

Clean Truck Program Management Options

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

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