

MOTION

The Los Angeles City Council has already begun examining potential updates to the governance and policy framework of the Port of Los Angeles through the City's ongoing Charter reform process (Council File 25-0118). As part of this effort, the Council previously directed the Chief Legislative Analyst (CLA), in coordination with the Port of Los Angeles, City Administrative Officer, and the Office of the City Attorney, to report back with recommendations regarding potential Charter provisions related to the Port's Public Access Investment Plan and Leasing Policy, including how leasing and development actions at the Port impact jobs and the regional economy. The CLA's existing report recognizes the importance of evaluating how Port leasing decisions and development activities impact both direct and indirect employment associated with Port property, and provides legislative options for examining policies that measure job impacts when leases are issued, amended, extended, or otherwise modified.

As the Council continues this work, it is important to build upon these efforts by further developing a worker-centered framework that more clearly evaluates the impacts of Port projects, leasing decisions, and technological changes on the longshore workforce and the harbor-area economy. While the work initiated in the CLA report is an important first step, additional policy development is needed to ensure that workforce impacts are consistently assessed, publicly reported, and incorporated into decision-making as the Port modernizes and evolves.

I THEREFORE MOVE that the City Council request the Port of Los Angeles report with clear recommendations to incorporate a worker-centered "Workforce Impact Report (WIR)" framework requirement applicable to tenants operating marine terminals on Port-owned property. This should include pending policy options (as suggested in Council File 25-0118) to ensure that tenants prepare and submit a WIR that evaluates the economic and employment impacts of terminal operations on the longshore workforce and harbor area communities. Additionally, this should include the process for a WIR to be a public record presented at an open meeting of the Board of Harbor Commissioners at the time the Board considers approval of the relevant lease application, lease renewal, amendment, extension, Coastal Development Permit, or, in the case of holdover tenants, upon reaching the required five-year reporting interval.

I FURTHER MOVE that the City Council direct the Chief Legislative Analyst (CLA) to report with a proposal, as part of the development of a new or revised Port of Los Angeles leasing policy, a requirement that a WIR be submitted whenever any of the following actions occur:

1. A new application for a lease or other real property entitlement on Port-owned property;
2. A renewal, amendment, or extension of an existing lease;
3. Any application for a Coastal Development Permit at any level involving marine terminal facilities or operations;



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4. For terminal tenants operating under holdover agreements that are not otherwise undergoing a renewal or amendment process, submission of a WIR every five (5) years for the duration of the holdover tenancy, with the reporting requirement triggered in conjunction with Coastal Development Permit applications where applicable;
5. Guidance related to codifying a new or revised Port of Los Angeles leasing policy through amendments to the City Charter and/or Administrative Code, including any necessary ordinance or Charter amendment language.

I FURTHER MOVE that the City Council direct the CLA to report with language, as part of the development of a new or revised Port of Los Angeles leasing policy, a requirement that a WIR measure both qualitatively and quantitatively the impacts of terminal operations and proposed projects on the longshore workforce, specific to:

1. The current baseline number and types of longshore jobs associated with the terminal;
2. Projected changes to longshore employment resulting from the proposed project, lease action, permit, or continued operation;
3. The role of automation, mechanization, digitization, artificial intelligence, or other technological changes in affecting longshore employment;
4. Whether the anticipated workforce impacts would result in an increase, decrease, or neutral effect relative to the baseline job count; and
5. The broader local economic implications of workforce changes for harbor area communities and the regional economy.

PRESENTED BY:



TIM McOSKER
Councilmember, 15th District

SECONDED BY:



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