Promoting Equity in a Transit/AV Future

Uber

Chris Pangilinan
Head of Global Policy, Public Transportation

Content

01 The TNC equity question
02 The TNC business model
03 TNC equity highlights
04 Ongoing equity challenges
05 Directing the public subsidy

01 The TNC equity question

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?
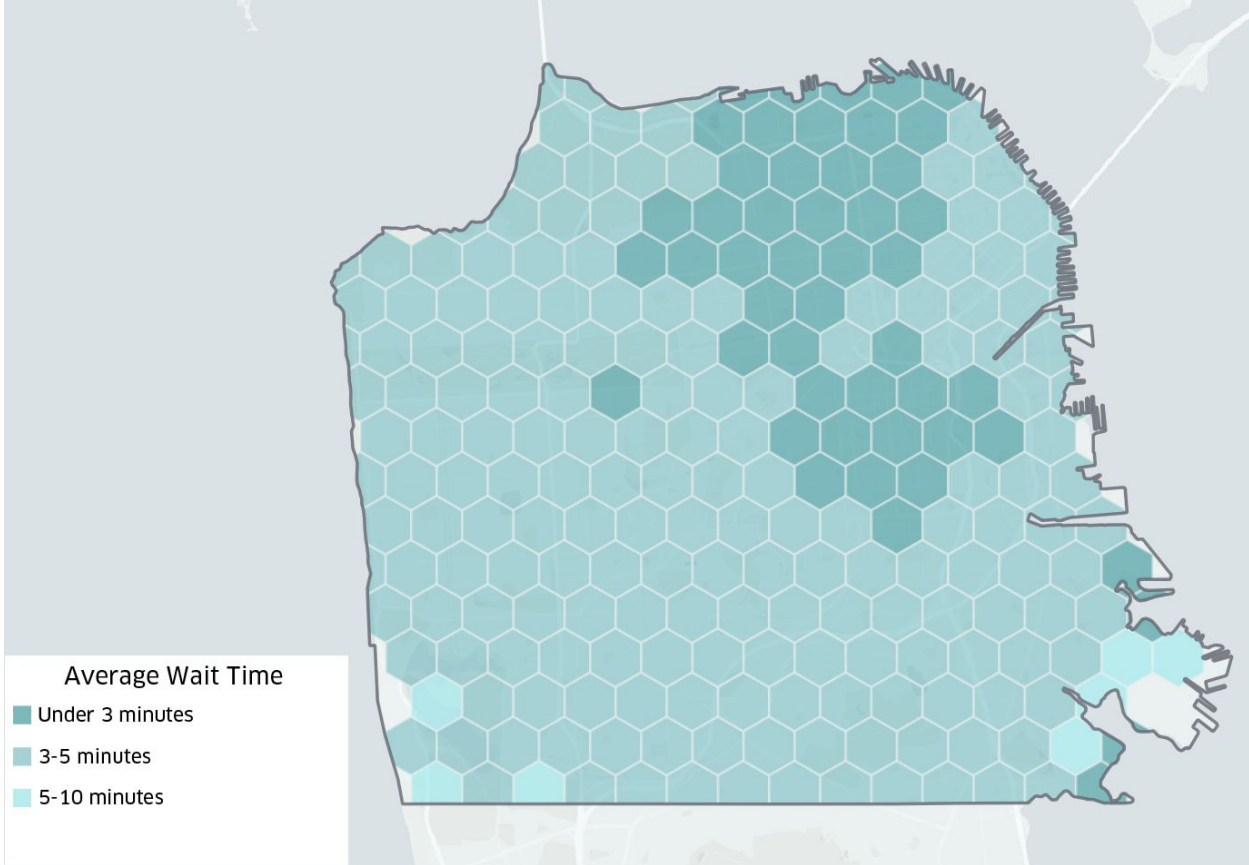
Drivers
Contracted
Fleet (WAV)
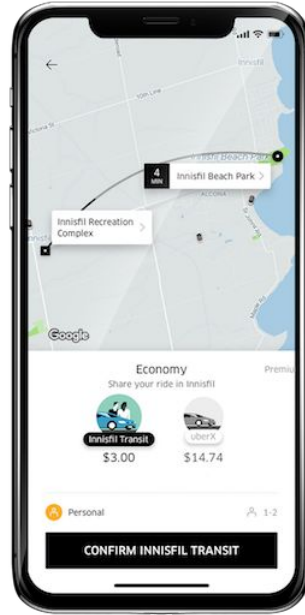
Riders

03 TNC equity highlights

Higher coverage in former for-hire deserts

Low wait times

High degree of reliability

Average Wait Time

- Under 3 minutes
- 3-5 minutes
- 5-10 minutes

Higher coverage in former for-hire deserts

GREATER SHARE OF UBER PICKUPS THAN AVERAGE ▶
0%   85%
4.8% NYC AVG.

THE BRONX
Riverdale
MANHATTAN
Midtown
Whitestone
QUEENS
Little Neck
LGA
Downtown
JFK
Howard Beach
Bay Ridge & Dyker Heights
Marine Park
BROOKLYN
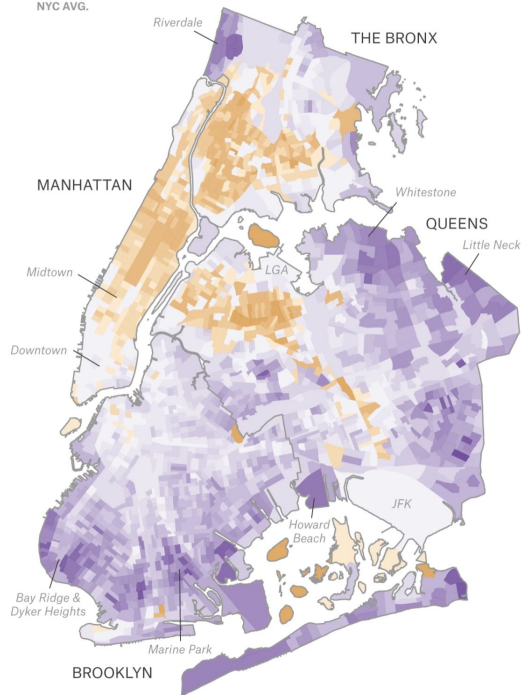
Figure 6. TNC trips by geographic area, June 2016

Manhattan core
- 3.27 million TNC trips
- 56% of total

Inner ring
- 1.26 million trips
- 22% of total

Outer neighborhoods
- 1.10 million trips
- 19% of total

LGA & JFK
- 0.20 million trips
- 4% of total

Manhattan core
LGA airport
Inner ring
Outer neighborhoods
JFK airport
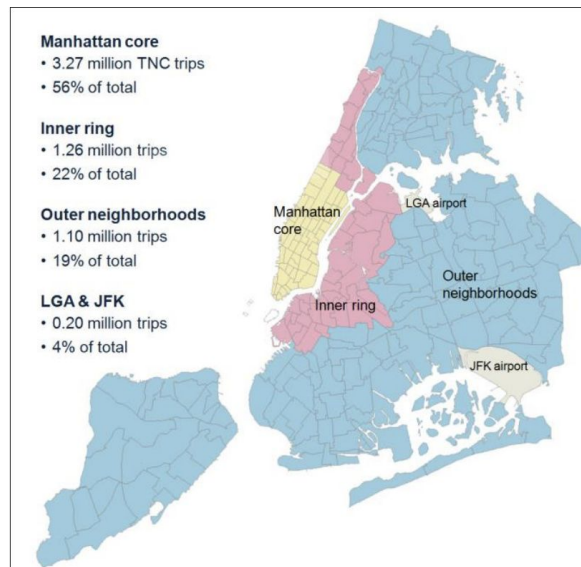
Source: TLC trip files. Data are for Uber, Lyft and Via. (Geographic distribution is not available for Juno and Gett trips in June 2016.)
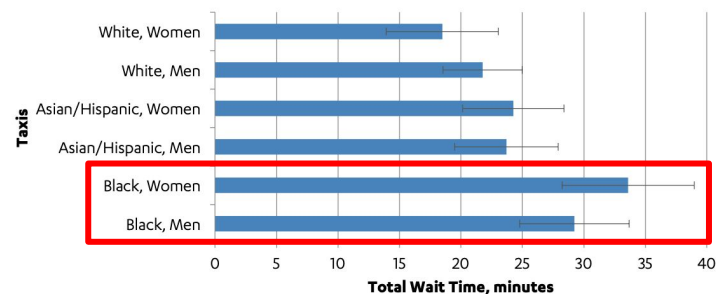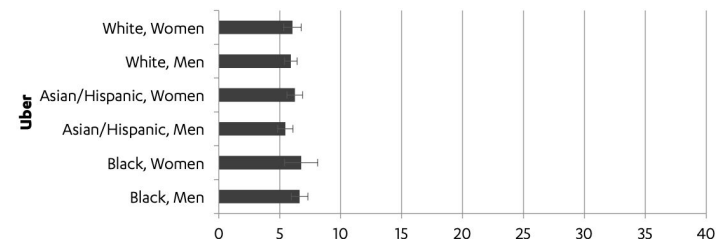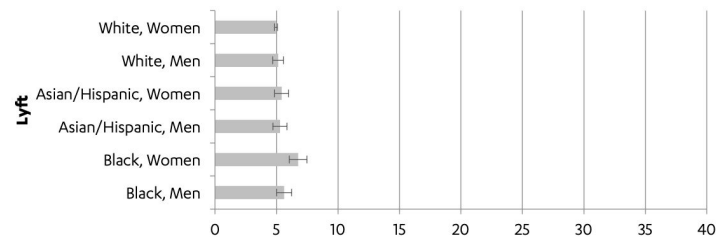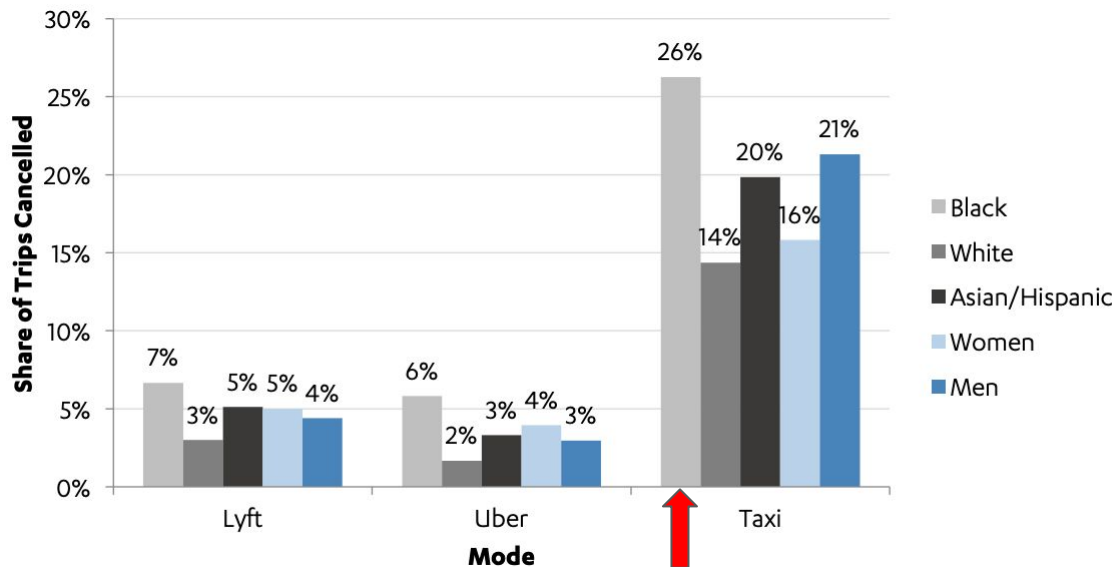
Table 2. Combined taxi/TNC trips, 2013 to 2016

	2013	2015	2016
Manhattan	11,785,652	11,784,731	12,455,200
Inner ring	799,626	993,504	1,773,011
Outer ring	59,935	314,823	1,156,221
Airports	524,784	641,260	725,765
Total	**13,169,997**	**13,734,318**	**16,110,197**
	Change from previous period		
	2013-15	2015-16	2013-16
Manhattan	(921)	670,469	669,548
Inner ring	193,878	779,507	973,385
Outer ring	254,888	841,398	1,096,286
Airports	116,476	84,505	200,981
Total	**564,321**	**2,375,879**	**2,940,200**

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.

https://fivethirtyeight.com/features/uber-is-serving-new-yorks-outer-boroughs-more-than-taxis-are/

"Unsustainable?", Bruce Schaller, 2017 (http://www.schallerconsult.com/rideservices/unsustainable.pdf)

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
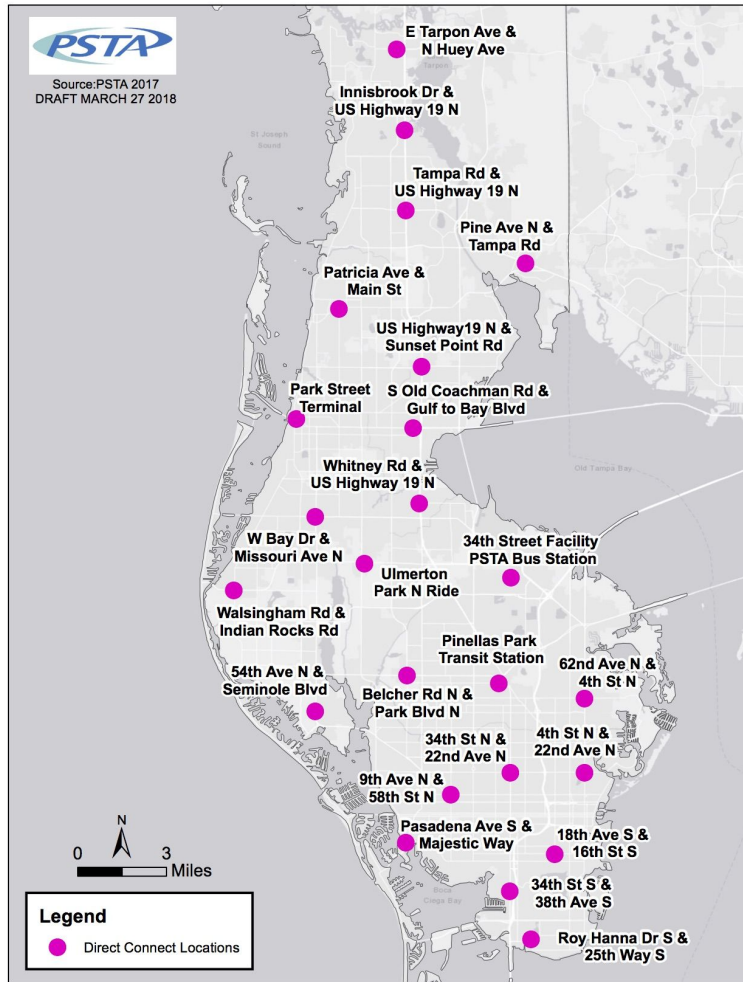
Extend transit's reach

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?

05 Directing the public subsidy

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