

April 14, 2026

The Honorable Traci Park
Chair, Trade, Travel and Tourism Committee
Los Angeles City Council
200 N. Spring Street
Los Angeles, CA 90012

Subject: Items 1 (CF [25-0118](#)), 5 (CF [26-0426-S1](#)) & 6 (CF [26-0426-S2](#))

Dear Councilmember Park and Committee Members,

On behalf of the Los Angeles Area Chamber of Commerce, the largest business organization in the Los Angeles region, we respectfully but firmly express our concerns regarding proposals to require a Public Access Investment Plan (PAIP) and Workforce Impact Report (WIR) for all Port of Los Angeles (POLA) leasing and development actions – whether codified through a City Charter amendment or through the Los Angeles Administrative Code – and our strong opposition to any effort to extend such requirements citywide.

Charter Reform v. Administrative Code

As noted in the Chief Legislative Analyst (CLA) report, developed in coordination with the Port and the City Attorney, requirements of this nature are more appropriately placed in the LAAC than in the City Charter, preserving necessary operational flexibility. The Port Board already manages Harbor Revenue funds and must retain the ability to adapt programs without Charter-level constraints. **Embedding a specific WIR methodology in the City Charter would ultimately limit the City's ability to make future adjustments and require voter approval for any subsequent changes — an unnecessarily cumbersome and inflexible outcome.**

The Chamber therefore supports the CLA's recommendation to avoid Charter codification. However, we must be equally direct: **routing these requirements through the Administrative Code does not resolve our fundamental concerns. A burdensome regulatory framework remains burdensome regardless of where it is housed. The central policy question is not the legal vehicle — it is whether mandating WIRs and PAIPs is sound policy at all.**

WIRs Are Bad Policy at the Port

The Chamber champions policies that promote job creation and regional economic growth, and we share the City's interest in ensuring the Port's workforce remains strong and well-compensated. However, we believe the proposed WIR framework, in any form, would undermine rather than advance those goals.

Requiring tenants and applicants at marine terminals to prepare workforce impact reports as a condition of lease approvals, amendments, and permits **would significantly lengthen lease negotiations, increase regulatory and compliance burdens, and signal to prospective tenants that Los Angeles is a more difficult and costly place to invest than competing ports.** The Port of Los Angeles has maintained its status as the busiest container port in the Western Hemisphere precisely because of its operational efficiency and attractiveness to global shipping partners. These proposals risk trading that competitive advantage for a rigid, labor-conditional permitting structure that could delay critical economic activity at a time when efficiency and investment are essential.

We also note that the automation concerns motivating these proposals, while understandable, deserve a more targeted and evidence-based policy response. Adding layers of prescriptive reporting requirements to every leasing or permitting action is not a proportionate or effective answer to those concerns, and risks creating collateral harm to Port operations and the broader regional economy.

Chamber Opposition to Extending WIRs Citywide

We are aware that some City leaders have expressed interest in applying a standardized WIR framework across City departments — extending workforce impact analysis requirements to major contracts, infrastructure investments, and other policy decisions citywide. **The Chamber strongly opposes this expansion.**

Applying WIR-style requirements across City operations would dramatically increase the cost, complexity, and duration of routine government procurement and contracting. It would impose new and uncertain compliance obligations on businesses seeking to work with the City, disproportionately burdening smaller firms and disadvantaged business enterprises that lack the administrative capacity to navigate evolving reporting mandates. More broadly, it would send a troubling signal that Los Angeles views workforce regulation as a precondition for economic participation — a posture that threatens job creation rather than protecting it.

The Chamber recognizes the City's legitimate interest in workforce development and is a committed partner in efforts to connect Angelenos with good-paying jobs. But effective workforce policy is built on investment in training, education, and worker support — not on creating new bureaucratic checkpoints that make it harder to do business with or in the City of Los Angeles.

The Chamber strongly urges the City Council to reject Charter codification of the WIR and PAIP framework, and equally to reject implementation of these requirements through the Administrative Code at the Port or citywide. We urge instead a balanced approach that supports genuine workforce investment, maintains administrative flexibility, preserves the Port's global competitiveness, and avoids imposing unnecessary regulatory burdens on the businesses and workers that drive the Los Angeles economy.

We welcome continued dialogue on these important issues and stand ready to work with the Council toward policy solutions that serve both workers and the broader economic interests of our region. If you have any questions or wish to discuss this matter further, please reach out to Carlos Singer, Chief Policy Officer, CSinger@lachamber.com.

Sincerely,



Carlos Singer
Chief Policy Officer

CC: Chief of Staff Mitch Kamin
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