



Board Report

File #: 2019-0048, **File Type:** Federal Legislation / State Legislation (Position)

Agenda Number: 33.

2nd REVISED
EXECUTIVE MANAGEMENT COMMITTEE
APRIL 18, 2019

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITION

RECOMMENDATION

ADOPT staff recommended positions:

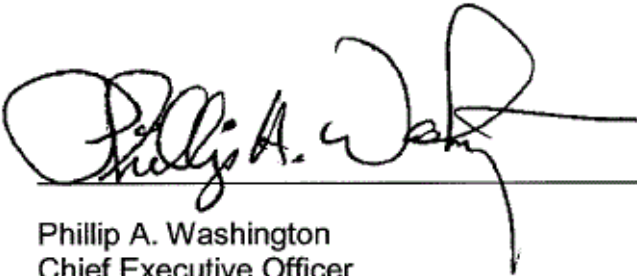
- A. Senate Bill 43 (Allen) - Carbon Taxes **WORK WITH AUTHOR**
- B. Senate Bill 7 (Portantino) - State Highway Route 710 **SUPPORT**
- C. Assembly Bill 29 (Holden) - State Highway Route 710 **SUPPORT**
- D. Senate Bill 152 (Beall) - Active Transportation Program **WORK WITH AUTHOR OPPOSE UNLESS AMENDED**
- E. Assembly Bill 1402 (Petrie-Norris) - Active Transportation Program **OPPOSE UNLESS AMENDED**
- F. Assembly Bill 752 (Gabriel) - Public Transit: Transit stations: Lactation rooms **WORK WITH AUTHOR**

ATTACHMENTS

- Attachment A - SB 43 (Allen) Legislative Analysis
- Attachment B - SB 7 (Portantino) Legislative Analysis
- Attachment C - AB 29 (Holden) Legislative Analysis
- Attachment D - SB 152 (Beall) Legislative Analysis
- Attachment E - AB 1402 (Petrie-Norris) Legislative Analysis
- Attachment F - AB 752 (Gabriel) Legislative Analysis

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

BILL: SENATE BILL 43

AUTHOR: SENATOR BEN ALLEN (D-SANTA MONICA)

SUBJECT: CARBON TAXES

STATUS: SENATE ENVIRONMENTAL JUSTICE COMMITTEE
APPROVED 5-2

SENATE GOVERNANCE AND FINANCE COMMITTEE
HEARING SCHEDULED: APRIL 24, 2019

ACTION: WORK WITH AUTHOR

RECOMMENDATION

Staff recommends that the Board of Directors adopt a WORK WITH AUTHOR position on Senate Bill 43 (Allen).

ISSUE

This bill was introduced to evaluate a new sales tax structure, based on taxing goods based on their carbon impacts or “carbon intensity.”

Specifically the bill would:

- Require the state board, in consultation with the California Department of Tax and Fee Administration, to submit a report to the Legislature on the results of a study, as specified, to propose, and to determine the feasibility and practicality of, a system to replace the tax imposed pursuant to the Sales and Use Tax Law with an assessment on retail products sold or used in the state based on the carbon intensity of the product to encourage the use of less carbon-intensive products; and
- Require the state board to revise, as necessary, the 2017 scoping plan to reflect the carbon emission reduction benefits that may be realized through the imposition of the assessment based on carbon intensities of products and to consider the results of the study in future updates to the scoping plan.

DISCUSSION

Senator Ben Allen (D-Santa Monica) has introduced Senate Bill 43 which would direct the California Air Resources Board and California Department of Tax and Fee Administration to evaluate and consider an innovative approach to sales tax collection based on a product’s carbon impacts. Senator Allen states that the proposal will encourage consumers to positively contribute to reducing greenhouse gas emissions in their product choices, much like the state’s cap and trade program incentivizes businesses to reduce their emissions.

The state has aggressive Greenhouse Gas Reduction Goals which a number of programs aim to meet. The state also monitors compliance carbon emissions through CARB's administration of the cap-and-trade program. SB 43 aims to provide incentives for consumers in the form of sales tax and cost savings for choosing products with a small carbon intensity. The bill does not establish the carbon tax structure, and per the Senate Committee on Natural Resources analysis, it allows the CDTFA and CARB to review and identify "product types that would provide the greatest carbon emission reduction benefit if taxed differently, and ensure that if the State was to pursue such an approach it would be effective, efficient and practical" could have potential impacts on the state's collection of sales tax revenues.

Staff is currently reviewing the bill for potential impacts to Metro's collection of sales tax revenues to support the agency's projects and programs. A WORK WITH AUTHOR position will allow staff the flexibility to ensure that Metro's priorities for GHG reduction efforts and protecting and ensuring stable fund sources are incorporated in the study of the feasibility of the carbon tax.

The bill is supported by a number of environmental and climate action organizations. Opposition includes a number of automotive, agricultural and manufacturing associations. The bill was approved by the committee on a party line vote. Staff will continue monitoring the legislation as it moves through the legislative process.

Staff therefore recommends that the Board adopt a WORK WITH AUTHOR position on the measure SB 43 (Allen).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff has considered adopting an oppose position on the bill. An oppose position would be inconsistent with metro's board approved 2019 State Legislative Program Goal #6: coordinate with our local and state partners to incorporate the region's needs in emerging climate change and sustainability programs.

NEXT STEPS

Should the Board decide to adopt a WORK WITH AUTHOR position on this legislation; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT B

BILL: SENATE BILL 7

AUTHOR: SENATOR ANTHONY PORTANTINO (D-LA CANADA)

SUBJECT: STATE HIGHWAY ROUTE 710

STATUS: SENATE TRANSPORTATION COMMITTEE
APPROVED 11 – 1

SENATE APPROPRIATIONS COMMITTEE

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on Senate Bill 7 (Portantino).

ISSUE

This bill was introduced to delete the State Route 710 North segment from the California Streets and Highways Code and provide additional protections for non-profit tenants that currently lease homes owned by Caltrans along the corridor.

Specifically the bill would:

- Require for surplus nonresidential properties for State Route 710 in the County of Los Angeles that purchases of those properties by tenants in good standing be offered at fair market value as determined relative to the current use of the property if the tenant is a nonprofit organization or a city; and
- Prohibit the department from implementing a freeway tunnel or surface freeway or expressway for Route 710 between Route 10 and Route 210.

DISCUSSION

Senator Anthony Portantino introduced Senate Bill 7 with the intent of preventing a freeway from being constructed along the State Route 710 corridor and protecting the non-profits that operate in Caltrans-owned properties along the alignment. By doing so, Caltrans will not have the authority to construct a freeway or expressway along the SR 710 North corridor, between the I-10 in Los Angeles and SR 210 in Pasadena.

In May 2017, the Board adopted a motion related to SR-710 project funding at the Regular Board Meeting. This motion supports collaboration and planning between Metro, Caltrans and the affected jurisdictions, which would include the cities within the SR 710 corridor in programming funding and choosing projects in the SR-710 corridor. The Board also adopted a position to support the adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative and has worked to study the congestion along the corridor and engage the

community collectively in programming investments to implement each jurisdiction's priority projects.

Staff finds that SB 7 (Portantino) has a similar goal to Metro's recently adopted TSM/TDM preferred alternative, and takes it a step further, to prevent Caltrans from constructing a freeway along the SR 710 North corridor. Metro's Board is committed to improving mobility in the SR-710 corridor, while working with cities and affected stakeholders. Stakeholders along the corridor include a number of entities, including six non-profit schools and other organizations that operate in Caltrans owned properties. This bill would provide recourse for the current tenants, allowing them the option to purchase the properties at the "current use value" which is a more affordable alternative to the fair market value of the properties.

State law also identifies the various state highways in California and identifies their boundaries and limits. SB 7 would prohibit Caltrans from constructing a tunnel or surface freeway along the segment of the SR 710 North corridor between Interstate 10 and Interstate 210. Staff understands that this is an issue that should remain within the jurisdiction of the state as it is both the owner/operator of the freeway and is responsible for completion of the environmental document. Caltrans certified its environmental impact report in November 2018, and concluded that the TSM/TDM was the final preferred alternative – which eliminates the other alternatives that were under consideration.

Staff therefore recommends that the Board adopt a SUPPORT position on the measure SB 7 (Portantino).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or neutral position on the bill. An oppose or neutral position would be inconsistent with Metro's Board approved 2019 State Legislative Program Goals to support efforts to implement the Board adopted Long Range Transportation Plan.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on this legislation; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT C

BILL: ASSEMBLY BILL 29

AUTHOR: ASSEMBLYMEMBER CHRIS HOLDEN (D-PASADENA)

SUBJECT: STATE HIGHWAY ROUTE 710

STATUS: ASSEMBLY TRANSPORTATION COMMITTEE
APPROVED 11 – 0

ASSEMBLY APPROPRIATIONS COMMITTEE
APPROVED 12 – 1

ASSEMBLY FLOOR

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on Assembly Bill 29 (Holden).

ISSUE

This bill was introduced to delete the State Route 710 North segment from the California Streets and Highways Code.

Specifically the bill would:

- Remove the portion of Route 710 located north of Route 10 from the California freeway and expressway system.

DISCUSSION

Assemblymember Chris Holden introduced Assembly Bill 29 with the intent of removing the State Route 710 from the Streets and Highways Code. By doing so, it is assumed that Caltrans will not have the authority to construct a freeway or expressway along the SR 710 North corridor, between the I-10 in Los Angeles and SR 210 in Pasadena.

In May 2017, the Board adopted a motion related to SR-710 project funding at the Regular Board Meeting. This motion supports collaboration and planning between Metro, Caltrans and the affected jurisdictions, which would include the cities within the SR 710 corridor in programming funding and choosing projects in the SR-710 corridor. The Board also adopted a position to support the adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative and has worked to study the congestion along the corridor and engage the community collectively in programming investments to implement each jurisdiction's priority projects.

Staff finds that AB 29 (Holden) has a similar goal to Metro's recently adopted TSM/TDM preferred alternative, and takes it a step further, to prevent Caltrans from constructing a freeway along the SR 710 North corridor. Metro's Board is committed to improving mobility in the SR-710 corridor, while working with cities and affected stakeholders.

State law also identifies the various state highways in California and identifies their boundaries and limits. AB 29 would limit the definition of 710 freeway to that section generally from Long Beach to Interstate 10. The bill would eliminate the segment of the 710 corridor generally between Interstate 10 and Interstate 210. If that segment of the freeway is eliminated, then it would remove any authorization to complete that segment. Staff understands that this is an issue that should remain within the jurisdiction of the state as it is both the owner/operator of the freeway and is responsible for completion of the environmental document. Caltrans certified its environmental impact report in November 2018, and concluded that the TSM/TDM was the final preferred alternative – which eliminates the other alternatives that were under consideration.

Staff therefore recommends that the Board adopt a SUPPORT position on the measure AB 29 (Holden).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or neutral position on the bill. An oppose or neutral position would be inconsistent with Metro's Board approved 2019 State Legislative Program Goals to support efforts to implement the Board adopted Long Range Transportation Plan.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on this legislation; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

BILL: SENATE BILL 152

AUTHOR: SENATOR JIM BEALL (D-SAN JOSE)

SUBJECT: ACTIVE TRANSPORTATION PROGRAM

STATUS: SENATE TRANSPORTATION COMMITTEE
APPROVED 10-1

SENATE APPROPRIATIONS COMMITTEE

ACTION: OPPOSE UNLESS AMENDED ~~WORK WITH AUTHOR~~

RECOMMENDATION

Staff recommends that the Board of Directors adopt a OPPOSE UNLESS AMENDED ~~WORK WITH AUTHOR~~ position on Senate Bill 152 (Beall).

ISSUE

This bill was amended to include provisions that would modify the state's administration of the Active Transportation Program.

Specifically the bill would:

- Modify Active Transportation Program funding allocations by distributing 75% to Metropolitan Planning Organizations (SCAG, in Southern California), 15% to small urban and rural regions and 10% to projects of a transformative nature. Funds for small/urban regions and transformative projects are to be distributed by CTC;
- Require the CTC to adopt separate guidelines for MPOs, as specified;
- Authorize an MPO to perform its own competitive project selection process using regional guidelines adopted by CTC, or allow MPOs to request CTC to perform the competitive project selection process on the MPO's behalf, as specified; and
- For the funds made available to MPOs, require CTC to allocate these funds to each MPO as a lump sum, unless the MPO requests CTC to conduct the competitive selection process on behalf of the MPO, as specified.

DISCUSSION

Senator Jim Beall (D-San Jose) has amended Senate Bill 152 to include provisions which would substantially change the administration of the state's Active Transportation Program (ATP). The ATP was recently given an infusion of \$100 million in SB 1 funding. With this additional SB 1 funding, the CTC programs over \$230 million in annual ATP awards and formula allocations. The ATP was established in 2013 with the goal of investing in alternative "active" transportation projects around the state to encourage biking and walking.

Los Angeles County is home to over 45 percent of the state's disadvantaged communities. With the passage of SB 535 (de Leon, 2012), the state prioritized investment in these areas. These communities suffer severe health impacts due to high levels of air pollution and congestion. Los Angeles County also experiences high levels of bike and pedestrian accidents and fatalities.

Staff finds the provisions of the bill to be problematic and there stands to be significant and disproportionate impacts to the disadvantaged communities in Los Angeles County and throughout the state. The provisions outlined in SB 152 would lead to a significant reduction in funding that would go towards impactful pedestrian, bike and Safe Routes to Schools infrastructure projects in the state's regions that suffer the most from air pollution and congestion.

SB 152 would change how the state administers the ATP by reducing the competitive share of the funding the CTC awards and increasing the population-based distribution formula for Metropolitan Planning Organizations (MPOs) to administer the programs in their respective regions – using their own guidelines and potentially removing accountability and commitment to disadvantaged communities.

The provisions outlined in SB 152 would substantially reduce the CTC's ability to fund projects in the state's most disadvantaged regions by shifting 75 percent of the funding to a population-based formula and guidelines that will be determined by the MPO. The bill is also problematic in that it allows an MPO to determine if it receives a lump sum amount of funding to allocate at their discretion or if the region would be subject to a competitive process, administered by the CTC. This process would prove to be confusing to project sponsors and applicants.

The CTC has long committed to funding projects that reduce GHGs in the state's most polluted areas in Southern California, the Central Valley and other impacted areas of the state. The CTC staff has also involved active transportation stakeholders in a robust public engagement process to establish guidelines and fund the projects that the active transportation community cares about most. Stakeholders in opposition to the measure have expressed that this bill, if approved, would be counter to the sponsor's goals of streamlining and improving the ATP.

Staff is currently reviewing the bill for potential impacts to the County's active transportation program. A OPPOSE UNLESS AMENDED ~~WORK WITH AUTHOR~~ position will allow staff the flexibility to ensure that Metro's priorities for funding active transportation and protecting and ensuring stable fund sources are incorporated in the final version of the bill.

Staff therefore recommends that the Board adopt a OPPOSE UNLESS AMENDED ~~WORK WITH AUTHOR~~ position on the measure SB 152 (Beall).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff previously transmitted a letter of opposition to the author and the Senate Transportation Committee pursuant to our Board-adopted 2019 State Legislative Program. Due to the commitments to amend the legislation made by the author and bill sponsor during the Senate Transportation Hearing held on April 9, 2019 – staff has determined that the agency would be best positioned to adopt a OPPOSE UNLESS AMENDED ~~WORK WITH AUTHOR~~ position on the measure moving forward.

NEXT STEPS

Should the Board decide to adopt a OPPOSE UNLESS AMENDED ~~WORK WITH AUTHOR~~ position on this legislation; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

BILL: ASSEMBLY BILL 1402

**AUTHOR: ASSEMBLYMEMBER COTTIE PETRIE-NORRIS
(D-LAGUNA BEACH)**

SUBJECT: ACTIVE TRANSPORTATION PROGRAM

STATUS: ASSEMBLY TRANSPORTATION COMMITTEE

ACTION: OPPOSE UNLESS AMENDED

RECOMMENDATION

Staff recommends that the Board of Directors adopt an OPPOSE UNLESS AMENDED position on Assembly Bill 1402 (Petrie-Norris).

ISSUE

This bill was amended to include provisions that would modify the state's administration of the Active Transportation Program.

Specifically the bill would:

- Require the department, instead of the commission, to award funds to projects in the statewide and small urban and rural region distribution categories and to adopt a program of projects for those distribution categories;
- Require that 75% of available funds be awarded to MPO's in urban areas with populations greater than 200,000, in proportion to their relative share of the population, 15% to small urban and rural regions with populations of 200,000 or less, competitively awarded by the department to projects in those regions, and 10% to projects competitively awarded by the department, in consultation with the commission, on a statewide basis;
- With respect to the funds made available to MPOs, the bill would require the commission to allocate those funds to each MPO as a lump sum for award to projects selected by the applicable MPO;
- Authorize MPO's to adopt their own guidelines, or use part or all of the guidelines developed by the commission; and
- Authorize specified county transportation commissions to create their own set of guidelines that govern the funding distribution for their jurisdiction and would require those guidelines to be accepted and incorporated into the MPO guidelines.

DISCUSSION

Assemblymember Cottie Petrie-Norris (D-Laguna Beach) has amended Assembly Bill 1402 to include provisions which would substantially change the administration of the state's Active Transportation Program (ATP). The ATP was recently given an infusion of \$100 million in SB 1 funding. With this additional SB 1 funding, the CTC programs over

\$230 million in annual ATP awards and formula allocations. The ATP was established in 2013 with the goal of investing in alternative “active” transportation projects around the state to encourage biking and walking.

Los Angeles County is home to over 45 percent of the state’s disadvantaged communities. With the passage of SB 535 (de Leon, 2012), the state prioritized investment in these areas. These communities suffer severe health impacts due to high levels of air pollution and congestion. Los Angeles County also experiences high levels of bike and pedestrian accidents and fatalities.

AB 1402 would change how the state administers the ATP by reducing the competitive share of the funding the CTC or Caltrans awards and increasing the population-based distribution formula for Metropolitan Planning Organizations (MPOs) to administer the programs in their respective regions – using their own guidelines and potentially removing accountability and commitment to disadvantaged communities.

Staff finds the provisions of the bill to be problematic and there stands to be significant and disproportionate impacts to the disadvantaged communities in Los Angeles County and throughout the state. The provisions outlined in AB 1402 would shift the responsibility for administering, overseeing and allocating funding to the ATP from the CTC to Caltrans. Historically, the CTC has adhered to strict deadlines and project milestone performance metrics to streamline project funding allocation and delivery. Under the new model proposed under the provisions of AB 1402, Caltrans would be required to establish and implement a similar structure to maintain project schedules and allocate funds. MPOs would also be authorized to use ATP funds for their administration of the program. Staff finds that diverting critical ATP funding towards program administration would further diminish funding that could go to the design and construction of much-needed active transportation projects.

The bill also calls for geographic equity in the statewide competitive funding portion of the ATP. This would cause undue burden on Caltrans or the CTC to distribute such a small proportion of the funding evenly across the state. These provisions would lead to a significant reduction in funding that would go towards impactful and potentially transformative pedestrian, bike and Safe Routes to Schools infrastructure projects in the state’s regions that suffer the most from air pollution and congestion.

The provisions outlined in AB 1402 would substantially reduce the state’s ability to fund projects in the state’s most disadvantaged regions by shifting 75 percent of the funding to a population-based formula and guidelines that will be determined by the MPO or county transportation commission. The bill is also problematic in that it does not require consideration for disadvantaged communities in guideline development and adoption. Staff finds that currently 93% of all awards to date under the ATP program guidelines have been awarded to projects that benefitted disadvantaged communities, and under AB 1402, only 25% of the funding would be subject to provisions requiring direct benefits to disadvantaged communities.

Staff is currently reviewing the bill for potential impacts to the County's active transportation program. An **OPPOSE UNLESS AMENDED** position will allow staff the flexibility to ensure that Metro's priorities for funding active transportation and protecting and ensuring stable fund sources are incorporated in the final version of the bill.

Staff therefore recommends that the Board adopt an **OPPOSE UNLESS AMENDED** position on the measure AB 1402 (Petrie-Norris).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

The Board could consider adopting a **SUPPORT** or **NEUTRAL** position on the measure; however that would be counter to the goals outlined in the Board approved 2019 State Legislative Program Goals.

NEXT STEPS

Should the Board decide to adopt an **OPPOSE UNLESS AMENDED** position on this legislation; staff will communicate the Board's position to the author and policy committees. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT F

BILL: ASSEMBLY BILL 752

AUTHOR: ASSEMBLYMEMBER JESSE GABRIEL (D-VAN NUYS)

SUBJECT: TRANSIT STATIONS – LACTATION ROOMS

STATUS: ASSEMBLY TRANSPORTATION COMMITTEE
HEARING SCHEDULED: APRIL 22, 2019

ACTION: WORK WITH AUTHOR

RECOMMENDATION

Staff recommends that the Board of Directors adopt a WORK WITH AUTHOR position on Assembly Bill 752 (Gabriel).

ISSUE

This bill was introduced to require lactation rooms in multi-modal transit stations.

Specifically the bill would:

- Require a multimodal transit station that has a public restroom and that commences operations or a renovation on or after January 1, 2021, to include a lactation room.

DISCUSSION

Assemblymember Jesse Gabriel (D-Van Nuys) has introduced AB 752 as a measure to encourage transit agencies to consider the needs of transit users in the operation and amenities offered at transit stations. In the recent past, a number of airport operators and Amtrak have taken strides to introduce lactation rooms to their facilities, either by state mandate or stakeholder engagement.

In 2018, the California State Legislature passed AB 1976, which requires employers to provide a separate lactation room in workplaces. The Federal Aviation Administration included language in its re-authorization bill that requires airports to provide public lactation rooms in their facilities. Amtrak has installed lactation “pods” in five major stations, Washington DC’s Union Station, Baltimore’s Penn Station, Philadelphia’s 30th Street Station, Chicago’s Union Station and New York’s Penn Station.

The author states that the intent of AB 752 is to provide accessible lactation rooms at transit stations for new and nursing mothers. The provisions of the bill would require a multimodal transit station facility to include a lactation room – separate from a public restroom – that features at least, a chair and electrical outlet.

Staff finds that the bill has provisions include the definition of “transit station” that would potentially apply to the Los Angeles Historic Union Station and El Monte Busway Facility. This bill was reviewed by Metro’s System, Safety and Security, Operations,

Facilities Maintenance and Property Management staff for potential impacts. Staff found that a number of challenges regarding safety, cleanliness and operations were presented by the bill. The primary concern for the agency in providing transit service on the Metro system is safety. Providing a safe, secure and clean facility for mothers would be a priority for Metro.

Due to the potential impacts on Metro's facilities and the safety concerns expressed by our System Security, Facilities Maintenance and Union Station Property Management, staff would like to work with the author to refine the proposal.

Staff is currently reviewing the bill for potential impacts to Metro's operations and security. A WORK WITH AUTHOR position will allow staff the flexibility to ensure that Metro's priorities for providing safe and efficient service are incorporated in the final version of the bill.

Staff therefore recommends that the Board adopt a WORK WITH AUTHOR position on the measure AB 752 (Gabriel).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff could elect to take not adopt a position on the legislation; however, that would preclude Metro from participating in the legislative process to amend the bill to strengthen the provisions that affect the agency's operations and service.

NEXT STEPS

Should the Board decide to adopt a WORK WITH AUTHOR position on this legislation; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.