

East Contra Costa County (ECCC)

Dynamic Personal Micro Transit (DPMT)

Project FAQs

1. Project and Stakeholders Questions

a. What is the DPMT Project?

The Dynamic Personal Micro Transit (DPMT) project is a micro transit option designed to meet the diverse mobility needs of people in Eastern Contra Costa County. DPMT is an on-demand, point-to-point transportation system operated with small four-person Glydcars that are zero-emission and autonomous. These electric vehicles travel in narrow, dedicated guideways to minimize the space needed to operate the system.

b. Why are CCTA and Tri Delta doing this project?

East Contra Costa County is an expanding region with extensive population growth. The lower cost of housing compared to other Bay Area communities is a contributing factor to the population growth. As a result, the region's primary transportation network is becoming increasingly overburdened with congestion on SR4. The DPMT project offers an opportunity for CCTA, Tri Delta Transit and the East County cities to relieve congestion on SR4 and local roads, and to incentivize mode shift to meet California's Greenhouse Gas (GHG) and Vehicle Miles Traveled (VMT) reduction targets while supporting existing transit modes.

c. What are the goals of the project?

The Authorities are undertaking this Project with various goals, including:

- Improving the East County transit user experience;
- Responding to equitable access needs;
- Supporting economic development;
- Preparing for future innovative transit options;
- Communicating benefits of transit with the public; and
- Improving connections to transit.

To achieve the aforementioned goals, CCTA and Tri Delta Transit completed a competitive public procurement process and selected a developer team of East County Connection Partners (ECCP) to plan, design, construct and operate the DPMT system using Public Private Partnership (P3) delivery method.

d. Who are the five vendors approved for the DPMT project?

This is a public private partnership between Contra Costa Transportation Authority (CCTA), Tri Delta Transit, and the East County Connection Partners (ECCP). The ECCP team consists of the five firms below.

- Plenary Americas USA Ltd. – Implementation Partner
- Glydways, Inc. – System Technology Provider
- Flatiron West, Inc. – Lead Construction Contractor
- Circlepoint, Inc. – Environmental Advisor
- InfraStrategies, LLC – Grant Development/Strategic Funding Advisor

e. Where is the funding going to come from?

The CCTA and Tri Delta Transit will pursue regional, state, and federal funding to support the project. The project is split into different phases within a System Pre-Development Agreement (SPDA). SPDA Phase I work includes identification of an initial viable segment, development of a funding plan/cost estimate for the initial segment, and to confirm assumptions in the Feasibility Study that was completed in 2021. Phase 2 under the SPDA will include commencement of environmental scoping and pursue grant funding for subsequent SPDA Phase 3 and the Implementation Phase. Phase 1 and Phase 2 of the Project will be completed by the private development team at no cost to CCTA and Tri Delta Transit. Phase 3 activities are subject to securing the required grant funding to complete the work. This strategy will notably encompass a prioritized list of specific government grant programs to pursue, complemented with private capital. This approach will also include a qualitative assessment of the project's alignment and strategic positioning, considering the unique attributes of the DPMT project.

While the anticipated cost advantages of a Glydways system help to minimize the amount of public funding required, the unique characteristics of the micro transit solution will enable the project to secure public funding by scoring well under various discretionary public funding programs. These criteria include being highly accessible, cost-effective, with efficient GHG/VMT reducing impacts.

The amount of funding necessary will be contingent upon the extent of the initial segment's scope. In the process of choosing this inaugural segment, a significant consideration will include aligning the project objectives with transit system features that have the most potential to attract public funding.

f. What is a Public-Private Partnership (P3) and why are you using this model for this project?

CCTA and Tri Delta Transit selected DBFOM (Design, Build, Finance, Operate, Maintain) Public-Private Partnership (P3) as the delivery method of this project for several reasons:

- Funding Flexibility: By harnessing the power of private sector investment, the project can significantly reduce the reliance on public funding commitments.
- Innovation in Design: In terms of innovation in design, the P3 model encourages the adoption of total lifecycle cost-effective choices that balance Capital Expenditure (CapEx) and Operating Expenses (OpEx) and promotes innovation and high performance to achieve profitability. This approach not only reduces costs but also ensures flexible implementation.

- Share of risk: P3 projects allocate risks to parties best equipped to manage them, motivating private partners to proactively identify and address potential issues. Transferring risks like design, construction, and financing to the private sector encourages them to utilize expertise and resources for effective risk management.

g. Will driverless transit lead to a loss of jobs?

The implementation of the DPMT system will enhance the public transportation ecosystem in East County, supporting existing Tri Delta Transit and BART services. The anticipated outcome of this project is to boost current public transit offerings from DPMT's on-demand service, contributing to and promoting economic and job growth.

h. What has the CCTA and Tri Delta Boards Approved? What are the Next Steps?

In July 2023, CCTA and Tri Delta Transit respective Boards unanimously approved the authorization to execute the System Pre-Development Agreement (SPDA) with ECCP to advance the initial three phases of the DPMT project. SPDA Phase I work includes identification of an initial viable segment, development of a funding plan/cost estimate for the initial segment, and to confirm assumptions in the Feasibility Study that was completed in 2021.

i. What is the overall timeline for the project?

The DPMT project is still in the early stages of project development but based on current project schedules, construction of the initial segment may start as early as 2026. Factors such as public funding availability, environmental clearance and unknown existing conditions could all impact this current schedule. The initial segment is anticipated to begin operating 2-3 years after construction starts.

j. How much will it cost to ride?

The exact cost to use the transit system created by the DPMT project has not been finalized yet. The determination of fares will be a collaborative effort of CCTA, Tri Delta Transit and ECCP to formulate a comprehensive and equitable business plan. This plan will consider projected ridership figures and the costs associated with the project's implementation and operation.

CCTA, Tri Delta Transit and ECCP plan to align fares with prevailing industry standards for transit. This underscores the project's dedication to ensuring that the cost of riding the system remains competitive and equitable with other public transportation services.

k. How much will it cost to build?

During the SPDA Phase 1, ECCP, CCTA and Tri Delta Transit will work collaboratively with stakeholders to select the initial project segment and prepare a cost estimate. ECCP was selected, in part, because it proposes a lightweight, personal rapid transit system that enables lower cost infrastructure and vehicles.

l. How do I give input and feedback into the process?

We welcome your input by phone or email to CCTA. As the project progresses past its initial stages, we plan to host public meetings to gather community input. Notifications about these public events will be communicated through multiple channels, including a project website.

m. Is the project expected to run along 28 miles worth of dedicated paths across Pittsburg, Antioch, Oakley, and Brentwood?

The Feasibility Study that was completed in 2021 evaluated a high level, conceptual 28-mile alignment that traverses through Cities of Pittsburg, Antioch, Oakley, and Brentwood. The SPDA Phase 1 will include work to identify an initial viable segment.

n. What is the current estimated total cost of the project?

The Feasibility Study included a high-level cost estimate of \$450M for the conceptual alignment shown in that study. The cost estimate is subject to change as it needs to be validated as the project progresses. During SPDA Phase 1, the ECCP will work collaboratively with CCTA, Tri Delta Transit and the East County cities to select an initial viable segment. The work will include developing the cost estimate and funding plan for this initial segment.