

ONAL
(DPMT) PROJECT

Agenda Item 8D
Authority Board Meeting
June 21, 2023



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Project Background

What is Dynamic Personal Microtransit (DPMT)?

- Closed system, autonomous, electric, public mass transit solution
- Fixed Guideway
- Private seating, on demand, safe, and non-stop rides
- A financially sustainable model, at the same fare price as people pay today



Project Background

East County Transit Priorities

- Improve transit user experience
- Respond to equitable access needs
- Support economic development
- Prepare for future, innovative transit options
- Communicate benefits of transit with the public
- Solve first mile/last mile connection challenges

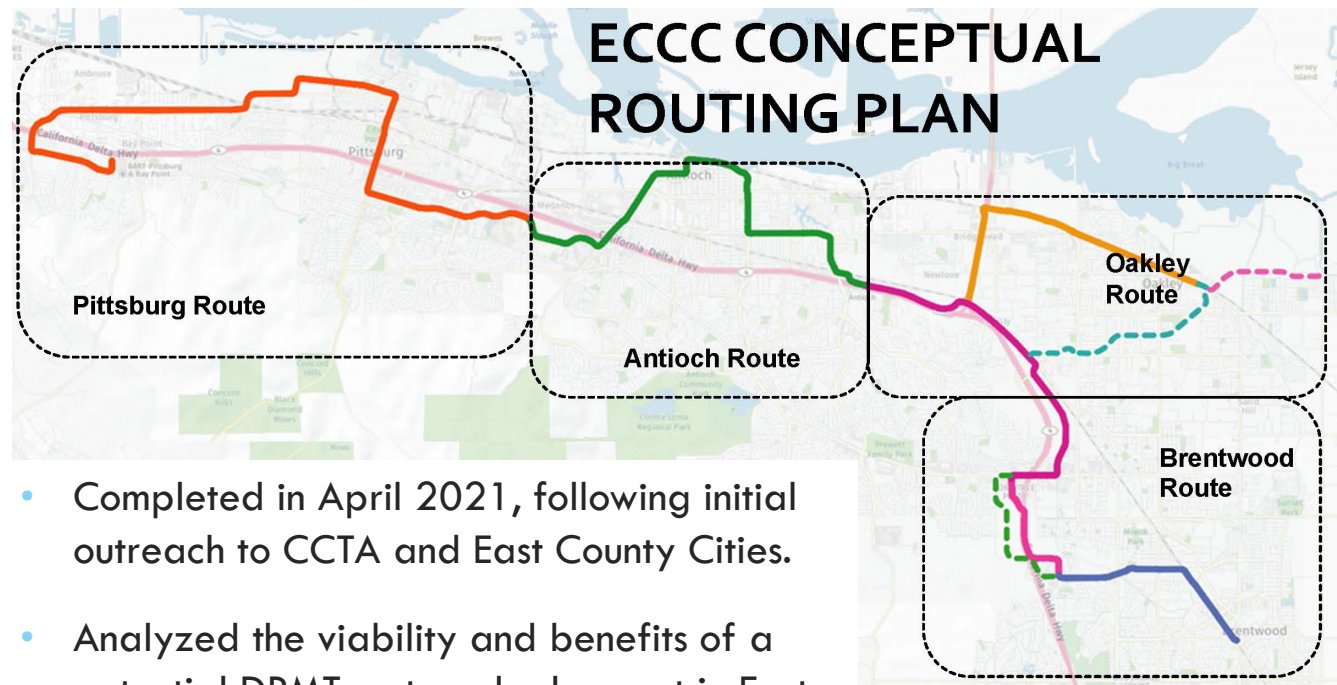
Project Background

Advantages of DPMT

- Economic Development
- Sustainability – support emission reduction goals
- Transit Accessibility for Communities of Concern – First/Last mile Connections
- Complements Fixed Route Transit
- Cost Effectiveness
- Smaller footprint
- Safe, personalized, on-demand



DPMT Feasibility Study



- Completed in April 2021, following initial outreach to CCTA and East County Cities.
- Analyzed the viability and benefits of a potential DPMT system deployment in East Contra Costa County.
- Assumed Glydways technology as the demonstration technology but there are other technology vendors that can implement DPMT.
- Evaluated and determined project may be feasible to advance with Public Private Partnership (P3)

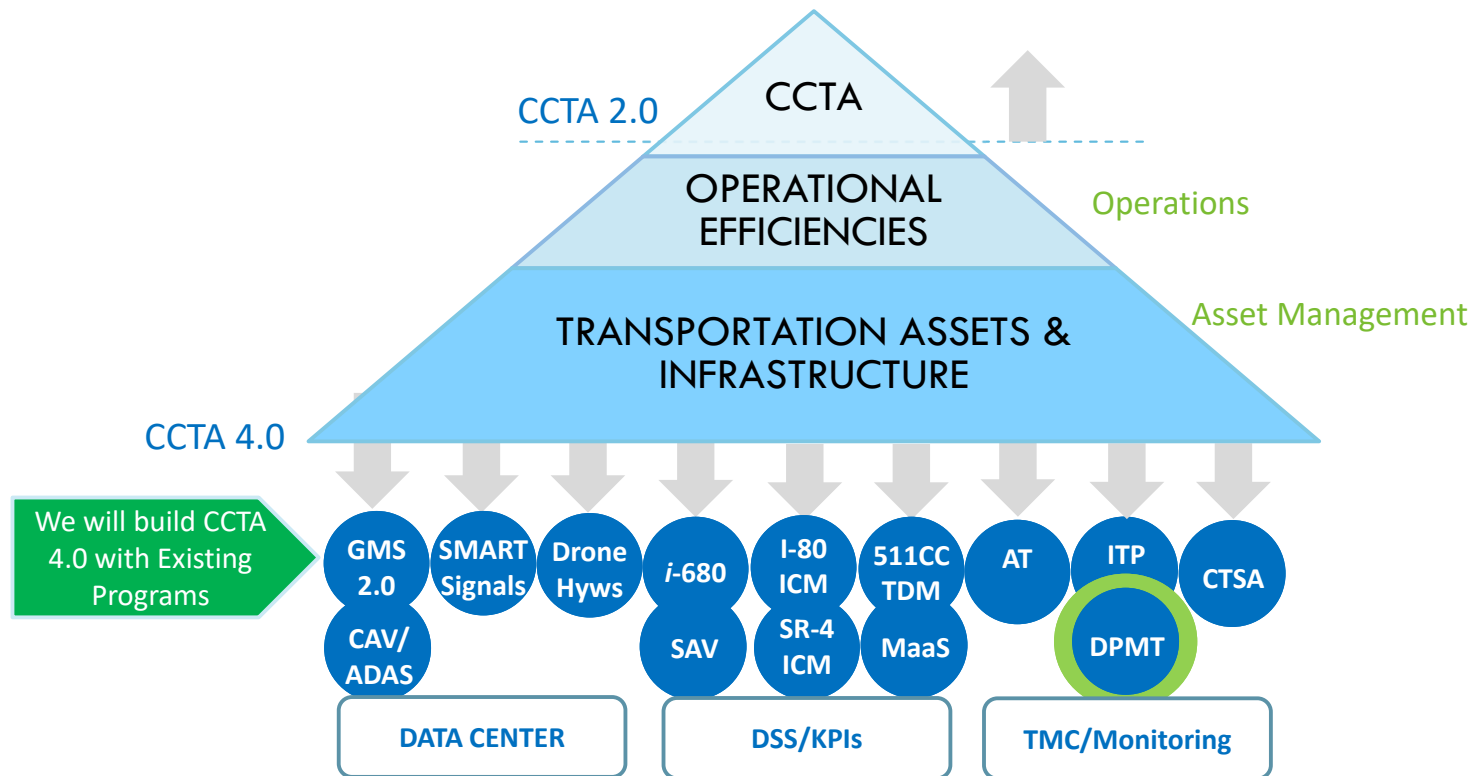
DPMT Project Requirements

- Key Project Parameters:
 - On-demand
 - Wait times from 2 – 5 minutes
 - No shared vehicles (1-party ride, non-stop travel, point to point service)
- Product:
 - Fully automated vehicles
 - Plan for GHG neutral operations
 - Made in the USA (Vehicle/Infrastructure)
 - ADA accessible system and vehicles
 - NOT required to use same system assumed in the Feasibility Study
- Operations:
 - Fully traffic-separated operations
 - Directionally separated
 - Option to operate at grade

Project Delivery Strategy

- CCTA & Tri Delta Transit Partnership
 - Evaluated Public-Private Partnership (P3) Delivery Option
 - Industry Outreach Day in February 2022
 - MOU Executed in July 2022
 - Developed Procurement Documents
 - Jointly Procure and Contract with P3 Developer Team

CCTA 4.0 → DPMT

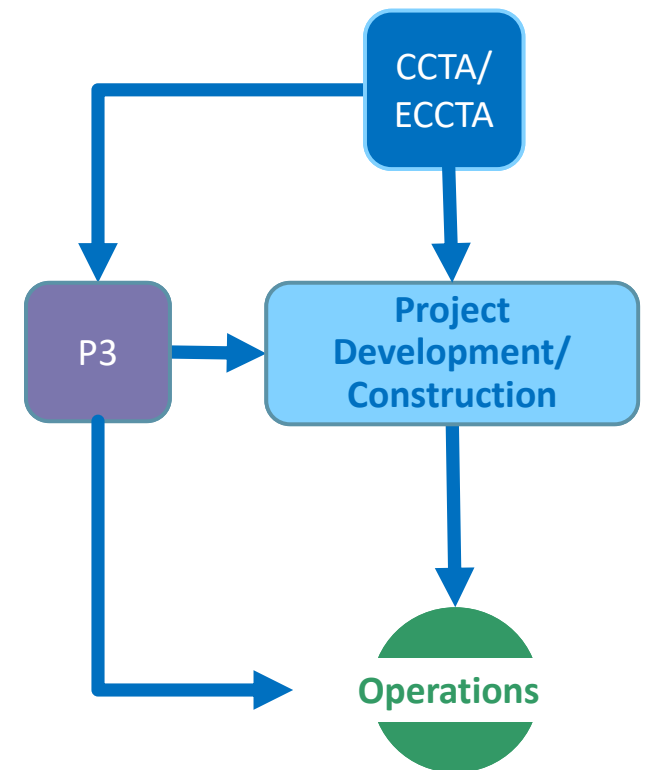


CCTA 4.0 - DPMT

- **Managing Entity: CCTA/Tri Delta Transit (ECCTA)**
- **Organizational Structure:**
 - CCTA/ECCTA Partners on Implementation
 - P3 Strategy for Project Development and Operations

Multi Partner Agreements

- Management – CCTA/ECCTA
- Implementation Authority: CCTA/ECCTA
- Project Development, Construction, Operations: P3



Request For Proposals

- CCTA and ECCTA Released RFP 22-05 to procure Developer Team in November 2022
 - P3 Developer
 - Technology Partner
 - Initial Three Phases of Work
 - **System Pre-Development Agreement (SPDA)**

Request For Proposals

Delivery Approach:

Step 1 – System Pre-Development Agreement (SPDA)

- Phase 1 and Phase 2 At Risk by Developer – No Payment from the Authorities
- Phase 1
 - Identify Initial Viable Segment, Technology Solution
 - Funding Plan, Confirm Feasibility Study Assumptions
 - Approach and Cost Estimate for Environmental Review
- Phase 2
 - Commence Environmental Scoping
 - Secure Grant Funding for Future Phases

Request For Proposals

Delivery Approach:

Step 1 – SPDA (Continued)

- Phase 3 – Grant Funded
 - Dependent on Securing Grant Funds
 - Advance Initial Viable Segment to 30% Design
 - Environmental Clearance
 - Investment Grade Ridership and Revenue Analysis
- Phases 1 – 3 covered by System Pre-Development Agreement (SPDA)

Request For Proposals

Delivery Approach:

FUTURE Step 2: System Development Agreement (SDA) for Implementation Phase

- Implementation Phase
 - **Covered by separate/future System Development Agreement (SDA) with the same Developer Team**
 - Complete Final Design of Initial Viable Segment
 - Obtain necessary ROW, permits and approvals
 - Construction of Initial Viable Segment
- **SDA can cover Future Implementation Phases of Remaining Segments**

Industry Engagement & Responses

- One on One Meetings (November – May)
- Main Topics
 - Work plan with responsibilities for each party
 - No Payments for work performed in Phases 1 and 2
 - Advancement to Phase 3
 - Termination of SPDA
 - Exclusivity
 - Confirmation of Authorities' active involvement
- Comments received resulted in refinements to the SPDA and RFP

Project Timeline

Feasibility Study Completed: April 2021

Board Presentation on Study: December 2021

Industry Outreach Day: February 2022

Authority/ECCTA MOU: July 2022

Release of RFP: November 1, 2022

Industry One-on-One Meetings: Nov 2022 – May 2023

Final RFP Addendum: May 19, 2023

Proposals Due: June 2, 2023

Proposal Evaluation: June 8, 2023

ECCTA Board Concurrence on SPDA: June 28, 2023

Authority Board Action on SPDA: July 19, 2023

ECCTA Board Action on SPDA: July 26, 2023



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Questions?

