

## ATTACHMENT A

**BILL:** ASSEMBLY BILL 1237  
AS INTRODUCED FEBRUARY 21, 2025

**AUTHOR:** ASSEMBLYMEMBER TINA MCKINNOR (D – INGLEWOOD)

**SUBJECT:** COUNTY OF LOS ANGELES: SPORTING EVENTS: TICKET  
CHARGE: PUBLIC TRANSIT.

**STATUS:** PENDING REFERRAL

**ACTION:** SUPPORT-WORK WITH AUTHOR/SPONSOR

### **RECOMMENDATION**

Staff recommend that the Board of Directors adopt SUPPORT-WORK WITH AUTHOR position on Assembly Bill 1237 by Assemblymember Tina McKinnor, as introduced on February 21, 2025. Additionally, staff recommend that Metro becomes the formal sponsor of this legislation.

### **ISSUE**

This bill:

- Would authorize LA Metro to impose a charge of up to \$5 on the purchaser of a ticket from a ticket vendor to a sporting event in the County of Los Angeles for the 2026 FIFA World Cup or the 2028 Olympic and Paralympic Games, as specified. The bill would require LA Metro to use any revenues collected from that charge to support its transit operations.
- Would require LA Metro, if it imposes this charge, to allow any person to use its transit services at no charge on the day of a sporting event in the County of Los Angeles for the 2026 FIFA World Cup or the 2028 Olympic and Paralympic Games if the person presents a ticket to that sporting event at the location where LA Metro collects fares for transit services.

### **DISCUSSION**

Los Angeles County will be hosting a number of major events in the next few years, including the 2026 World Cup and the 2028 Olympic and Paralympic Games. Hundreds of thousands of visitors will take transit to reach venues during the “transit-first” Games in 2028. This bill would provide a simple way for fans to utilize transit as part of their experience, leading to increased ridership and reduced congestion. Funding received through the fee added to the tickets purchased will support the increased transportation

operational needs associated with the County hosting these major events. Fees would be assessed only on those who are attending the events, providing a climate-friendly vehicle for transporting these fans and ensuring that Metro's core ridership and system are further supported.

As currently drafted, the bill lays out a framework for this program. Staff are recommending that we also include a work with author element in our position so that we can address the following issues in the legislative process:

- The bill identifies an amount for the surcharge that is also not in keeping with what was charged in previous Olympic and Paralympic games. Staff would want to work to ensure that the surcharge reflects the costs of providing transit services today.
- Additionally, the bill does not currently provide an offramp for any entity that enters into an agreement with Metro to implement the surcharge. Lastly, the use of this type of surcharge would also improve mobility at other major events that would be held throughout the State. We would like to explore the possibility of implementing such a surcharge more broadly.

Staff therefore recommend that the Board adopt a SUPPORT-WORK WITH AUTHOR position on, and formal SPONSORSHIP of, AB 1237 (McKinnor). This position will allow us to work with Assemblymember McKinnor to advance the legislation and ensure that the provisions of the bill are supportive of Metro's goals regarding congestion relief, air pollution reduction, and a legacy of transit improvement for the region. Primary sponsorship of this legislation also allows for an opportunity for Metro to testify before the legislature on the goals and benefits of improving transit in the region.

### **DETERMINATION OF SAFETY IMPACT**

The impact on safety is still being evaluated.

### **FINANCIAL IMPACT**

The estimated financial impact of this action is still being evaluated.

### **EQUITY PLATFORM**

Staff recommendation supports Metro's equity platform in that it not only increases access to venues for those who are attending these large scale events, but provides for funding to support Metro's core operations that serve our everyday ridership, and reduces congestion for residents and visitors alike, leading to improved local air quality for all. While the full list of venues for the 2028 Games is not yet finalized, we know that venues such as SoFi Stadium are located in Equity Focus Communities, and improving mobility around these venues supports the surrounding community.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Staff recommendation supports strategic plan goal #4: Transform LA County through regional collaboration and national leadership. This legislation would support projects and programs and operations that serve the 2028 Games.

## **ALTERNATIVES CONSIDERED**

Staff have considered adopting an oppose position on the bill. An oppose position would be inconsistent with Metro's Board approved 2025 State Legislative Program Goal #14, Continue to work with Governor's Office and State Transportation Agency to successfully coordinate on the 2028 Olympic and Paralympic Games being held in Los Angeles County.

## **VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

A support and sponsor position on this legislation would, if the bill were passed and signed by the Governor, likely lead to a reduction in vehicle miles traveled. Integrating a transit fee into the existing ticket price would ensure that fans have a more convenient way to get to these stadia, leading to greater transit ridership, and therefore lower vehicle miles traveled versus fans utilizing single-occupancy vehicles.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

## **NEXT STEPS**

Should the Board decide to adopt a SUPPORT-WORK WITH AUTHOR and SPONSOR position on the 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.