Promoting Equity in a Transit/AV Future

Chris Pangilinan
Head of Global Policy, Public Transportation
01 The TNC equity question
02 The TNC business model
03 TNC equity highlights
04 Ongoing equity challenges
05 Directing the public subsidy
How are TNC’s potentially affecting the transportation marketplace when it comes to the distribution of benefits, and the needs of riders, on aspects such as the spatial, temporal, socioeconomic, and physical?
02 The TNC business model

Drivers  
Contracted Fleet (WAV)  

 Riders
03 TNC equity highlights
Higher coverage in former for-hire deserts

- Low wait times
- High degree of reliability
Higher coverage in former for-hire deserts

Figure 6. TNC trips by geographic area, June 2016

Table 2. Combined taxi/TNC trips, 2013 to 2016

Source: TLC trip files. Data are for June of each year, for Uber in 2013, Uber and Lyft in 2015 and Uber, Lyft and Via in 2016 based on data availability.

Manhattan is for the area south of West 110 Street and East 96 Street. Inner ring includes northern Manhattan and western Queens and Brooklyn as shown in Figure 6.

Far less racial discrimination

“Ridehail Revolution: Ridehail Travel and Equity in Los Angeles”, Dr. Anne Brown, 2018
(https://cloudfront.escholarship.org/dist/prd/content/qt4r22m57k/qt4r22m57k.pdf)
On-demand wheelchair accessible vehicles

Wheelchair Accessible Vehicles

- MBTA on-demand paratransit pilot
  - Same-day booking, fares as low as $2
  - Reduced overall cost from $46/trip to $13/trip, with net savings of 6%
  - Many more trips taken, but subsidy cap keeps costs down
- General WAV available at 15 min or less wait in New York, Boston, Philadelphia, Washington, Toronto, and Chicago
  - Adding more cities
Extend transit’s reach

Direct Connect

- First/last mile connection between 24 designated locations from 6a-11p
- Expanding from two small zones to much larger service area drove ridership increase

Transportation Disadvantaged Late Shift

- Means tested system
- With $20/mo bus pass, 25 free on-demand trips/mo for jobs starting or ending 10p-6a
- Complements bus service for late night, low income workers
04 Ongoing equity challenges

Wheelchair Accessible Vehicle Expansion

- Paratransit partnerships
- Per-trip fees across all for-hire vehicles

Reservation and payment methods

- Non-credit card use
- Non-smart phone reservations

Ease of use of technology

- Reduce technology barrier to use
- Provide for multiple options

Allocation of the public transportation subsidy

- Clear outcome targets set by cities
- What options are best positioned to achieve these outcomes?
What is the role of the public transportation subsidy to ensure equitable outcomes in the TNC and future AV transit space?

- Productivity, geometry point to fixed route transit
- Subsidizing Uber, or other demand responsive options may prove better
  - Weekend / late night
  - Low productivity areas

Cities and agencies need to measure outcomes against investment

- Clearly defined goals and performance metrics
Thank you

Chris Pangilinan
Head of Global Policy, Public Transportation
chrisp@uber.com
@cap_transport

Uber