

## Communication from Public

**Name:**

**Date Submitted:** 05/05/2025 06:31 PM

**Council File No:** 14-1371-S13

**Comments for Public Posting:** May 5th, 2025 Re: City of Los Angeles Living Wage Ordinance (CF 14-1371-S13) Dear Members of the Los Angeles City Council, SEIU United Service Workers West (USWW) represents over 50,000 janitors, security officers, entertainment and stadium workers across California, including thousands of workers at LAX, SFO and other airports throughout the state. We are writing in support of the proposed changes to the Living Wage Ordinance, as well as to address some of the misguided arguments from opponents of this measure. Industry opposition to policy that would raise standards for workers is nothing new, and neither are exaggerated claims made to support those arguments. When the City of San Francisco passed an ordinance requiring that employers at SFO provide family healthcare at no cost to their workers starting in 2021, the industry trade group for the major domestic airlines warned that there would be “dire consequences,” mass layoffs and price increases that would reduce demand at the airport. This has not come to pass. Passenger activity at that airport has been growing steadily for years. Five of the largest contractors at the airport have combined to add nearly 1,000 workers at SFO in the years since that policy went into effect.<sup>3</sup> Delta, Alaska, and Southwest Airlines have all seen a net increase in jobs at the airport in that span. United Airlines, the airport’s largest carrier, added over 800 workers to SFO over that period. This all took place despite the addition of a benefit currently costing \$10.95 an hour, well beyond the \$8.35 for the health payment portion of the proposed LWO increase. Opponents of this legislation greatly exaggerate the poor state of the entire aviation industry, too. Just a few months ago, commercial aviation’s main trade group - the International Air Transport Association - projected record high profits for the industry in 2025, forecasting over \$36 billion in net profits. IATA predicted that airline revenues would surpass the \$1 trillion mark for the first time ever: “In 2025, we expect airlines’ revenues to surpass the evocative USD 1 trillion mark. The top-line growth and lower fuel prices should translate into higher profitability. We forecast a net profit of USD 36.6 billion—a record high for the industry...” Aviation is entering its fourth consecutive year of post-pandemic profitability, recovered to near historic peaks in 2023 and 2024, and is already well into what has been forecast as

the most profitable year in industry history. With respect to routes and changes in service at LAX itself, opponents to these policies have again overexaggerated current events and omitted facts that contradict their position. Routes come and go as airlines optimize their networks, and competing carriers are more than happy to take up any market share at LAX - one of the largest and most competitive airports in the world - when a major airline chooses to make a shift. While some routes are ending, plenty are still being added this year, such as: ? Frontier adding daily routes from JFK to LAX in May ? American announcing a nonstop route from Des Moines to LAX in the Fall ? United adding flights between Beijing and LAX in May ? Delta adding a new connection between Melbourne and LAX in December ? JetBlue adding a Newark to LAX route in April ? Volaris adding multiple new routes from different parts of Mexico to LAX in July ? TAP Air Portugal adding four new flights from Lisbon to LAX in May ? Norse Atlantic Airways expanding service between Rome and LAX and resuming an Oslo route, both in 2025 The proposed amendments to the City's Living Wage Ordinance are reasonable, necessary, and will ensure that the service workers so vital to Los Angeles' economy can actually afford to continue to live and work in Los Angeles. We urge the Council to continue its support of these amendments. Sincerely, David Huerta President - SEIU United Service Workers West & SEIU California

May 5th, 2025

*Re: City of Los Angeles Living Wage Ordinance (CF 14-1371-S13)*

Dear Members of the Los Angeles City Council,

SEIU United Service Workers West (USWW) represents over 50,000 janitors, security officers, entertainment and stadium workers across California, including thousands of workers at LAX, SFO and other airports throughout the state. We are writing in support of the proposed changes to the Living Wage Ordinance, as well as to address some of the misguided arguments from opponents of this measure.

Industry opposition to policy that would raise standards for workers is nothing new, and neither are exaggerated claims made to support those arguments.

When the City of San Francisco passed an ordinance requiring that employers at SFO provide family healthcare at no cost to their workers starting in 2021, the industry trade group for the major domestic airlines warned that there would be “dire consequences,” mass layoffs and price increases that would reduce demand at the airport.<sup>1</sup> This has not come to pass. Passenger activity at that airport has been growing steadily for years.<sup>2</sup> Five of the largest contractors at the airport have combined to add nearly 1,000 workers at SFO in the years since that policy went into effect.<sup>3</sup> Delta, Alaska, and Southwest Airlines have all seen a net increase in jobs at the airport in that span. United Airlines, the airport’s largest carrier, added over 800 workers to SFO over that period.<sup>3</sup> This all took place despite the addition of a benefit currently costing \$10.95 an hour, well beyond the \$8.35 for the health payment portion of the proposed LWO increase.

Opponents of this legislation greatly exaggerate the poor state of the entire aviation industry, too. Just a few months ago, commercial aviation’s main trade group - the International Air Transport Association - projected record high profits for the industry in 2025, forecasting over \$36 billion in net profits.<sup>4</sup> IATA predicted that airline revenues would surpass the \$1 trillion mark for the first time ever:

*“In 2025, we expect airlines’ revenues to surpass the evocative USD 1 trillion mark. The top-line growth and lower fuel prices should translate into higher profitability. We forecast a net profit of USD 36.6 billion—a record high for the industry...”*

---

<sup>1</sup> *San Francisco Business Times*, “Healthcare proposal could cost SFO employers \$33 million annually,” 10/19/20

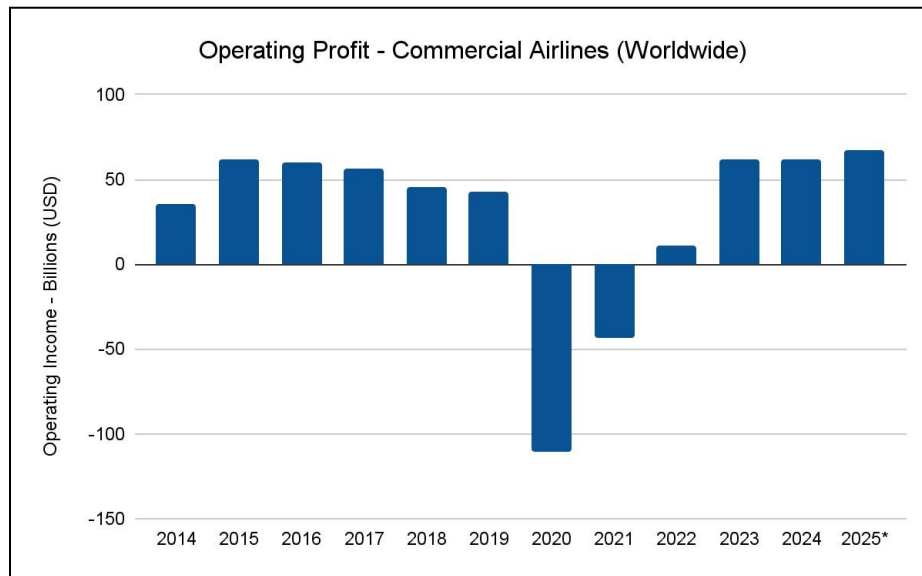
<sup>2</sup> US DOT Bureau of Transportation Statistics, Airport Statistics, San Francisco International (SFO), 2021-2025 <sup>3</sup>

Based on SFO Badge Count Data between mid 2022 and 2024

<sup>3</sup> Ibid.

<sup>4</sup> [IATA, Global Outlook for Air Transport, December 2024](#)

Aviation is entering its fourth consecutive year of post-pandemic profitability, recovered to near historic peaks in 2023 and 2024, and is already well into what has been forecast as the most profitable year in industry history.<sup>5</sup>



With respect to routes and changes in service at LAX itself, opponents to these policies have again overexaggerated current events and omitted facts that contradict their position. Routes come and go as airlines optimize their networks, and competing carriers are more than happy to take up any market share at LAX - one of the largest and most competitive airports in the world - when a major airline chooses to make a shift. While some routes are ending, plenty are still being added this year, such as:

- Frontier adding daily routes from JFK to LAX in May<sup>6</sup>
- American announcing a nonstop route from Des Moines to LAX in the Fall<sup>7</sup>
- United adding flights between Beijing and LAX in May<sup>8</sup>
- Delta adding a new connection between Melbourne and LAX in December<sup>9</sup>
- JetBlue adding a Newark to LAX route in April<sup>10</sup>
- Volaris adding multiple new routes from different parts of Mexico to LAX in July<sup>11</sup>
- TAP Air Portugal adding four new flights from Lisbon to LAX in May<sup>12</sup>
- Norse Atlantic Airways expanding service between Rome and LAX and resuming an Oslo route, both in 2025<sup>13</sup>

<sup>5</sup> IATA, Fact Sheet - Industry Statistics

<sup>6</sup> *TravelPulse*, "Frontier Airlines Will Shift Operations To JFK's New Terminal 6 in 2026," 3/7/25

<sup>7</sup> *Des Moines International Airport*, "American Airlines Announces New Nonstop Flight from Des Moines to Los Angeles," 3/26/25

<sup>8</sup> *Aviation Week Network*, "United Airlines To Add New Beijing, Remote, Panama Routes," 12/20/24

<sup>9</sup> *Aviation Week Network*, "Delta Plans New Los Angeles-Melbourne Route," 2/4/25

<sup>10</sup> *The Points Guy*, "JetBlue adds 16 routes, 5 new cities in big summer expansion," 1/15/25

<sup>11</sup> *Aviation Week Network*, "Volaris to Open 30 NewRoutes," 2/17/25

<sup>12</sup> *Aviation Week Network*, "Los Angeles to Become TAP's Eighth U.S. Gateway," 12/4/24

<sup>13</sup> *Simple Flying*, "Norse Atlantic Airways Plans New Longest Route from Rome to Los Angeles," 10/18/24

The proposed amendments to the City's Living Wage Ordinance are reasonable, necessary, and will ensure that the service workers so vital to Los Angeles' economy can actually afford to continue to live and work in Los Angeles. We urge the Council to continue its support of these amendments.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Huerta', with a stylized, flowing script.

David Huerta  
President - SEIU United Service Workers West & SEIU California