

### Clean Truck Program Management Options

Options	Description	BOHC/City Council Action Required?	Pros/Cons	Staff Comments
1. Amend Existing Concession Agreement for short-term extension	2-Year extension of existing agreement	<u>BOHC:</u> Yes  <u>City Council:</u> Yes (Before Recess)	<u>Pros:</u> <ul style="list-style-type: none"> <li>• Provides timing and opportunity to develop new concession agreement</li> <li>• Since agreement remains the same, doesn't need stakeholder education</li> </ul> <u>Cons</u> <ul style="list-style-type: none"> <li>• Limited opportunity for thoughtful amendments to concession agreement</li> <li>• No revenue from concession fee (\$2,500 per concession) during extension period</li> </ul>	<ul style="list-style-type: none"> <li>• Annual \$100/truck Drayage Truck Registry Fee would continue</li> <li>• Staff believes this is the least complicated and most expedient path to avoid disruption of cargo flow while we update the concession agreement</li> </ul>
2. New Concession Agreement	Negotiate a new 5 year agreement, with potential updates to requirements	<u>BOHC:</u> Yes  <u>City Council:</u> No (but subject to City Charter 245)	<u>Pros:</u> <ul style="list-style-type: none"> <li>• \$2,500 new concession fee per agreement</li> </ul> <u>Cons</u> <ul style="list-style-type: none"> <li>• Timing is short for staff to start process for development of new concession agreement</li> <li>• New concession agreement process should ideally occur after 2017 CAAP Update programs are implemented over the next 12 – 18 months</li> <li>• Difficult to administer new agreements with trucking companies by September 30, 2019</li> </ul>	<ul style="list-style-type: none"> <li>• Annual \$100/truck Drayage Truck Registry Fee would continue</li> <li>• Staff's experience is that is that up to two years is appropriate timing for concession agreement development and proper stakeholder outreach</li> </ul>
3. Tariff Amendment	Add all truck requirements and CTP administrative elements to the tariff	<u>BOHC:</u> Yes  <u>City Council:</u> Yes	<ul style="list-style-type: none"> <li>• <b>This is not considered a viable option at this time</b></li> </ul>	

<p>4. Registration Agreement</p>	<p>Transform program from Concession agreements to Registration system, similar to existing Long Beach agreement</p>	<p><u>BOHC</u>: Yes</p> <p><u>City Council</u>: No if 5 years only, Yes if &gt;5 years (also subject to City Charter 245)</p>	<p><u>Pros</u>:</p> <ul style="list-style-type: none"> <li>• San Pedro Bay-wide consistency for trucker compliance</li> <li>• Easier administration</li> <li>• No further board/council action required unless changes are needed</li> <li>• POLB's requirements are already very similar to POLA's concession agreement requirements</li> </ul> <p><u>Cons</u>:</p> <ul style="list-style-type: none"> <li>• Only one-time registration fee for all registrants vs concession fee every five years</li> <li>• Could be considered relaxation in Los Angeles CTP requirements</li> <li>• Timing is short for staff to start process for development of new concession agreement</li> <li>• New concession agreement process should ideally occur after 2017 CAAP Update programs are implemented over the next 12 – 18 months</li> <li>• Difficult to administer new agreements with trucking companies by September 30, 2019</li> </ul>	<ul style="list-style-type: none"> <li>• Annual \$100/truck Drayage Truck Registry Fee would continue</li> <li>• Staff's experience is that is that up to two years is appropriate timing for concession agreement development and proper stakeholder outreach</li> </ul>
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