

Symposium 2021 Breakout Session Title:

B402-Shark Tank: Everything from free freight to AV for low- income travelers to how many AV firms will survive

Session Contact/Organizers:

- *Richard Mudge, President, Compass Transportation and Technology*
- *Alain Kornhauser, Professor, Princeton University*
- *Brad Templeton, Technology guru*
- *Kara Kockelman, Professor, University of Texas*
- *Steven Polzin, Consultant*
- *Robin Chase, Transportation entrepreneur*

Session Description

Four 45-minute debates, each on a different topic, each with “sharks” to help stimulate an active and open conversation. No long speeches (max ten minutes); active audience participation encouraged.

Topics this year:

- Implications of low-cost intercity freight,
- ability of AVs to focus on low-income communities;
- ideas re how to speed AV deployment
- how many AV firms might survive?

Goals/Objectives/Outputs

Open debate regarding the policy and economic implications of several AV- related changes with strategic implications for the economy and society. We hope this debate will identify implications for AV deployment (positive and negative) and new policies to help improve AV deployment. A diversity of opinions is welcomed and expected. The debate should help identify new areas for research and discussion.

The topics covered this year have broad social and economic implications. A consensus of opinion is unlikely. Become a shark -- share your opinions and point out the folly in others.

Agenda

Session 1: Will the cost of freight approach zero?

Description: This will build on recent research by ARK regarding intercity truck AVs. ARK forecasts a possible drop in the price of intercity freight from 12 cents per ton-mile to 3 cents per ton-mile? Is this likely? If so, how will this change our economy? What will the impact be on the size of current markets?

Speaker: Miguel Martelo, UC Davis

Sharks:

- *Alain Kornhauser, Princeton*
- *Richard Bishop, Bishop Consulting*
- *Kara Kockelman, University of Texas*
- *Brad Templeton, technology guru*
- *Steve Polzin, Consultant*

Session 2: Will low-income communities be the first market for AVs?

Description: Waymo has deployed AVs in Chandler Arizona. Where should AVs go next? What is the rationale for serving low-income neighborhoods where access to jobs, stores, and health is important? Is there a business case for this? Should there be a business case? What is the argument for making low-income communities the first full deployment?

Speaker: Selika Talbott, American University

Sharks:

- *Robin Chase, transportation entrepreneur*
- *Baruch Feigenbaum, Reason Foundation*
- *Alan Kornhauser, Princeton*
- *Brad Templeton, technology guru*

Session 3: How can we speed AV deployment?

Description: AV benefits require generating a critical mass. Is there a public role to speed deployment? Michigan has begun dedicated lanes between Detroit and Ann Arbor for automated vehicles as a way to speed deployment – CAVNUE is the developer for this effort. What is the rationale for this? Does it have potential elsewhere in the country?

Speaker: Tyler Duval, CEO of CAVNUE

Sharks:

- *Alain Kornhauser, Princeton*
- *Carlos Bracerros, Utah DOT Director*
- *Kara Kockelman, University of Texas*
- *Brad Templeton, technology guru*

Session 4: How many AV winners will there be?

To date the AV story has been about firms investing huge sums in developing technology. This is about to change. Waymo has had driverless vehicles in the Phoenix metro region and other firms plan to deploy vehicles in the next few years. Some folks believe that only two firms will be winners. If true, what are the economic implications? Will there be local regulations? Is it too optimistic to believe that there will be any winners at all?

Speaker: Sven Beiker, Silicon Valley Mobility

Sharks:

- *Alain Kornhauser, Princeton University*
- *Robert Ravanshenas Maven Ventures*
- *Kara Kockelman, University of Texas*
- *Brad Templeton, robotic guru*