

Golden Gateway Computer Society

Driving Change – Autonomous Vehicles’ Big Impact & Coronavirus Economics

National Economic Education Delegation

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1

National Economic Education Delegation

- **Vision**

- One day, the public discussion of policy issues will be grounded in an accurate perception of the underlying economic principles and data.

- **Mission**

- NEED unites the skills and knowledge of a vast network of professional economists to promote understanding of the economics of policy issues in the United States.

- **NEED Presentations**

- Are **nonpartisan** and intended to reflect the consensus of the economics profession.



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2

2

Who Are We?

• Honorary Board: 52 members

- 2 Fed Chairs: Janet Yellen, Ben Bernanke
- 6 Chairs Council of Economic Advisers
 - Furman (D), Rosen (R), Bernanke (R), Yellen (D), Tyson (D), Goolsbee (D)
- 3 Nobel Prize Winners
 - Akerlof, Smith, Maskin

• Delegates: 520+ members

- At all levels of academia and some in government service
- All have a Ph.D. in economics
- Crowdsource slide decks
- Give presentations

• Global Partners: 45 Ph.D. Economists

- Aid in slide deck development

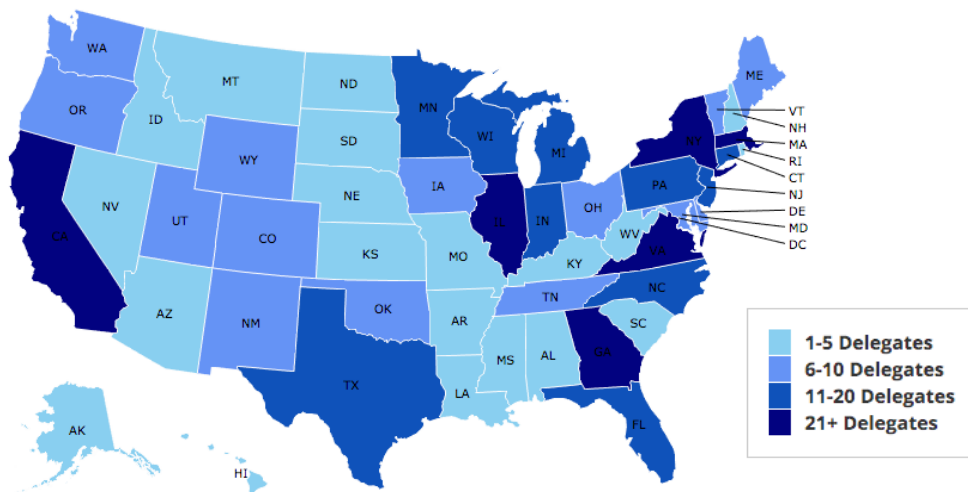


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3

3

Where Are We?



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4

4

Available NEED Topics Include:

- Coronavirus Economics
- US Economy
- Climate Change
- Economic Inequality
- Economic Mobility
- Trade and Globalization
- Trade Wars
- US Social Policy
- Immigration Economics
- Housing Policy
- Federal Budgets
- Federal Debt
- 2017 Tax Law
- Autonomous Vehicles



5

Credits – Autonomous Vehicles

- **This slide deck was authored by:**
 - Jon Haveman, NEED
- **This slide deck was reviewed by:**
 - Ronald Fisher, Michigan State University
 - William F. Fox, University of Tennessee, Knoxville
- **Disclaimer**
 - NEED presentations are designed to be nonpartisan.
 - It is, however, inevitable that the presenter will be asked for and will provide their own views.
 - Such views are those of the presenter and not necessarily those of the National Economic Education Delegation (NEED).



6

Outline

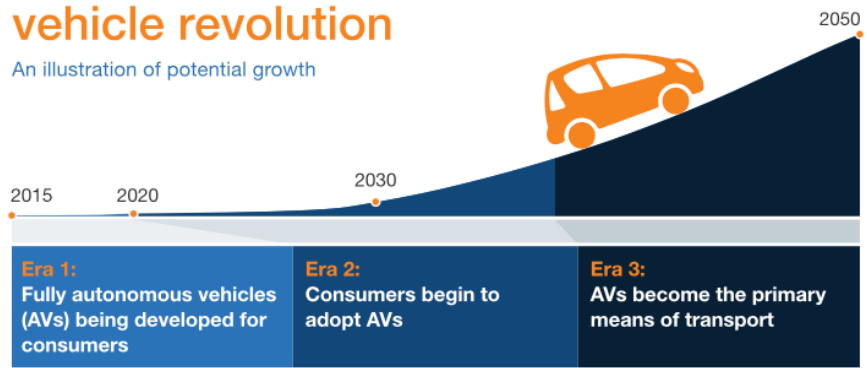
- Where does the AV path lead?
- Transition
- Policy/Planning Issues
- Major Economic/Development Changes

7

Growth Path

The self-driving vehicle revolution

An illustration of potential growth



McKinsey & Company

8

Two Important Questions:

1. When will Transportation as a Service (TaaS) be available?
2. How quick will the transition be?

WHEN?

What do the headlines say?



NVIDIA to introduce level-4 enabling system by 2018



First autonomous Toyota to be available in 2020



Volkswagen

Volkswagen expects first self driving cars on the market by 2019



Audi

Audi to introduce a self-driving car by 2020



TESLA MOTORS

Elon Musk now expects first fully autonomous Tesla by 2019, approved by 2021

Wildly Optimistic, But...

40+ Corporations Working On Autonomous Vehicles



WAYMO



TESLA



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11

11

WHEN?

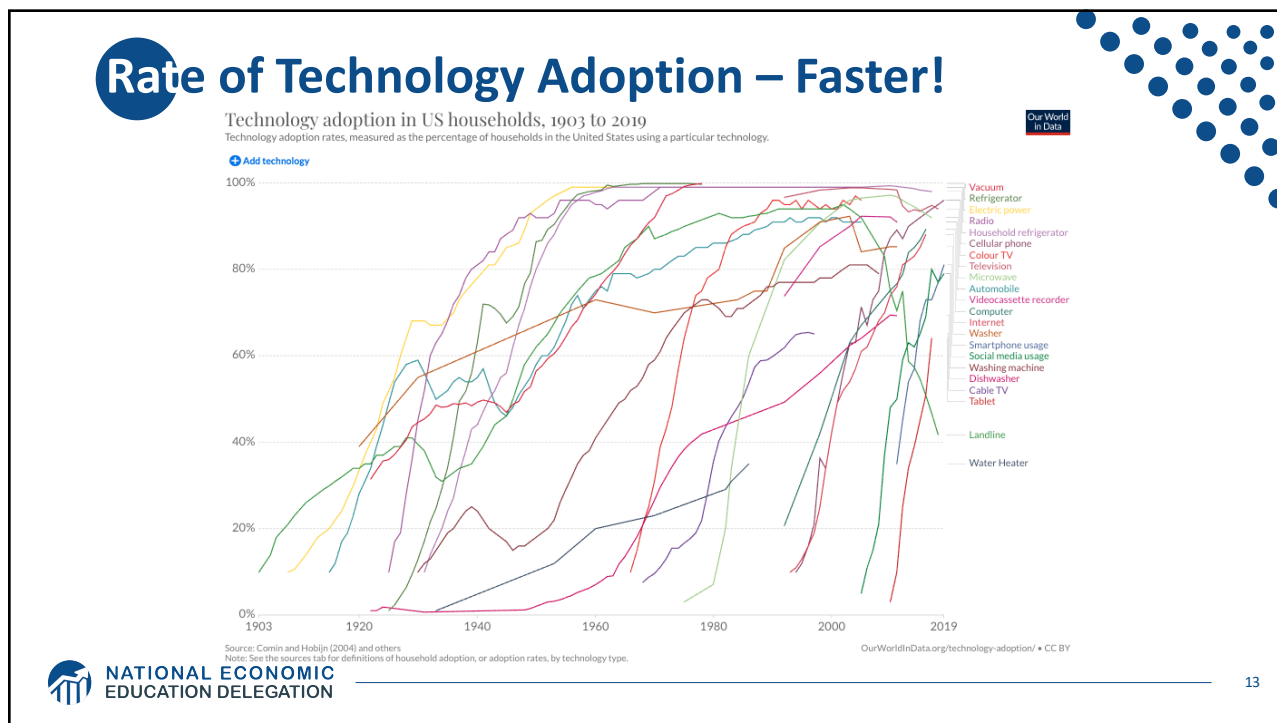
What is possible?

- By 2025
- Potentially 95% of VMT by 2035.
- Last 5% is going to be very difficult to achieve.
- Is this possible?
 - Horses to cars: 10 years – early 1900s
 - But adoption of EVs is so slow!
 - Adoption of AVs will be rapid.

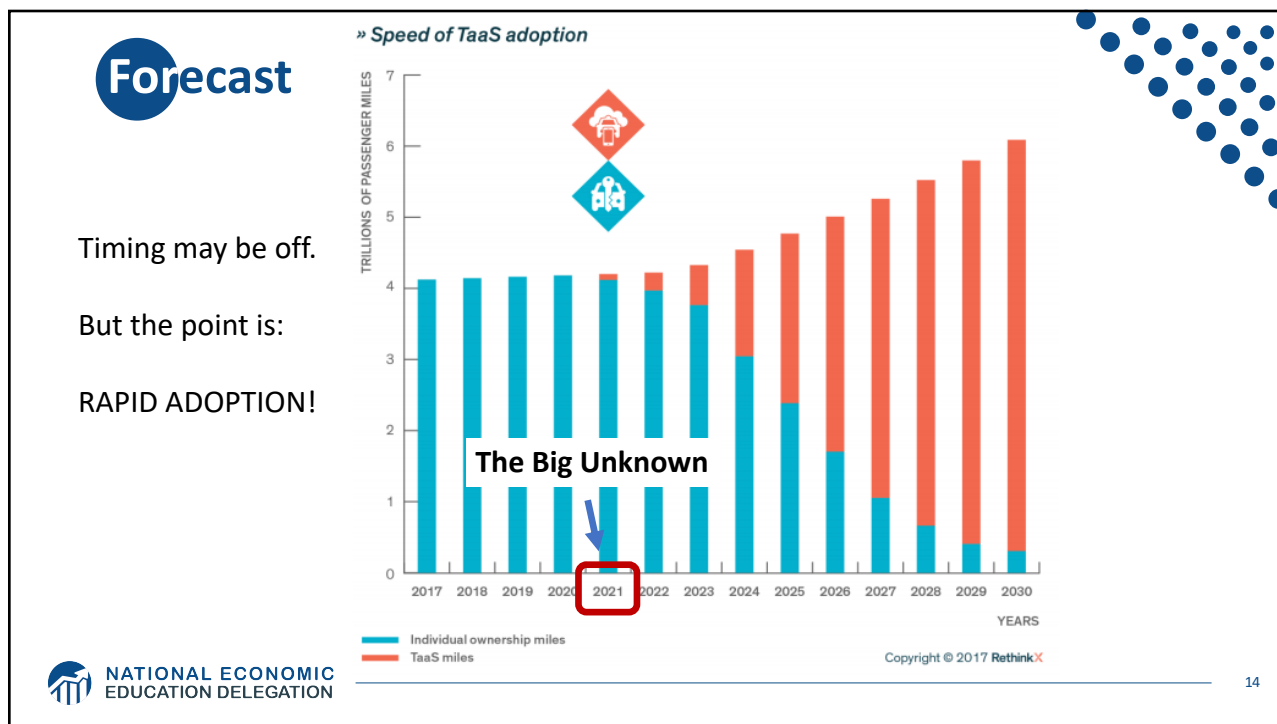


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12



13



14

What will the future look like?



15

This:



16

But, will it be:



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17

Hell

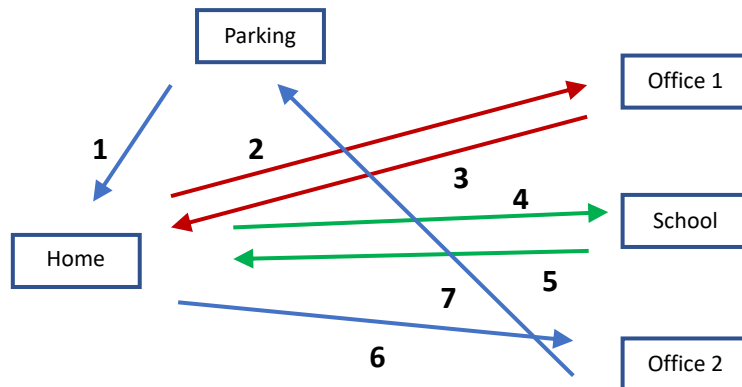
- **Primarily individual private car ownership**
 - Much as today
- **Combustion engines**
- **Why Hell?**
 - Dramatically increased VMT and pollution
 - Potentially increased congestion
 - Parking



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18

Two Adults and a Child: Morning Miles



And this is just the morning.....

Heaven



- **Vehicle ownership will be very limited**
 - Private ownership for those with specialized vehicle needs.
 - Fleet ownership will serve everybody else.
- **Engines: electric**
- **Insurance: product liability**
- **Not clear when we will get there, but this is the likely model.**
 - 2030 for widespread adoption in many regions.

Why is this Heaven?

- **Not only autonomous, but:**
 - Shared
 - Connected
 - Green
- **Far fewer cars in existence.**
 - Better resource utilization.
- **VMT could go up or down, but more productive than in Hell.**
- **Congestion effects – unclear, but likely reduced.**
 - Right-sized vehicles, platooning, sharing, V2V communication
- **Minimal need for parking.**



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Economics Drives Transition: Private

- **Adoption dividend for private individuals**
 - Eliminate car ownership
 - Ave annual cost of owning a car: \$9,282
 - Cost per mile will fall: \$0.59 to \$0.19
 - Repurpose your garage
 - \$50,000 from transition to bedroom
- **Time recovery**
 - 50% of SF Bay Area workforce has a commute in excess of 30 minutes
- **It will become too annoying to drive around all of those autonomous vehicles!**



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Economics Drives Transition: Public

• Economic and social costs associated with human drivers are enormous:

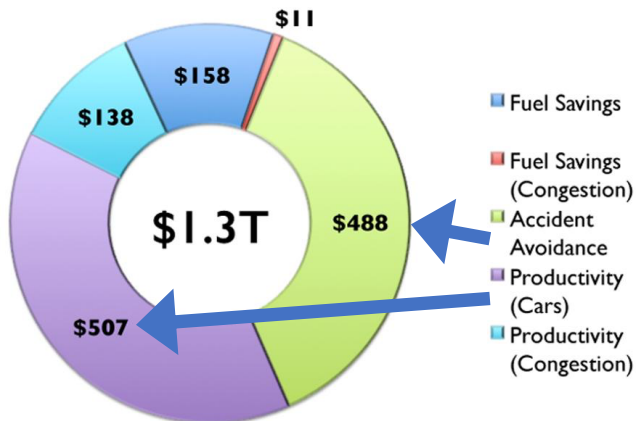
- ACCIDENTS:
 - Drive 25% of congestion
 - Result in 40,000 deaths
 - And 2 million injuries
 - 90+% caused by human error

- Costs of human drivers estimated at \$0.8 to \$1.3 TRillion each year



Potential Savings

Potential US Savings (\$B)



Public Policy/Planning Issues

- **Government buy-in:**
 - Essential – gov't must encourage progress
 - Difficult – because of displacement issue
- **Important transitional issues:**
 - What infrastructure should be developed?
 - What to do about public transportation?
 - What to do with all of the parking spaces?



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Planning

- **Respond to the coming changes**
 - Adjust the planning horizon for any investment in transportation infrastructure.
 - It may have gotten **MUCH** shorter.
- **Encourage the changes to happen more quickly**
 - Mobility, safety, productivity, and environmental benefits abound.



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Encourage Change

- **Mobility and equity considerations**
 - Elderly/disabled/impovertished
- **Safety:** only way to reduce traffic fatalities is by coordinated effort
- **Productivity:** reduced congestion
- **Environment:** speed transition to electric vehicles

These are all societal benefits that come about too slowly if the private market is left to itself.



27

Environment



28

What Changes Will This Bring?

- Disposable Income
- Government Finances
- Transportation demand
- Infrastructure
- Public Transportation
- Employment
- Parking
- Housing

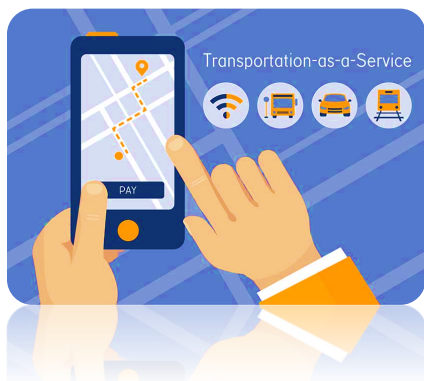
Potentially dramatic improvements in infrastructure planning and maintenance - Data sharing and integration



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29

Public Transportation



- **Ambiguous implications for public transportation.**
- **Demand may:**
 - Shrink because of low cost of TaaS.
 - Grow because last mile problem is solved.
- **Extensions may be added through contract with TaaS company.**



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30

Employment

- **Massive job displacement/relocation (Millions!):**
 - Drivers of all varieties: truck, taxi, delivery...
 - Car production jobs, car parts production jobs
 - Gas station, vehicle repair, and body shop
 - Police and fire
 - Health care workers
 - And so on...

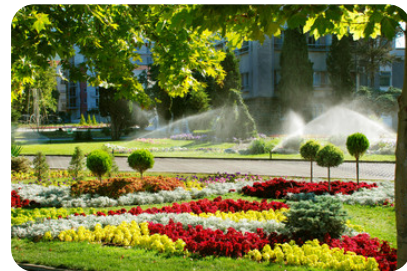


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Parking

- **Greatly reduced demand for parking lots.**
- **Service providers will own parking lots in strategic places.**
 - where the cost of land is low
- **Street parking will largely be a thing of the past.**
 - More green space in cities
- **Shopping mall parking will be converted to:**
 - More shopping mall? Housing?
- **Apartment complexes will convert parking.**



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Freeing Up Urban Space from Parking

- **Los Angeles: 14% of incorporated land area**
 - 200 Square miles
- **San Francisco: 275,450 on-street parking spaces**
 - Enough to parallel-park a line of cars 900 miles.
 - California's entire coastline is 840-miles.
 - Enough parking to fill parking lots that would cover the **Presidio, Golden Gate Park, and Lake Merced.**
- **Nationwide: (estimate) 500 million spaces**
 - That's larger than Delaware and Rhode Island combined.
 - Could be as many as 2 billion (add in Connecticut and Vermont).



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33

Housing



- **Housing is suddenly easier to build**
 - Issue of traffic congestion is significantly reduced
 - Space for new housing is available where parking lots used to be
- **Existing houses can now accommodate more people:**
 - garage to bedroom conversions



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34

Summary of Change

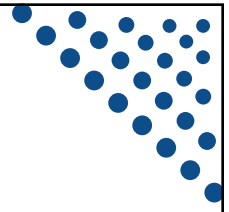
- **Massive employment upheaval.**
- **Local government finances will look very different.**
- **Housing will be easier to build and more plentiful.**
- **Parking conversions will be commonplace.**
- **Demand for transportation infrastructure will likely decline.**
 - Transportation infrastructure technology will be a booming business.
- **Demand for public transportation may well decline.**

Environmental Implications Depends: Heaven or Hell

- **Improved resource utilization**
- **More efficient travel**
 - Right sized vehicles
 - Optimized routes
 - Reduced congestion
 - No searching for parking
- **Increased VMT**
- **Cleaner technologies**
 - Electric
 - Lighter vehicles
- **Energy use of onboard electronics**
 - Weight and functional
- **Increased urban sprawl**

Bottom line: push governments at all levels to embrace and to implement policies deterring private vehicle ownership and zero passenger miles

Thank you!



Any Questions?

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Contact NEED: info@needelegation.org

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