements in a community of only one million people. It is, in a very real sense, the total number of "lungs that are cleaned," the total number of health effects and hospital visits that are reduced, and the total amount of medical costs that are eliminated, that should be estimated in allocating scarce Federal dollars, not just whether the air in a given locality is significantly improved.

Therefore, we recommend that the evaluation of Environmental Benefits be adjusted to reflect the number of people that will be benefited by a proposed transit investment.

13. Consider non-traditional Environmental Benefits as well.

Our environment is not just soil, air and water. California environmental laws, and similar laws in other states, recognize that environmental criteria include historic resources, cultural resources, access to open space and recreation, access to education (which is also an economic development benefit) and the emerging and significant topic of environmental justice. Appropriate weighting of these dimensions of environmental quality should be included in the New Starts scoring criteria.

14. Quantify the Environmental Benefits calculation.

Like the forecasting of Mobility improvements, Environmental Benefits lend themselves to quantification. It should be possible to produce a scoring system that objectively evaluates a range of appropriate criteria.

D. Economic Development

15. Consider both quantitative and qualitative analyses in your review of potential Economic Development benefits.

Most communities would agree that Economic Development is a primary goal of transit investment. How to estimate and compare future Economic Development benefits, on the other hand, has proven to be intellectually frustrating. The more that "experts" study this issue, the

more complex the discussions become. This is because future economic activity does not distill to simple numbers; it is too complex.

Accordingly, we suggest that there be both a quantitative calculation and an opportunity for qualitative evaluation in your review of forecasted Economic Development.

16. A convenient and valid estimate of Economic Development is "probable capital investment" within a ten-minute walk.

There have been many proposals submitted to FTA for calculating land values, investment scenarios and other measures of Economic Development. All of these methods, in the end, fail to provide a truly satisfactory estimate of Economic Development potential.

Accordingly, we suggest that a better calculation would have two simple parts: 1) amount of possible Economic Development, and 2) probability of success.

While there are many ways to estimate possible Economic Development, we suggest capital investment potential in the Station Area as an appropriate measure.

A Station Area should be defined as a one-half mile radius circle, around the transit station, defined by a ten-minute walk at a 3mph walking speed.

Capital investment can be estimated by subtracting the amount of current building volume in the Station Area from the potential building volume that could be developed under existing entitlements, if transit is installed.

Critics will note that there are many economic dimensions which are not factored into this simple calculation, including development period jobs, permanent jobs, employment payroll, "multiplier effects" throughout the economy, tax revenues and other collateral economic benefits. Most of these other measures, however, grow more or less in direct proportion to capital investment. Therefore, we feel that the simple calculation of possible building volume (at a set value per square foot) in the future minus building volume today, multiplied by probability, will serve as an effective surrogate for Economic Development potential:

(entitled building volume) - (current building volume)
= maximum possible capital investment

(maximum possible capital investment) x (probability of success)
= Economic Development potential

To use these calculations, a good measure of probability will need to be developed. This probability factor should be based on specific, local market conditions. The ratio of forecasted (or historic) growth in gross local domestic product, divided by the national average, is one method that could be used to estimate the probability that Economic Development in a specific location will actually occur. Higher than average growth in a local economy should correlate with a higher than average probability of successful Economic Development.

17. Significant consideration should be given to "global competitiveness."

The current FTA protocol for forecasting Economic Development potential relies heavily on subjective analyses of local transit-oriented development land use plans and local land use goals and regulations. However, these plans and goals are aspirational, and may never achieve their desired results.

Furthermore, not all land use plans and goals, and not all localities, are equally important to the US economy.

Therefore, we propose that an evaluation of each region's "global competitiveness," that is, its ability to create new jobs and export opportunities for the United States, should be an important consideration in the allocation of Federal transit dollars.

As a nation, we need to invest in those communities which will create world-class jobs, jobs that will make our country internationally competitive. Considerations such as export dollars, key industry "clusters" with high international market share and other measures of "global competitiveness" are important considerations in the allocation of limited transit funds.

Ultimately, it is our ability to compete in a global economic market-place that will make our communities economically successful and, therefore, socially strong. Transit investments should support this goal.

18. Evaluation of current densities and station area conditions should be removed from the New Starts project justification process.

Current FTA criteria give substantial consideration to "existing pedestrian-friendly station areas" and to "higher density existing conditions."

These considerations inevitably favor existing, developed and often wealthy areas over developing communities in the scoring process. Accordingly, we suggest that this bias be removed.

Potential Economic Development is more important than existing conditions. In fact, social equity considerations would suggest giving greater scoring consideration to station areas and communities that are underdeveloped today.

19. Local investments in other transit modes and systems should be recognized.

Local funding and local commitment to past and current investments in other mobility projects, including non-New Starts projects, should be given high consideration. Ultimately, these investments improve the effectiveness of a regional transit system. Therefore, other mobility investments should be recognized, especially for transit districts that have not, historically, relied on New Starts funds.

20. "Financial Capability" should be given a simple "pass/fail" grade.

The current scoring system gives inordinate consideration to detailed evaluations of each local transit agency's capital condition. Sometimes, this detail seems excessive and off-point.

One example is the use of "relative age an agency's bus fleet" as a measure of its "capital condition." Age of bus fleet may simply be a function of good maintenance, frugality, or local weather conditions, none of which should be penalized in New Starts.

Therefore, potential New Starts funding recipients should be deemed either "able" or "unable" to complete their proposed projects. This evaluation should be rigorous, but it should not, as it currently does, devolve into a highly technical review of accounting information. Either a funding recipient can do the work, or it cannot.

E. Other factors

21. Continue to allow discussion of other relevant issues under the criterion "Other Factors."

    Despite the best possible engineering analyses, complex funding decisions, such as New Starts and Small Starts, cannot be reduced to simple numbers. Therefore, it is appropriate that Other Factors, described in narrative form, should be given careful consideration.

    Because these features may be highly subjective, we suggest they be graded on a "curve," in order to identify the most meritorious potential recipients.

F. Summary

We believe that the New Starts project justification scoring system is a good and necessary part of the Federal funding process. Requesting detail that will differentiate competing projects is essential. At the same time, subjectivity cannot be fully eliminated from a process this complex.

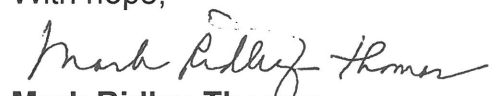
Therefore, in summary, we suggest that the process can be improved following four general maxims:

1. Simplify the process
2. Focus the process around four "core values"
3. Provide for simple quantitative and supporting qualitative analysis, where appropriate, on each core value
4. Provide full transparency to the public

Once again, we appreciate the opportunity to involve our community in this important Federal rule-making process, and we thank FTA for its cooperation in our public outreach efforts to the Los Angeles community.

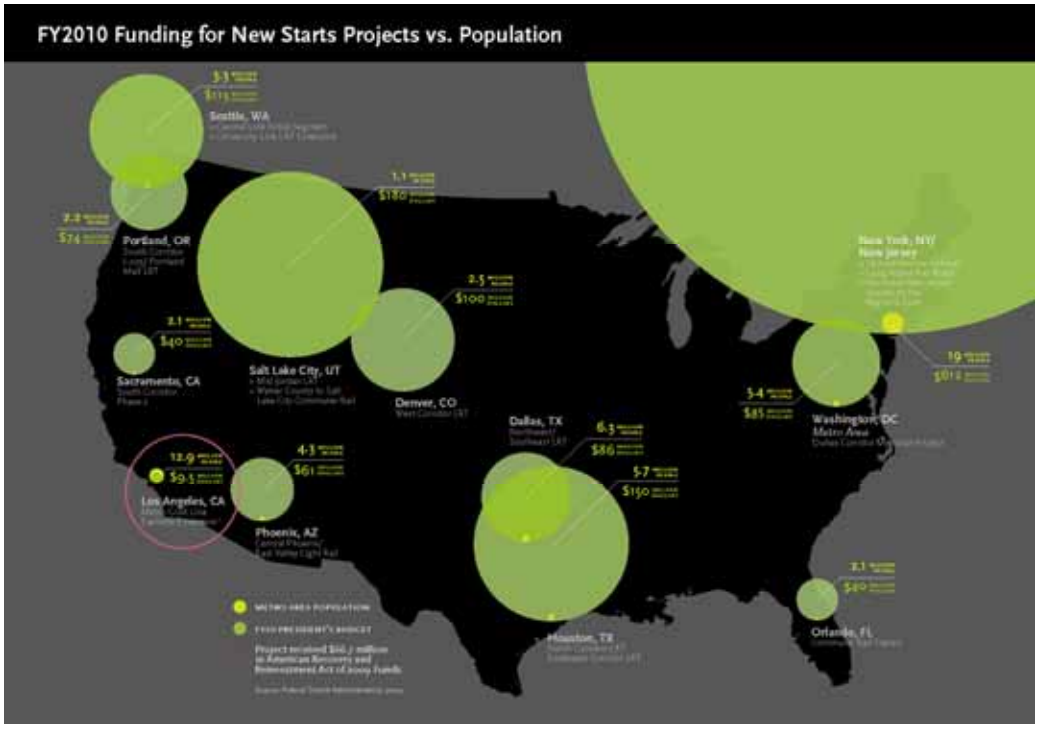
As the largest county in the United States, and a highly interested participant in both the New Starts and Small Starts funding cycles, we genuinely appreciate the openness of the ANPRM process. We look forward to continued participation in the development of your new rules.

With hope,

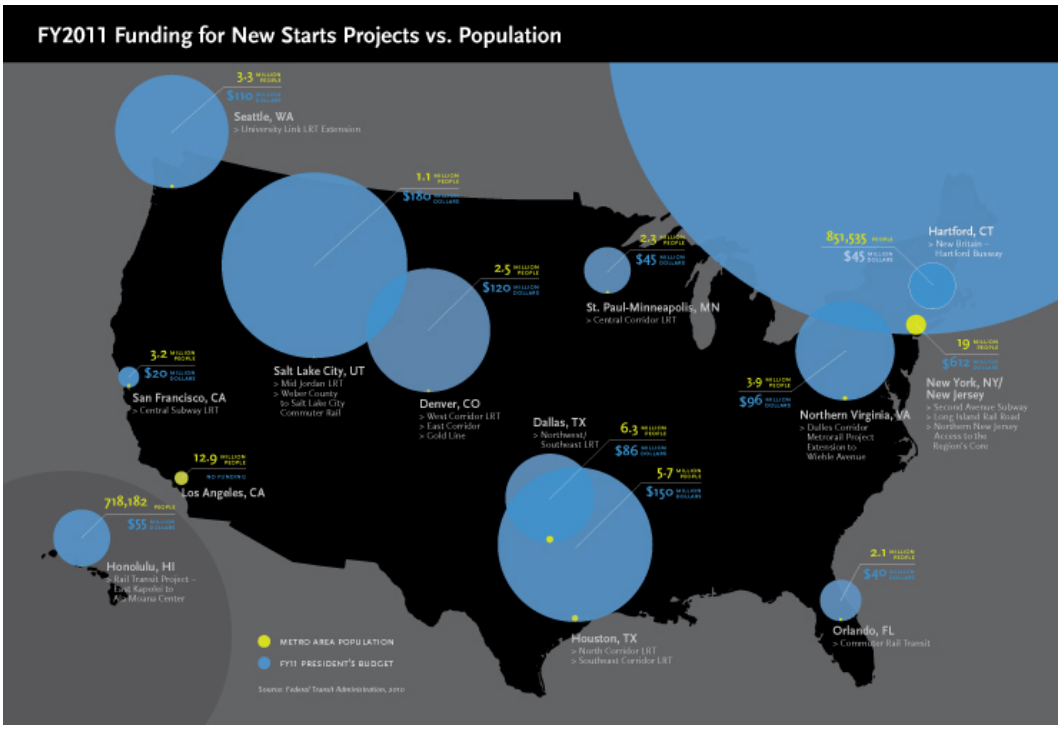


Mark Ridley-Thomas
Supervisor, Second District

FY 2010 Funding for New Starts Projects vs. Population

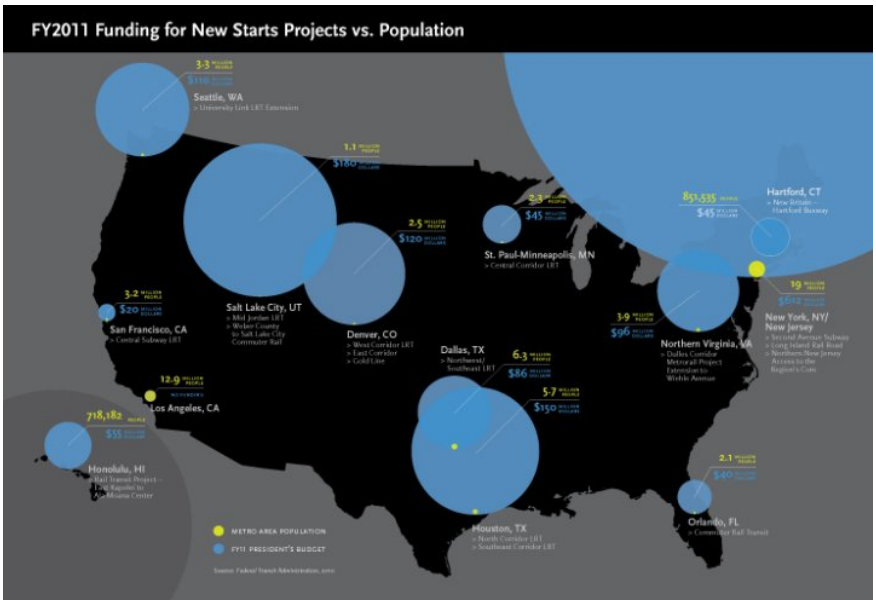


FY 2011 Funding for New Starts Projects vs. Population



Dear Community Stakeholder:

I write to extend to you an invitation to participate in a half-day conference I am sponsoring with PolicyLink entitled, "New Ideas for New Starts: Equity Considerations and Federal Transit Funding" to be held in the Wallis Annenberg Building (Muses Room) at the California Science Center (700 State Park Drive, Los Angeles, CA 90037) on **Friday, July 16, 2010, from 9:00 am to 12:00 pm.**



FY2011 Funding for New Starts Projects vs. Population

As you may be aware, the Federal Transit Administration (FTA) is reviewing its criteria for funding public rail transit projects, and is considering economic development and environmental criteria, as well as cost-effectiveness, in its transportation funding decisions.

Los Angeles County has lagged far behind other jurisdictions in receipt of Federal matching funds. This disparity, we believe, is due in part to the FTA's historical focus on cost-effectiveness as a narrowly-defined measure for prioritizing federal investments. Thus, we enthusiastically welcome the Administration's reopening of discussions on alternative evaluation methods, and hope to offer material suggestions for improving the transit funding process.

We note that there are meetings scheduled by the FTA in San Francisco and in Vancouver, Canada to solicit public comments on this matter. There is no meeting scheduled in Los Angeles, the largest county in the country, and one of the most significant testing markets for new transportation methods over the last century. To allow Los Angeles to "have a voice" in the FTA review process, my office is convening this half-day conference that is open to the public.

Billions of dollars are distributed through this, one of the largest discretionary funding opportunities in the entire Federal Budget. The transit funding future of Los Angeles is at stake. Please join us, speak up during this Federal comment period. Make LA's voice heard!

Please visit my website for additional information:
http://ridleythomas.lacounty.gov/Pages/issues/newstarts.htm
E-mail mihernandez@bos.lacounty.gov to RSVP.

With hope,

MARK RIDLEY-THOMAS
Supervisor, Second District

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New Ideas for New Starts

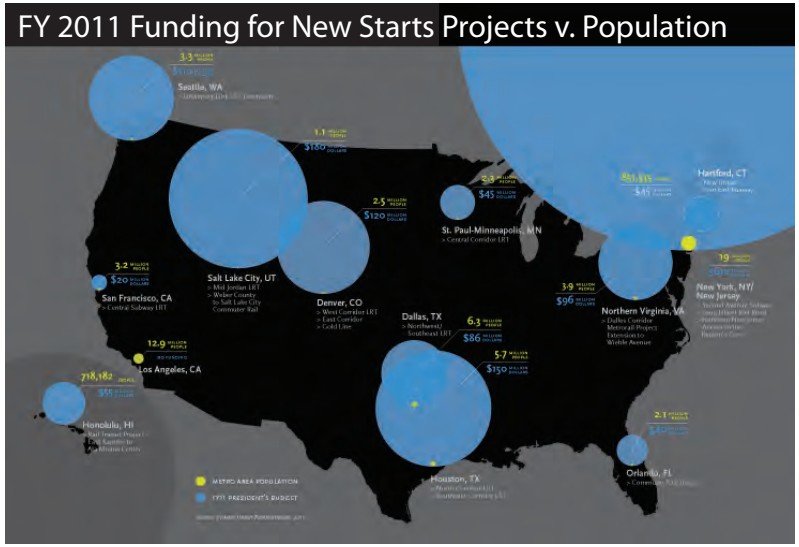
Equity Considerations and Federal Transit Funding

Friday, July 16, 2010

Registration: 8:30 a.m. - Program: 9:00 a.m.

California Science Center - Wallis Annenberg Building (Muses Room)
700 Exposition Park Drive - Los Angeles, CA 90037

Please join in proposing new criteria for funding urban transportation systems, to include economic development and environmental goals in its "New Starts" program. New policies must aim to create jobs, investment, and community development. Billions of dollars are at stake. Speak up during this Federal comment period.



Speakers include:

- **Congresswoman Judy Chu**
- **Senator Alan Lowenthal**, Chair
  California Senate Transportation and Housing Committee
- **Michelle Banks-Ordone**, Project Manager
  Community Redevelopment Agency of the City of Los Angeles
- **Damien Goodmon**, Community Activist
- **Thomas Jenkins**, P.E., Principal Consultant
  InfraConsult LLC
- **Paul Taylor**, Deputy Chief Executive Officer
  Metro
- **Denny Zane**, Executive Director
  Move LA

Visit http://ridley-thomas.lacounty.gov/ for more information.
E-mail mihernandez@bos.lacounty.gov to RSVP.

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New Ideas for New Starts: Equity Considerations and Federal Transit Funding

California Science Center
Wallis Annenberg Building (Muses Room)
Friday, July 16, 2010
9:00AM to 12:00PM

- **Welcome**
  - Efren Martinez, Empowerment Congress
  - Supervisor Mark Ridley-Thomas
  - Congresswoman Judy Chu

- **Program Overview of New/Small Starts**
  - Thomas Jenkins, P.E., Principal Consultant, InfraConsult LLC

- **Respondent Panel**
  - Moderator: Dan Rosenfeld, Senior Deputy for Economic Development, Sustainability and Mobility, Office of Supervisor Mark Ridley-Thomas
  - Senator Alan Lowenthal, Chair, California Senate Transportation and Housing Committee
  - Paul Taylor, Deputy Chief Executive Officer, Metro
  - Damien Goodmon, Community Activist
  - Michelle Banks-Ordone, Project Manager, Community Redevelopment Agency of the City of Los Angeles
  - Denny Zane, Executive Director, Move LA

- **Public Comment**

- **Closing Summary Remarks**
  - Mary Lee, Associate Director, PolicyLink

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New Starts Funding Criteria

Current New Starts and Small Starts Project Justification Criteria

Criterion	Measures/Categories
Mobility Improvements (New Starts only)	▪ Number of Transit Trips ▪ User Benefits per Passenger Mile ▪ Number of Transit Dependents Using the Project ▪ Transit Dependent User Benefits per Passenger Mile ▪ Transit Dependents Compared to Share of Transit Dependents in the Region
Environmental Benefits (New Starts only)	▪ EPA Air Quality Designation
Operating Efficiencies (New Starts only)	▪ Incremental difference in system-wide operating cost per passenger mile between the build and the baseline alternatives
Cost Effectiveness (New Starts and Small Starts)	▪ Incremental Cost per Hour of Transportation System User Benefit between the baseline and build alternatives
Transit Supportive Land Use (New Starts and Small Starts)	▪ Existing Land Use
Economic Development Effects (New and Small Starts)	▪ Transit Supportive Plans and Policies ▪ Performance and Impacts of Policies

Cost Effectiveness

1. How should FTA measure the benefits of transit investments?
2. What benefits other than mobility should be calculated?
3. How best to quantify the other benefits?
4. Are there simpler benefit measures?
5. How to address baseline alternative?
6. Consider additional benefit categories?
7. Use opening year or forecast year?

Environmental Benefits

Current approach:

- EPA Air Quality Designation for the Metropolitan Area

Former approach:

- Reductions in emissions based on change in vehicle miles travelled

8. How should FTA measure the environmental benefits of transit investments?
9. Should FTA use a broad definition of the environment, or focus on specific areas such as air quality or greenhouse gas emissions?
10. Should FTA consider project specific impacts, or the project's relationship to the broader context?
11. Should mitigation of project construction impacts be considered?
12. Is vehicle usage reduction a good measure?
13. Should FTA evaluate factors such as LEED certification, use of low impact implementation measure, or use of "green energy"?
14. How should FTA take into account the Executive Order on Federal Leadership in Environmental, Energy, and Economic Performance?
15. How could FTA measure and compare technology improvements in assessing projects?
16. Should environmental benefits be counted in cost-effectiveness and/or incorporated in funding decisions?

Economic Development

Current FTA approach:

- Defined as extent to which project enhances transit oriented development (TOD)
- Evaluate transit supportive land use and development policies

17. How should FTA address project impacts on land use and/or economic development?
18. Should FTA continue its current approach?
19. Should FTA define economic development differently?
20. Should FTA use quantitative or qualitative approaches or both?
21. What scale should be used to measure economic development – corridor or region?
22. How can FTA distinguish between land use and economic development effects?
23. How can FTA distinguish between development new to a region caused by the project and development relocated due to the investment?
24. Should FTA assess how plans, policies, and incentives are likely to lead to employment increases?
25. Are land value increases a good measure of economic development potential?
26. Should economic development benefits be part of the cost-effectiveness measure?

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Biographies

Supervisor Mark Ridley-Thomas
Second Supervisorial District

Mark Ridley-Thomas has represented the nearly 2.3 million people of the Second District on the Los Angeles County Board of Supervisors since December 2008. During his first year in office, he shepherded through an agreement with the University of California to provide medical services at the new Martin Luther King Jr. Hospital, scheduled to open in late 2012. He also persuaded the Metropolitan Transportation Authority to fund a light rail system from Crenshaw Boulevard to Los Angeles International Airport and move up the opening from 2029 to as early as 2016. Together, the hospital and rail projects will generate more than $2 billion in spending and create over 16,000 jobs.

Ridley-Thomas is the first African American man ever to serve on the Los Angeles Board of Supervisors. His district includes Carson, Compton, Culver City, Gardena, Hawthorne, Inglewood and Lynwood, portions or all of 10 Los Angeles City Council Districts and the unincorporated communities of Alondra Park, Athens, Del Aire, Dominguez, East Compton, El Camino Village, Florence, Ladera Heights, Lennox, View Park, West Athens, West Carson, West Compton, Willowbrook and Wiseburn.

Prior to his election to the Board, Supervisor Ridley-Thomas served the 26th District in the California State Senate where he chaired the Committee on Business, Professions and Economic Development and its two subcommittees on Professional Sports and Entertainment, and The Economy, Workforce Preparation and Development. In addition to his chairmanship duties, Ridley-Thomas served on the Senate Appropriations, Energy, Utilities and Communications; and Health and Public Safety committees.

In January 2008, he became Chair of the California Legislative Black Caucus and led the Caucus in unprecedented levels of cooperation and collaboration with counterparts in the Latino, and Asian-Pacific Islander Legislative Caucuses.

His legislative work addressed a broad range of issues with implications for economic and workforce development, health care, public safety, education, budget accountability, consumer protection and civic participation.

Mark Ridley-Thomas was first elected to public office in 1991 and served with distinction on the Los Angeles City Council for nearly a dozen years and departed as Council President pro Tempore. He later served two terms in the California State Assembly, where he chaired the Assembly Democratic Caucus

He is widely regarded as the foremost advocate of neighborhood participation in government decision-making. By virtue of his founding the Empowerment Congress, arguably the region's most successful experiment in neighborhood-based civic engagement, he is considered the founder of the Neighborhood Council movement.

Ridley-Thomas' political career was preceded by a decade of service as executive director of the Southern Christian Leadership Conference of Greater Los Angeles, which followed a brief but

successful five-year stint as a high school teacher.

He is a graduate of Manual Arts High School in Los Angeles and earned a baccalaureate degree in Social Relations (minor in Government) and a master's degree in Religious Studies (concentration in Christian Ethics) from Immaculate Heart College. Mr. Ridley-Thomas went on to receive his Ph.D. in Social Ethics and Policy Analysis from the University of Southern California.

He is married to Avis Ridley-Thomas, director of the Los Angeles City Attorney's Office Dispute Resolution Center. They are the proud parents of twin sons, Sebastian and Sinclair, who graduated from Morehouse College in Atlanta

Congresswoman Judy Chu
Congressional District 32

Dr. Judy Chu was elected to the U.S. House of Representatives for California's 32nd District in July 2009. She immediately got to work representing the interests of her constituents, voting on several environmental bills and working through the night on her first day in office, during a marathon debate on important healthcare reform legislation as part of her first assignment on the House Education and Labor Committee, where she serves on the Subcommittees on Early Childhood, Elementary and Secondary Education and Healthy Families and Communities.

Rep. Chu also serves on the House Judiciary Committee, where she is a member of the Immigration and Citizenship, Commercial and Administrative Law, and Constitution and Civil Rights subcommittees, and on the Government Oversight Committee, where she is a member of the Information Policy and Census and National Security and Foreign Affairs subcommittees.

In addition to her vote in favor of passage of the historic health care reform bill, Rep. Chu has already championed a number of causes in Congress. She has used her extensive experience as a legislator and educator help improve our nation’s education system, helping pass a landmark college affordability bill to boost federal college grants and keep student loan interest rates low, and recently introducing a bill that would maintain adequate federal funding for much needed school lunch programs. She has also unveiled a new framework for awarding School Improvement Grants called Strengthening Our Schools (SOS), which provides a more holistic and research-based alternative to the more punitive and overly restrictive guidelines currently used.

She is working hard to help Americans emerge from the Great Recession, co-sponsoring a bill that would extend and expand the enormously successful Jobs NOW program, which uses federal stimulus funds to subsidize jobs at the local level and has already resulted in more than 11,000 jobs in Los Angeles County alone.

Congresswoman Chu is also a strong advocate for effective, humane and progressive immigration reform, having been an original co-sponsor of the Comprehensive Immigration Reform (CIR-ASAP) bill introduced by Rep. Luis Gutierrez.

Congresswoman Chu began her career as an educator and taught psychology at Los Angeles City College and East Los Angeles College for 20 years. She was first elected to the Garvey School District Board of Education over 24 years ago.

She was then elected to the Monterey Park City Council, where she served as Mayor 3 times. From there, she was elected to the California State Assembly, where she was Chair of the powerful Appropriations Committee, which has control over all legislation with a fiscal impact to

the state. While in the Assembly, she introduced and helped pass the most successful tax amnesty bill in the nation, which was estimated to bring in $300 million but actually brought in $4.8 billion in revenue for the state budget without raising taxes. She was then elected to the State Board of Equalization, California's tax board.

Rep. Chu earned her B.A. in mathematics from UCLA and her Ph.D. in psychology from the California School of Professional Psychology.

Senator Alan Lowenthal, Chair
California Senate Transportation and Housing Committee

Senator Alan Lowenthal is strongly committed to ensure that the interests of the 27th Senate District are represented in Sacramento, including education, public safety, economic development and environmental protection.

Among his many accomplishments Senator Lowenthal has had legislation signed into law to reduce diesel emissions at the ports by limiting idling time for trucks conducting transactions at the ports, established a grant program to provide financial incentives for purchasing or leasing electric vehicles, and a bill to protect highway workers from assault.

His legislation limiting the liability for organizations donating firefighting equipment was hailed as a major accomplishment by the California State Firefighters Association, which named him their "Legislator of the Year."

In addition, Senator Lowenthal has authored laws which help protect seniors from elder abuse, require the ports to cover open petroleum coke piles and removed the toll from the Vincent Thomas Bridge. His strong advocacy on behalf of local governments led to him being named "Legislator of the Year" by the League of California Cities.

He has been an effective leader in the drive to clean the L.A. River, securing state funding for that purpose in several budgets. His efforts led to him being one of the first recipients of the "Rivie" award by the Friends of the Los Angeles River. He has also has exhibited strong leadership in the cleaning the air surrounding the Ports of L.A. and Long Beach, resulting in his being honored by the California League of Conservation Voters (CLCV), the Sierra Club and the South Coast Air Quality District.

Senator Lowenthal serves as Chair of the Senate Committee on Transportation and Housing as well as its Subcommittee on California Ports and is recognized as a National leader on issues related to goods movement.

A resident of Long Beach, Senator Lowenthal is married to Dr. Debbie Malumed, a family practice physician. He has two adult sons, Joshua and Daniel and one grandson, Avinash. He graduated with a B.A. from Hobart College and earned a Ph.D. from the Ohio State University. Alan Lowenthal was re-elected to his second term representing the 27th District of the California State Senate in November of 2008.

Prior to his election to the Senate, Lowenthal served six years in the State Assembly and six years on the Long Beach City Council. Senator Lowenthal is a retired professor of community psychology from California State University, Long Beach, where he taught since 1969.

The 27th Senate District includes the Los Angeles County communities of Avalon, Long Beach, Signal Hill, Lakewood, Cerritos, Artesia, Bellflower, Downey, South Gate, Lynwood, Paramount, Hawaiian Gardens, Florence-Graham and Willowbrook.

Michelle Banks-Ordone, Project Manager
Community Redevelopment Agency of the City of Los Angeles

Michelle Banks-Ordone is a Project Manager for the Hollywood and Central Region of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA). She manages a $75 million budget, all development activity, and a number of grant awards within the Mid City and Wilshire Center/Koreatown Recovery Redevelopment Project Areas. Mrs. Banks-Ordone has more than 15 years of economic development experience in the City of Los Angeles. As a Project Manager with CRA/LA, her successes include: NoHo Commons Phase I and II, University Gateway, Wilshire/Vermont Station, several affordable housing developments, public improvements, and businesses assistance programs. Recently, she also received approvals for the development of the Midtown Crossing and District Square Projects.

Prior to arriving at CRA/LA, Mrs. Banks-Ordone already had an outstanding record in the public and private sectors as the Community and Economic Development Deputy for former Councilmember Rita Walters, a Project Manager for Consensus Planning Group, and the Assistant General Manager for the Department of Neighborhood Empowerment.

Mrs. Banks-Ordone has a Bachelor of Arts Degree in Political Science with an emphasis in International Relations and Global Economics from the University of California, Santa Barbara, and a Post Graduate Certificate in Real Estate from the University of Southern California School of Policy, Planning, and Development.

Damien Goodmon, Executive Director
United Community Associations (UCA)

Damien Goodmon is the Executive Director of United Community Associations (UCA) and the Coordinator for UCA's Fix the Expo Rail Line Campaign. The Fix Expo Campaign is a collaborative grassroots effort for racial and economic justice in the treatment of South Los Angeles on rail transit issues, and is led by Save Leimert Neighborhood Coalition, Expo Communities United and the Baldwin Hills-Crenshaw Homeowners' Coalition. The group's advocacy has expanded to include a campaign for a Crenshaw Blvd. subway.

Damien Wesley Clark Goodmon lives in Leimert Park, where he is the Co-Chair of the community's neighborhood council, the Empowerment Congress West Area Neighborhood Development Council.

Mary Lee, Associate Director
Policy Link

Mary is a native of Los Angeles. She is a graduate of Pitzer College in Claremont, California, and Boalt Hall School of Law, U.C. Berkeley.

Mary is a practicing attorney with more than 25 years of experience working in communities throughout California, with special emphasis on issues of housing, land use and community economic development. Her work has always focused on the legal rights of low-income people. She began her legal career at the Legal Aid Foundation of Los Angeles (LAFLA) and then joined

the Western Center on Law and Poverty as a housing attorney. She later returned to LAFLA as Managing Attorney of that agency's South Central Los Angeles office and later maintained a private practice focusing on community economic development and housing law, including housing discrimination, landlord/tenant, foreclosure, land use law and civil rights. Mary is now an Associate Director of PolicyLink, a national advocacy organization.

Since 1990, Mary has provided legal assistance to non-profit, community based organizations committed to improving the quality of life in low-income neighborhoods
She has worked extensively with community groups, particularly in South Los Angeles to revitalize neighborhoods and enhance public participation in the public policy arena. Among her current projects are strategic revitalization campaigns in the Vermont/Manchester, Hyde Park, and Central City East (commonly known as "skid row") sections of Los Angeles.

She has also worked with groups that have developed affordable housing, child care centers, created jobs, and monitored the land use and redevelopment practices of local government. For the last twelve years, Mary has worked with neighborhood groups in a number of California cities on issues related to the availability of alcohol and drugs, and the negative consequences that result from substance abuse. Her efforts on behalf of non-profit organizations include drafting legislation at the state and local level, providing training and technical support, strategic planning, non-profit management and board development, administrative advocacy, and litigation in state courts.

In addition, Mary has been an adjunct professor of law at Loyola Law School, and taught public policy at Occidental College. For the last ten years, she has taught a class she designed on Fair Housing/Fair Lending regulations as part of the Mortgage Finance certificate program within the Los Angeles Community College District at L.A. Trade Technical College. In addition, Mary now teaches courses on Health Policy Advocacy and Health Leadership and Community Development, also at L.A. Trade Tech, as part of a newly developed certificate program that seeks to build community based leadership on issues related to health.

Mary has also served as a board member of several community organizations, including the Liberty Hill Foundation and Concerned Citizens of South Central Los Angeles, and she served as the president of the board of the Fair Housing Congress of Southern California. She has undertaken work in the public sector as well. She served as a Transportation Commissioner for the City of Los Angeles, and as a campaign manager for a successful candidate for the Los Angeles City Council. She worked as a consultant to the commission elected to reform the Los Angeles City Charter, and she completed a Community Builder fellowship with the U.S. Department of Housing and Urban Development. Mary is currently serving as a member of the L. A. Food Policy Task force that has been convened to make recommendations to Mayor Antonio Villaraigosa about food system reform strategies for the Los Angeles region.

Tom Jenkins, P.E., Principal Consultant
InfraConsult, LLC

Tom is a Principal Consultant with InfraConsult LLC in the Los Angeles office and manages large complex multi-modal transportation studies and projects, concentrating on rail transit projects. Tom currently is assisting Metro in the P3 program overseeing the Crenshaw-LAX, Westside Subway, and Regional Connector transit corridor projects options. Tom has over 40 years of professional experience in transportation and is a recognized authority on the FTA New Starts process and has assisted many transit authorities successfully through the process, including LA Metro. He has Bachelor and Master Degrees in Civil Engineering and is a licensed Professional

Engineer. He is active with many professional groups and is a frequent lecturer at California State University Long Beach, California State University Fullerton, and UCI.

Efren Martinez, Chair, Economic Development Committee
Empowerment Congress

Born at the Martin Luther King Hospital in Los Angeles, California, and raised in the Florence-Firestone community, Efren Martinez is a great advocate for his community.

Mr. Martinez graduated Huntington Park High School and attended Woodbury University majoring in business. Mr. Martinez has served in the U.S. Marines Corps., in which he served in three Combat Deployments as a grunt and continues to be actively involved in the reserves.

For many years, Mr. Martinez has been active with the American Cancer Society, caring/spending time with seniors, reading to children at the local library , helps to yearly fundraise thousands of scholarship dollars for local graduating high school students and serves on the board of the local Kiwanis Club, Salvation Army, YMCA, and Neighborhood Watch program amongst other organizations.

Aside from his thousands of volunteering hours in the community and causes, Mr. Martinez started his professional career at the Huntington Park Chamber of Commerce; where he enjoyed and acquired eight years of skills and business development experience amongst much more. Mr. Martinez recently returned to his childhood grounds of Florence-Firestone as he felt he could give back to the same community that provided him the opportunity of a future. For the past two years he has served as the Executive Director of the Florence-Firestone Chamber of Commerce and has enjoyed every minute. Through his involvement in the second Supervisory District of the Los Angeles County, he now actively participates in the Empowerment Congress where he currently serves as the Economic Development Committee Chair.

Efren hopes to Educate, Engage and Empower those of the Second Supervisory District through the Empowerment Congress.

Dan Rosenfeld, Senior Deputy for Economic Development, Mobility and Sustainability
Office of Supervisor Mark Ridley-Thomas

Dan Rosenfeld is Senior Deputy to Los Angeles County Supervisor Mark Ridley-Thomas, with responsibility for economic development, land use, sustainability and transportation issues.

Mr. Rosenfeld has alternated in his career between public and private-sector service, working previously as Director of Real Estate for the State of California and City of Los Angeles.

In the private-sector, Mr. Rosenfeld served as a senior officer with The Cadillac Fairview Corporation, Tishman-Speyer Properties, Kilroy Industries and Jones Lang LaSalle. He was a founding member of Urban Partners, LLC, a nationally recognized developer of urban infill, mixed-use and transit-oriented real estate.

Mr. Rosenfeld is a graduate of Stanford University and the Harvard Business School.

Paul Taylor, Deputy Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority (Metro)

Paul C. Taylor is the Deputy CEO of the Los Angeles County Metropolitan Transportation Authority (Metro), joining the agency in June 2009.

Metro is the lead transportation planning and programming agency for the county and funds construction of numerous street, highway and transit improvements running the gamut from bike and pedestrian improvements to new busways and rail lines to freeway carpool lanes and sound walls.

Prior to Metro, Taylor served as the Deputy CEO of the Orange County Transportation Authority (OCTA) since March 2007. For the previous three years at OCTA, he had responsibility for planning, engineering and constructing all transportation programs and projects in Orange County, including highways, commuter rail and multimodal corridor improvements.

He has spent over thirty years as a public agency executive or consultant managing major public sector capital and operational improvement programs in Southern California. At the Los Angeles County Transportation Commission (LACTC), a predecessor agency of Metro, Taylor served as acting executive director, deputy executive director and director of strategic long-range planning. He also managed the planning of Los Angeles County's rail transit system, engineering and early construction of the Metro Blue Line and conceptual engineering for the region's commuter rail system.

Taylor has directed operations planning, service deployment, and policy development for the Southern California Rapid Transit District (RTD) here in Los Angeles, another predecessor agency of Metro. He is a licensed civil engineer, has master's and bachelor's degrees from MIT and has lectured on transportation and development at universities throughout Southern California.

Metro is the third largest public transportation agency in the United State. It has a $3.9 billion annual budget and more than 9,000 employees. It operates approximately 200 bus routes serving a 1,433 square mile service area and five subway and light rail lines that crisscross Los Angeles County. Metro's total annual bus and rail ridership exceeds 400 million boardings.

Denny Zane, Executive Director
Move LA

Denny Zane is Executive Director of Move LA, an organization that coalesces environmental, labor, business, and community leaders and organizations to champion the development of a clean, efficient, and robust transit system for Los Angeles County. The Move LA coalition includes the participation of the Los Angeles County Federation of Labor, the Los Angeles-Orange County Building & Construction Trades Council, the Los Angeles Area Chamber of Commerce, the Los Angeles Business Council, the Valley Industry and Commerce Association, the Sierra Club, the Coalition for Clean Air, Environment Now, Breathe LA, NRDC, the Transit Coalition, the Subway to the Sea Coalition, among others.

Move LA played a leading role in creating the coalition and campaign for Measure R, placed before Los Angeles County voters by LA Metro on November 4, 2008. Measure R provided for a 1/2 cent sales tax increase for transportation purposes. It was approved by nearly 68% of voters

and will generate nearly $40 billion in new transportation funding over the next 30 years, 70% of which will be spent for public transit projects and services. Projects funded by Measure R include the Wilshire Blvd "subway to the sea," several new or expanded light rail and bus rapid transit lines, as well as expanded bus services. Measure R has been hailed as an historic redirection of transportation priorities in Los Angeles County, the most auto dependent community in America. With the victory for Measure R, Move LA and Zane turned their attention to securing, with the help of the federal government, accelerated financing that could ensure the development of 12 Measure R transit projects in 10 years rather than 30. This has come to be known as the "30/10 Plan." It has gained the active support of Senator Barbara Boxer, Senator Dianne Feinstein, and virtually all of the Los Angeles County Congressional delegation.

From 1981 to 1994, Zane served as a city councilmember and one term as Mayor of Santa Monica, California. He began his advocacy career as co-manager of the Santa Monica rent control campaigns of the late 1970's and founded Santa Monicans for Renters' Rights, the progressive community coalition which has held a city council majority for 24 of the past 30 years and has championed affordable housing, social services for the poor and homeless, a broad portfolio of environmental programs and policies.

As council member and mayor, Denny initiated and designed the revitalization strategy for Santa Monica's Third Street Promenade. He wrote much of the land use policy for downtown Santa Monica emphasizing pedestrian amenities, mixed-use development with housing and commercial uses, and effective transit access. These policies have since become widely acknowledged as an early example of "smart growth" land use policies.

Zane is also formerly the Executive Director of the Coalition for Clean Air from 1992-94. During his work at CCA, Denny initiated the successful campaign to convince the Los Angeles County Metro to switch to cleaner natural gas buses. He founded the California Truck Working Group with the late Carl Moyer and the California Trucking Association and worked with then Speaker of the Assembly Antonio Villaraigosa to create legislation to help finance clean alternatives to diesel trucks and other diesel technologies. The Carl Moyer Program that has provided hundreds of millions of dollars in grants for those purposes.

As a consultant to the City of El Segundo, Zane designed the successful campaign to stop the expansion of Los Angeles International Airport (LAX). Working with El Segundo Mayor Mike Gordon, he built a coalition throughout Southern California of over 100 cities and organizations to promote a regional airport solution.

During the same period, Denny was a member of the team that organized the constituency campaign in support of California's Zero Emission Vehicle program and Assemblywoman Fran Pavley's two landmark pieces of legislation to reduce greenhouse gases and allay global warming, AB 1493 and AB 32.

Zane is a graduate of Occidental College, class of 1969.

Remarks of California State Senator Alan Lowenthal:

New Ideas for New Starts

July 16th, 2010, 9:00 am - 12:00 noon

California Science Center (700 State Park Drive), Los Angeles

It is a pleasure to be here this morning. I appreciate having the opportunity to provide input on the criteria used to evaluate New Starts projects.

Investment in transit is critical to meeting the mobility, air quality, and climate change goals of the state and, given that New Starts is the largest discretionary grant program administered by the federal government, it is important that the evaluation criteria reflect the values and needs of our state.

My remarks will be focused primarily on the importance of capturing the full range of environmental benefits that a transit project may offer.

Transit projects produce environmental benefits both directly and indirectly. Direct environmental benefits come from reduced automobile vehicle miles traveled (VMT) and increased fuel efficiency from reduced congestion due to fewer cars on the road. Additional benefits may be derived depending on the source of energy used to fuel the transit service, such as electricity.

Transit investment indirectly produces environmental benefits by encouraging a shift in land use. Convenient and reliable transit is often

found in, and encourages the development of, communities that facilitate not only transit use, but other modes of nonmotorized travel, such as walking and biking. According to a report prepared by NRDC, transit proximity correlates to lower average vehicle ownership rates and lower VMT of nearby households. Measures of environmental benefit should capture VMT reductions that occur indirectly through these shifts in land use and travel choices.

The current criterion for evaluating environmental benefits – the attainment status of a region where a project is located – is a reasonable consideration, but unduly limited.

First, attainment status is a regional measure of air quality and it does not measure the actual air quality impacts of a transit project. Measures reflecting environmental benefit should capture the air quality benefits that a project is actually expected to achieve. Furthermore, the measure should take into consideration both regional-level impacts and localized impacts of a project.

Second, while attainment status reflects a region's air quality, it does not reflect reductions in greenhouse gas emissions that may result from transit. Climate change and air quality must both be considered under the concept of environmental benefit.

In summary, the following concepts should be considered:

- Reduction in vehicle miles traveled, both directly and indirectly from changes in land use.

- Reduction in criteria pollutants for which a region is out of attainment, both locally and regionally.

- Reduction in greenhouse gas emissions.

When measuring criteria pollutants and greenhouse gas emissions, the FTA may wish to consider, among other factors, the source of energy that will fuel the transit service and emissions over the lifecycle of the project, starting from the manufacture of the vehicle to the production of fuel to the operation of the service, as the lifecycle benefits of transit have been shown to exceed those of automobile travel.

Finally, the FTA may wish to give a project additional points if an applicant commits to using clean construction equipment when building the project. The construction of transit projects can take many months, if not years, and have a strong negative impact on air quality in the area immediately surrounding the project. All else being equal, projects built using the cleanest construction equipment available should be given priority over projects that are not.

These are my thoughts on the types of items that should be captured in measures of environmental benefit. With regard to the *weighting* of this factor in a project's overall score, a 10 percent weight is simply too low. Environmental benefits are just as important as mobility benefits and should be given an equivalent weighting of 20 percent.

The question of which factors to use to evaluate projects and how to measure those factors raises a larger issue concerning what baseline or

alternative the project should be compared against. The baseline that FTA compares many projects against appears to be a lower cost bus option, which may not be a realistic alternative for some projects, especially those that seek to improve connectivity of an existing rail system. The FTA may wish to reconsider this baseline comparison and consider a range of alternatives, including a 'do nothing' alternative. The baseline needs to provide for a valid comparison of different types of projects in different types of regions, while also allowing for alternatives that are appropriate for the local context. The alternatives included as part of a project's environmental review document may provide a useful starting point for this larger discussion.

This concludes my remarks and I would be happy to answer any questions.