Transit in Flex:
State of MOD in Texas

David Weinreich
Amruta Sakalker
Matt Reeves
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• Survey Population: 2,997, from Texas Municipal League list, Counties, MPOs, Transit Providers
• Responses: 353
• 333 completed survey
• Indicated on-demand service: 90
• Indicated app-based, on-demand service: 23
• Most cases were paratransit, rural, or suburban. Few urban.
Other Service Characteristics

- Supplement
- Replacement

- Inside Boundaries
- Outside Boundaries
Sources of Support

*Respondents could rate the importance of sources of support from 0-10. This table reflects the percentage of respondents selecting a 9 or 10 for each category.
Potential for Interagency Cooperation

• Strong *willingness* to cooperate
  • Shared Equipment
  • Shared Facilities
  • Not as much so for integrated fare payment

• Federal & state programs
  • 5310 program: vulnerable communities
  • 5311 program: rural transit
  • 5316: remaining JARC funds
  • Renewal of Sandbox program or
Case Study: Denton
DCTA has 4 app-based on-demand services

Multi-jurisdictional services:
• Highland Village Lyft Zone
• Alliance Link

Single jurisdictional services:
• Denton Airport Enterprise Zone
• UNT Lyft Program
Highland Village Lyft Zone:

- The service is within the DCTA jurisdiction, within Denton County but crosses municipal boundaries of Highland Village and Lewisville.
- The program is governed by the DCTA in coordination with the two cities.
- **Coordination**
  - Both fares have to be paid separately. Lyft discounts are separate from DCTA fixed routes.
  - The Lyft app for the area does not show DCTA fixed route schedules.
- Coordination with MPO not discussed.
Alliance Link:

• Part of the service is outside DCTA jurisdiction, it is shared
• The program is governed by the DCTA in coordination with the two cities
• **Coordination**
  • Both fares have to be paid separately. As it is a transfer discount between DCTA fixed route and Lyft rides payment are made separately from DCTA payments.
  • The Lyft app for the area does not show DCTA fixed route schedules
• Coordination with MPO not discussed
Denton County Transportation Authority

**Denton Airport Enterprise Zone**
Zone within Denton city, around the airport

**UNT Lyft Program**
Zone within city of Denton, in UNT campus

**Denton Airport Zone**
Zone within Denton city, around the airport
Capital Metro

Capital Metro app-based on-demand services

- Currently in discussion to develop RFPs for other areas within jurisdiction & outside – Manor & Pflugerville.
- **Working on an agreement with Travis County for services outside jurisdiction boundary.**
- Two pilot projects completed since 2016.
- Flex and Pickup (last ended in June 2018).
- **Both pilots were within Austin city limits**
The service is in a zone within Austin
A pilot program was run by the innovation team
Coordination
Both fares have to be paid separately for Pickup and fixed route using two different apps
The Lyft app for the area does not show fixed route schedules?
Coordination with MPO not discussed
Funding – Capital Metro
MOD zones are for first and last mile. Zones are currently not catering to all cities within DART service area.

- 3 zones in Plano
- 1 zone in Rowlet
- 1 zone in Inland
- 1 zone in Kleberg
- 1 zone in Rylie
Arlington
• Arlington On-Demand, operated by Via, offers a MOD zone for a flat fee of $3 (M-F 6am – 9pm.)
  • Currently there are no monetary incentives to transfer between Arlington’s On-Demand service and existing transit.

About VIA: http://www.arlington-tx.gov/residents/via/
VIA Metropolitan Transit

• Current state: RFP/RFI

• VIA recently finished an initiative to provide real-time transit information through several third party apps, however there are no ride-hailing capabilities at this time.

• Though it is not available yet, VIA is currently seeking to integrate ride-hailing capabilities within their application.

About Via Mobile Apps: https://www.viainfo.net/mobile-apps/
Vision 2040, VIA’s long range plan

- Recognizes the inevitable need of mobile applications to provide transit data and possible ride-hailing services
- **Cover service gaps** with ride-hailing technology
- Provide incentives for those using ride-hailing services to transfer between existing services

Vision 2040 Long Range Plan: https://www.viainfo.net/via-looking-ahead/
VIA Metropolitan Transit

Service:

• Via current services 98% of Bexar County

• Services are funded through:
  • Half-cent transit sales tax in VIA’s service area
  • 1/8-cent tax under Advanced Transportation District
  • Fares
  • Bus advertisement space
  • Grant money from FTA

About Via: https://www.viainfo.net/about-via/
• Currently there exists no public app-based on demand services

• Long-term planning mentions the possibility of serve gaps and transfers between existing services
  • *Not included in Alamo Area MPO 2019-2022 TIP*
Alamo Regional Transit

• Current state: NA

• ART currently services 12 counties providing on-demand, curb-to-curb response
  • Service types typically provided: Adult day care, medical, shopping, work, school
  • Available to all residents

• **Example Opportunity**: Currently reservations must be made 24 hours in advance through a placed phone call or through an electronic form on the internet. Given the existing service, creating a mobile application to facilitate transportation requests could reduce call dispatchers and increase ridership.

About ART: https://www.aacog.com/67/Alamo-Regional-Transit
http://www.alamoareampo.org/Plans/MTP/docs/Mobility2040/Final%20MTP%20Revised%20March%202015.pdf
Corpus Christi
Corpus Christi Regional Transportation Authority

• Current state: pre-proposal

• CCRTA’s 2020 plan includes:
  • Using TNCs to provide transit to low-density areas
  • Consideration of: Zones, rate control, subsidies
  • Identified target areas: Southside (Rodd Field and south of Yorktown)
    Corpus Christi International Airport
    Late-evening service after fixed-route ends

Corpus Christi Regional Transportation Authority

• CCRTA’s Long Range Plan
  • Implementation of demand responsive services to rural areas

• “Demand response service is provided in areas where demand is very low. Service is offered in a designated zone and should connect passengers to fixed-routes for out-of-zone trips”

Corpus Christi Regional Transportation Authority

Service Area

- CCRTA currently spans 841 square miles, crossing the Nueces and San Patricio county line.
- Financing currently comes from: operating fees, sales taxes, grants and other income -- no property taxes.
  - Half-percent sales tax for the following areas
    - Agua Dulce
    - Bishop
    - Corpus Christi
    - Driscoll
    - Gregory
    - Port Aransas
    - Robstown
    - San Patricio
    - Unincorporated areas of Nueces County

About CCRTA Finances: https://www.ccrta.org/financial-transparency/
https://comptroller.texas.gov/taxes/sales/mta.php
Corpus Christi Regional Transportation Authority (Review)

• Currently there exists no public app-based on demand services

• Long-term planning mentions the possibility to serve zones and providing first/last mile service for existing fixed transportation
  • *Not included in Corpus Christi MPO 2019 -2022 TIP*

• Service area mentioned within long term plan includes zones within CCRTA’s current service areas
• Current state: pre-proposal

• METRONext
  • Initial draft identifies emerging ideas in innovation: TNC integrations and mobile applications
  • Not many details or documented reports

• Not included in Houston-Galveston Area Council MPO 2019 -2022 TIP

About METRO: https://www.ccrta.org/financial-transparency/
About METRONext: http://www.metronext.org/resources/
https://www.documentcloud.org/documents/4951523-METRONext-Moving-Forward-Plan-a-Project-Profile.html#document/p40
Arro, Inc

• Current state: Available

• Implemented to serve transit needs for the 2017 SuperBowl, Houston contracted Arro, Inc to provide a uniform application. Houston’s city ordinance mandates every taxicab to use and respond to requests through Arro’s mobile application.

• Ordinance extends to licensed taxicab services that operate any taxicab “upon or over the streets” of the city of Houston.

About Arro: [www.ridearro.com/houston](http://www.ridearro.com/houston)
Arro, Inc

• Funding is completely private with $0 provided by the city.

• Houston approves rates that will be charged by the application based on time/distance

• All taxi drivers must on the application, though not required to use it exclusively

• Houston’s Administration & Regulatory Affairs Department told us: “There was not a wide adoption rate for Arro.”

Ordinance: https://library.municode.com/tx/houston/ordinances/code_of_ordinances?nodeId=794294
Contract Number: S30-Q25807
Questions & Discussion

David Weinreich dpwein@umich.edu
Amruta Sakalker amrutaamol.sakalker@uta.edu
Matt Reeves Reeves steven.reeves@uta.edu