

**Mobility on Demand (MOD) Working Group**  
**November 5, 2018**  
**North Central Texas Council of Governments (NCTCOG)**  
**Transportation Council Room**

1. Meeting Summary
  - a. Welcome & Introductions
  - b. DART MOD Sandbox Project Update
  - c. Policy Implications of Transportation Network Companies
  - d. Americans' AV Preferences: Dynamic Ride-Sharing, Privacy & Long-Distance Mode Choices
  - e. Public Transportation Network Companies and Cross-Jurisdictional Services
  - f. Q/A, Discussion and Future Topics
2. Attendee List

**1. Meeting Summary**

**a. Welcome**

Jing Xu from NCTCOG welcomed and thanked everyone for attending the meeting. All attendees gave brief introductions.

**b. DART MOD Sandbox Project Update**

Todd Plesko, Vice President of Planning and Development at DART, provided an update on DART's MOD Sandbox project and discussed elements of DART's shared mobility vision. DART's shared mobility vision focuses on first- and last-mile issues, and one of the solutions includes an update to the GoPass mobile application that integrates TNCs into its functionality. Future updates could possibly include neighborhood electric vehicles, bike share, and other modal opportunities.

DART's mobility vision involves bolstering a high-frequency network, then deploying innovative mobility solutions (such as on-call service or microtransit) in less dense areas. GoLink monthly ridership has been increasing in areas with service gaps.

Some open questions include the question of whether the GoPass app could be a platform for other transit systems in the region. Can the region assist with investment to achieve a regional application? Should the region have a single platform, or should each agency do something different? NCTCOG staff will work on strategies to respond to those open questions.

**c. Policy Implications of Transportation Network Companies**

Todd Hansen, an Associate Transportation Researcher at Texas A&M Transportation Institute (TTI), provided a summary presentation of a TTI report that he co-authored titled "Policy Implications of Transportation Network Companies," published in October of last year. Two statewide policies exist in Texas: HB 1733 and HB 100, which require TNCs to obtain a permit and meet several operational requirements. Current state law preempts any local regulation on TNCs.

There are no studies that definitively link higher TNC activity with reductions in impaired driving; however, a 2016 study found that TNC drivers behave more safely than average drivers. While fingerprint-based background checks are not required, TNC technology is increasingly providing safety features like vehicle and driver identification information, the ability to track and share routes, and providing ratings for trips.

Some equity and accessibility concerns for TNCs include the lack of wheelchair accessible vehicles and whether services are accessible to other transportation disadvantaged groups (e.g., elderly, low-income, rural).

TNCs and transit agencies have been occurring across the country under different terms—partnerships can focus on technology integration (such as DART’s GoPass App), data sharing, first-/last-mile solutions, or other services. The dominant concern for these partnerships includes longer-term funding for partnerships, and how TNCs can fit into FTA requirements.

**d. Americans’ AV Preferences: Dynamic Ride-sharing, Privacy & Long-Distance Mode Choices**

Dr. Kara Kockelman, a professor of Transportation Engineering at the University of Texas at Austin, gave a presentation on Americans’ attitudes toward autonomous vehicles. 55 percent of Texans are willing to share rides with no travel delays (for a 5-mile trip), and of those willing to share a trip, the average national willingness-to-pay was 74 cents per trip-mile. 5 percent would be willing to share rides at night.

The survey asked several versions of the ethical “trolley problem,” asking what an autonomous vehicle should do (if anything) if the vehicle were inevitably going to crash into a group of pedestrians. The plurality of Texans (47.6%) stated they would prefer if the vehicle does not change course, no matter what, and must crash into whatever is ahead. In the situation where the autonomous vehicle crashes into other vehicles on the road, a plurality of Texans (38.9%) stated that the crash must occur without any biases toward vehicle type, value, or insurance. Finally, a majority of Texans (59.7%) state that an AV manufacturer should take responsibility for all damages in an unavoidable crash involving an autonomous vehicle.

Anonymization of travel data was important to survey respondents, as well, with 60% of national respondents stating they were willing to pay about \$1 per trip to anonymize their location while using autonomous vehicles. Respondents are uncomfortable with location data being used for advertising purposes. A vast majority (>80%) prefer to use their own vehicle for non-business trips, but that number drops to 40% with autonomous/shared-autonomous vehicles.

Middle-class households strongly preferred shared autonomous vehicles, and children increase household autonomous use by 83%.

**e. Public Transportation Network Companies and Cross-Jurisdictional Services**

Dr. David Weinreich, a research associate at the University of Texas at Arlington, shared a study on the state of mobility on demand in Texas. Of the entities surveyed as part of the study, the majority of partnerships between TNCs and public entities are to replace service (rather than supplement), and to provide service outside of service boundaries (rather than inside).

Weinreich provided case studies of MOD projects for several regions in Texas. Details on these case studies are listed in his presentation, which can be found at the following link: <https://www.nctcog.org/trans/plan/transit/emerging-transit-trends/mobility-on-demand-working-group>.

**f. Q/A, Discussion and Future Topics**

1. DCTA is developing a solicitation for various modes of mobility services as a supplement to their existing services. Their RFP is anticipated to be released in January, with an award anticipated by April.
2. NCTCOG is submitting an application to the Access and Mobility Partnership Grant for the Innovative Coordinated Access and Mobility Pilot Program. The grant application will create a regional mobility management program to improve the coordination of transportation services and non-emergency medical transportation services.
3. Federal Transit Administration (FTA) staff announced at the Texas Mobility Summit that FTA is going to issue RFP(s) totaling \$15 million for “Integrated Mobility Initiatives” in the next several months. These initiatives will include: (1) \$8 million for MOD Sandbox 2.0; (2) \$3 million for integrated fare payment technologies; and (3) \$5 million for demonstration of autonomous transportation applications (e.g., autonomous circulators/people movers)

The committee did not recommend topics for the next Mobility on Demand meeting. NCTCOG staff will coordinate content and schedule the next meeting soon.

**2. Attendee List**

Catholic Charities of Fort Worth: Scott Hurbough

City of Cedar Hill: Dana Woods

City of Fort Worth: Gerald Taylor

City of McKinney: Anthony Cao

Denton County Transportation Authority: Jonah Katz, Mona Pickens, Sarah Martinez

Federal Transit Administration: Melissa Foreman

Irving Holdings: Charlie Johnston, Jack Bewley

NCTCOG: Gypsy Gavia, Jing Xu, Kelli Gregory, Shannon Stevenson, Timothy O’Leary, Travis Liska

Span, Inc.: Laura Joy

STAR Transit: Mike Sims

Trinity Metro: Carla Forman, Phil Dupler

University of Texas at Arlington: Amruta Sakalker, Mehrdad Arabi, Saeed Nargesi, Sina Famili, Steven Reeves