

Results of On-Demand Electric Shuttle RFP & Program Update



December 5, 2017



Program Background

- ▶ DBPA and City introduced to the Neighborhood Electric Vehicle service in 2015
- ▶ Council approved six-month pilot program on June 21, 2016
 - Service area to Sepulveda (later Pacific); north-south to city limits
 - City Manager's office selected Downtowner to be vendor
- ▶ Pilot program launched on Feb. 1, 2017. Vehicles stored and charged at Metlox Garage
 - 51,000 passengers and almost 23,000 total rides given in first eight months of service
- ▶ Direction given at July 18, 2017 Council meeting to issue RFP for citywide service, explore funding options
 - Program extension to August 31, 2018; continue to prohibit alcohol advertising



Results of RFP

- RFP released in September for citywide service. Applicants had option of Manhattan Beach only or including Hermosa Beach in RFP.
 - RFP asked applicants to apply under different funding options (public dollars only, public/private funding (advertising), charging passengers flat rate for ride)
- Two bids received:
 - Downtowner submitted most complete RFP
 - Has a proven mobile app, experience in the area, more realistic service proposal
 - Proposes replacing Gems with Chevy Bolts
 - O-cartz
 - Calls for using 8 Gem vehicles to serve entire city
 - Less experience using mobile app



RFP Comparison

	Downtowner	O-cartz
Number of vehicles	6	8
Type of vehicles	Chevy Bolts	Gem cars
Estimated annual ridership	119,000	292,000
Hours of Operation	11 a.m. – 11 p.m.	11 a.m. – 9 p.m.
Annual cost at no charge to passengers w/public funds	\$681,000	\$550,000
Local Experience	Experience in Manhattan Beach and Newport Beach	No experience operating in California
Mobile App	Active app	Service mostly based on calls/texts – our understanding is app in development



Funding Sources for Expansion Possibilities

- Existing transportation funds (Measure R, Prop A, Prop C) allocated to transportation and public infrastructure
- Contacted several state agencies looking for grants, also contacted grant writer per Council direction
- Funding sources can only be used to purchase vehicles themselves NOT fund operations
- Best sources are Mobile Source Air Pollution Reduction Review Committee (MSRC) and AB 2766 Subvention
- Charging passengers for ride would mandate taxicab regulations for service



Next Steps/Options

- Explore alternative service model at budget time
- Offer alcohol advertising as a potential incentive to keep Downtowner operational during this time
- City staff could review existing transportation services to look for service efficiencies
- Negotiate closure of service

