



6th Conference on

AUTONOMOUS VEHICLES AND PUBLIC TRANSPORT

AVs, Public Transit and Movement of People

March 5-6, 2024 | San Francisco Airport Marriott Waterfront

Hosted by:

AVAMERICA
NEWS, ANALYSIS & PERSPECTIVE ON AUTONOMOUS VEHICLES

Supported by:

Global **Mass Transit**

MISSION

The mission of the conference is to discuss recent developments, emerging trends, progress in the deployment of autonomous vehicles for public transit, policy framework, best practices to integrate AVs and public transport, potential use cases of AVs in public transport, strategies for the deployment of AVs to support transit operations, infrastructure required to deploy AVs, and labor force transformation. The conference will showcase case studies, pilot projects, and new and existing technologies for AVs.

BACKGROUND

Autonomous vehicles (AVs) have the potential to support transit service expansion with lower capital and operating costs compared with other modes of public transport. Some of these benefits have been realized with automated shuttles, automated bus rapid transit (BRT) and mobility on demand services. Automated commercial vehicle business models including self-driving robo-taxis, automated shared ride vans and SUVs, autonomous pods, driverless trucks and personal rapid transit (PRT) systems at airports have also been impactful and have offered important lessons for transit operations.

The focus, now, is on improving accessibility, efficiency and safety when automation is incorporated in transit operations. With the recent FTA funding, automated bus yards (ABY) are an emerging area of AV applications that are expected to result in significant economic, operational and safety benefits for transit agencies, while enabling them to strengthen automation capabilities. Funding has also been made available for development of advanced driver assistance systems (ADAS) for transit buses to help improve bus operator safety and efficiency. Further, there is ongoing research on technologies to enhance the accessibility of future automated buses and services.

To continue to create success stories of AVs in transit, agencies, government authorities and the industry must proactively draft policies and regulations to keep pace with the rapidly evolving technology, resolve challenges related to training of transit operators, invest in communications and data sharing infrastructure, develop standards, and prioritize equity. Going forward, some of the themes expected to take centre stage include new technologies advancing transit equity, AVs and Mobility-as-a-Service (MaaS), sustainability and climate impacts, cybersecurity, electric charging infrastructure, teleoperations, 4G/5G for AVs, digital twins, and many more.

KEY TOPICS TO BE DISCUSSED

- ❖ Policies, guidelines, and regulations driving the development of AVs
- ❖ AVs for improving equity, accessibility and inclusivity
- ❖ Barriers to Level 4 and Level 5 automation
- ❖ AVs in public transit and the future of mobility
- ❖ Role of transit agencies/operators in the connected autonomous mobility future
- ❖ Use cases for shared AV services
- ❖ Transit agency activities for labor force transformation
- ❖ China experience
- ❖ Building capacity in USA: Buy American rule and constraints
- ❖ Technology developments
- ❖ Role of Insurance
- ❖ Digital infrastructure requirements for AVs
- ❖ AVs for shared mobility, first and last-mile connectivity, autonomous shuttles and robotaxis
- ❖ Role of robotaxis in public transport
- ❖ Automating bus yards (ABY)
- ❖ AVs and Mobility-on-Demand
- ❖ Automated commercial vehicles and lessons for public transit
- ❖ Lessons and learning from Cruise suspension
- ❖ Automated vehicle data principles and framework
- ❖ Best practices, successes and lessons learned
- ❖ Lessons from recent AV company failures (going bust)

DAY 1: MARCH 5, 2024 (8 AM TO 4:30 PM PT)

Session 1: Opening Keynote Session on AVs, Public Transit and Movement of People

- ❖ AVs in public transit and the future of mobility
- ❖ Prioritizing accessibility and inclusion
- ❖ Barriers to Level 4 and Level 5 automation
- ❖ Regulatory hurdles, recommendations
- ❖ Ensuring industry stability

Session 2: Legislative and Regulatory Landscape - Shaping the Deployment of AVs

- ❖ Transit Bus Automation Market Assessment Report
- ❖ FTA funding for automated vehicle test activities by transit agencies
- ❖ Developing and promoting consistent standards
- ❖ State-level policies and programs for AVs
- ❖ Creation of AV Safety Standards

Session 3: Keynote Panel Discussion - Transit Agency/Operator Perspective

- ❖ Role of transit agencies/operators in the connected autonomous mobility future
- ❖ Experience so far, challenges, lessons learned
- ❖ Planning and designing autonomous mobility services and integrating them into public transit networks
- ❖ Consumer acceptance - affordability, comfort, privacy and safety
- ❖ Workforce transition and development

Session 4: Technology Showcase

- ❖ Vehicles, shuttles
- ❖ AI, deep learning, ADAS
- ❖ LiDAR, RADAR, cameras, sensors, INS
- ❖ Cloud computing for AVs
- ❖ Charging of autonomous buses
- ❖ Etc.

Session 5: Case Studies and New Initiatives

- ❖ Use cases for shared AV services including automated BRT, transit buses, shuttles for first/last-mile, paratransit and circulator services
- ❖ New initiatives and future plans of transit agencies
- ❖ Automating bus yards: funding, benefits, applications and progress so far
- ❖ Challenges and successes

Session 6: Transit Workforce Transformation

- ❖ Role of trained operators with increasing AV technology in buses
- ❖ Transit agency activities for labor force transformation
- ❖ Workforce training needs
- ❖ Resources required

Session 7: Is China Moving Ahead?

- ❖ Progress in China
- ❖ Government support and regulations
- ❖ Industry collaboration and ecosystem, lessons to be learned
- ❖ Consumer acceptance and adoption

Session 8: Automaker Perspective - Building Capacity in USA

- ❖ Building capacity in USA
- ❖ Buy American rules, constraints and waivers
- ❖ New technology developments
- ❖ Market outlook

Session 9: Insurance Perspective

- ❖ Role of insurance
- ❖ Key risks
- ❖ Risk mitigation strategies
- ❖ Insurance option

Session 10: Digital Infrastructure Requirements

- ❖ Digital infrastructure requirements for AVs
- ❖ Communication networks, traffic control devices, roads and digital HD maps
- ❖ Adoption of V2I and V2V digital infrastructure
- ❖ 4G/5G adoption

CLOSE OF DAY 1

DAY 2: MARCH 6, 2024 (8 AM TO 2 PM PT)

Session 11: AVs and On-Demand Mobility

- ❖ AVs for shared mobility, first and last-mile connectivity, autonomous shuttles and robotaxis
- ❖ Software and hardware requirements to enable AMoD
- ❖ Integration with current transport offerings, role of transport authorities/operators
- ❖ MOD Sandbox Program

Session 12: Robotaxis and Public Transport

- ❖ Role of robotaxis in public transport
- ❖ Renewed focus on robotaxis by automotive companies
- ❖ Use cases

Session 13: Is Cruise's California Suspension a Big Setback for the AV Industry? - A Panel Discussion

- ❖ Lessons and learning from Cruise suspension
- ❖ Impact on testing and development efforts
- ❖ Impact on other players

Session 14: Data and Automated Vehicles

- ❖ Automated vehicle data principles and framework
- ❖ Voluntary data exchange use cases
- ❖ Data protection and privacy
- ❖ Developing a comprehensive cybersecurity strategy

Session 15: Why Some AV Companies Are Going Bust

- ❖ Lessons to be learned from Argo AI, Local Motors, etc.
- ❖ Recent developments
- ❖ Best practices, successes and lessons learned
- ❖ Risks and challenges

Session 16: Automated Commercial Vehicles and Lessons for Public Transit

- ❖ Technology advancements
- ❖ Automated shared ride passenger vans and SUVs
- ❖ Automated pods
- ❖ Driverless trucks
- ❖ Personal rapid transit (PRT) systems at airports

Lunch and Close of the Conference

Post-Conference (2 pm): Field Visit To An AV Shuttle Operation

PREVIOUS PARTICIPANTS

Some of the key transit agencies, DOTs and city governments that participated in the previous editions: AC Transit; Amtrak; Amalgamated Transit Union; Ann Arbor Area Transportation Authority; Anne Arundel County; Antelope Valley Transit Authority; Arizona Department of Transportation; Arizona Department of Public Safety; Atlanta Regional Commission; Bay Area Rapid Transit; Beaver County Transportation Authority; Ben Franklin Transit; Broward County Transit; Butler County Regional Transit Authority; Honolulu DOT; Calgary Transit; California Public Utilities Commission; CALSTART; CapMetro; Centre Area Transportation Authority; Central Japan Railway Company; Central Contra Costa Transit Authority; Central Midlands Regional Transit Authority; Central Ohio Transit Authority; Charlotte DOT; Chatham Area Transit; Chicago Transit Authority; Chittenden County RPC; City of Burlington; City of Columbus; City of Fort Collins; City of Hamilton; City of Las Cruces-Road RUNNER Transit; City of Miami Beach; City of Palo Alto; City of Peachtree Corners; City of San Diego; City and County of San Francisco; Community Transit; City of White Bear Lake; Colorado Springs; Corpus Christi Regional Transportation Authority; Culver City Bus; Dallas Area Rapid Transit; Delaware River Port Authority; Delaware Transit Corporation; Des Moines Area Regional Transit Authority; Eastern Contra Costa Transit Authority; Edmonton Transit; Fairfax County DOT; Fairmont-Marion County Transit; First Transit; Glendale Transit; GoTriangle; Hawaii Department of Transportation; Honolulu Authority for Rapid Transportation; Hillsborough Area Regional Transit Authority; Illinois DOT; Indianapolis Public Transportation Corporation; Jacksonville Transportation Authority; Kansas City; King County; Kitsap Transit; Livermore Amador VTA; Long Beach Transit; Los Angeles DOT; Macatawa Area Express; Macon-Bibb County Transit Authority; Maryland DOT; MBTA; Metra; Metrolink; Metrolinx; MARTA; Miami-Dade County; Michigan DOT; Missouri DOT; MnDOT; Monterey-Salinas Transit; Mountain Metropolitan Transit; MTA Harris County; Napa Valley Transportation Authority; National Express; National Renewable Energy Laboratory; Nebraska Department of Transportation; Nevada DOT; NJ Transit; North Carolina DOT; Ohio DOT; OmniRide; Palm Beach TPA; Port Authority NY/NJ; Pinellas Suncoast Transit Authority; Potomac and Rappahannock Transportation Commission; RATP Dev USA; RTC Southern Nevada; RTD Denver; RoadRUNNER Transit; RTC Washoe; SACOG; Sacramento Metropolitan Air Quality Management District; SamTrans; San Bernardino County Transportation Authority; San Diego Association of Governments; San Francisco Bay Area Rapid Transit District; San Francisco County Transportation Authority; San Francisco Municipal Transportation Agency; San Mateo County; Santa Clara VTA; Sarasota/Manatee MPO; SARTA; SBB; SCRRA; SEPTA; Société de Transport de Montreal; SolTrans; South Coast British Columbia Transportation Authority; Spokane Transit Authority; StarMetro; Swiss Railways; Tampa Bay Area Regional Transit Authority; TARC; Toronto Transit Commission; TransLink; USDOT Volpe Center; Utah Transit Authority; Valley Metro; Wichita Transit; etc.

The previous editions also attracted participation from private operators, consultants, technology providers and research institutions including: 2getthere; Access Services; Acterra; Acumen Building Enterprise; Adastec; AECOM; Altro; Amazon Web Services; Applied Autonomy; Arcimoto; Arexpo spa; Argonne National Laboratory; Aurora Innovation; AutoGuardian; Automated Mobility Services; Autonottraffic; Autonomous Insights; Beep Inc.; Bentley Systems, Bestmile; Black & Veatch; Blue Bird Corporation; BlueSpace.ai; Braunability; Carnegie Mellon University; Cartrast; CBRE; Coast Mountain Bus Company; Complete Coach Works; Cyngn; DDS Wireless; DKS Associates; Deepen; Drive Sweden; Ecolane; Ecole; Electrans Technologies; EXP; FAAC Incorporated; Facebook; Flash Parking; Fehr & Peers; Fisher Phillips; Freedman Seating; FuelCell Energy; General Motors; Genetec; Global Traffic Technologies; GILLIG; Glydways; Goodyear Tire; Greenville Spartanburg Airport; Gunda Corporation; Hallcon Corporation; Hayden AI; HAAS Alert; HNTB; HOLON; Houston Airports; Huber + Suhner Inc; Imagry; Infrastrategies; Innovation Norway; Innovusion; Innoviz Technologies; ITS America; Karsan; Keolis; Lacuna Technologies; Lea + Elliott; Lilee Systems; LTK Engineering Services; May Mobility; Michigan State University; Michigan Tech Transportation Institute; Mitsubishi; Mobile Climate Control; Morgan Olson; Mott MacDonald; Moovit; Murata Electronics; National Advanced Driving Simulator - University of Iowa; National Aging & Disability Transportation Center; National Express; Navya; NCC Group; New Flyer; Nossaman LLP; Nova Modus; Ocado Group; Oceaneering; Ohio Transit Risk Pool; Optibus; Optimus Ride; Oracle; Parametrix; Parsons; Perrone Robotics; Plenary Group; Plum Catalyst; Point One Navigation Inc; Reason Foundation; RideCo; Safe Fleet; Samasource; Sanborn; Shared-Use Mobility Center; SFB Consulting; Siemens Mobility; SNC Lavalin; Southwest Research Institute; Squire Patton Boggs; STEER Tech; STV Incorporated; SwRI; Stantec; Sumitomo; Systra; Texas A&M; The Solis Group; Thermo King; Transdev; TWU of America; University of North Carolina - Charlotte; Upper Great Plains Transportation Institute; University of Toronto; Velodyne LIDAR Inc; Via Transportation; Virginkar & Associates; WeGo Public Transit; Wendel; WiTricity Corporation; WSP; Yunev; Zenuity; ZF North America; Zoox; etc.

SPONSORSHIP (Limited and available on a first-come-first-served basis)*

Option 1 – USD 5,000

- A 15-minute speaking slot followed by Q&A with the attendees
- Table space at the venue
- Company logo will be displayed on the event website and the registration page
- Company logo will be displayed in the opening and closing slides
- Special mailer to our database announcing your participation
- Sponsor company and logo mentioned in each promotional mailer
- Mentions in social media posts including a post on the speaker from your company
- Mention in opening and closing remarks
- 2 delegate registrations (excluding the speaker)

Option 2 – USD 10,000

- A 15-minute speaking slot followed by Q&A with the attendees
- Moderating a panel discussion
- Table space at the venue
- Company logo will be displayed on the event website and the registration page
- Company logo will be displayed in the opening and closing slides
- Special mailer to our database announcing your participation
- Sponsor company and logo mentioned in each promotional mailer
- Mentions in social media posts including a post on the speaker from your company
- Mention in opening and closing remarks
- 5 delegate registrations (excluding the speaker)

Coffee sponsor – USD 4,000

- Branding on all marketing collaterals/ materials
- Branding on all communication of the conference
- Social media posts
- 1 delegate registration

Lanyard sponsor – USD 6,000

- Named lanyard sponsor
- Branding on all marketing collaterals/ materials
- Branding on all communication of the conference
- Social media posts
- 2 delegate registrations

Exhibitor – USD 4,500

- Table space
- Branding on all marketing collaterals/ materials
- Branding on all communication of the conference
- Social media posts
- 2 delegate registrations

Start-up show case – USD 2000 (3 spots)

- 10-minute speaking slot in the main program
- Branding on all marketing collaterals/ materials
- Branding on all communication of the conference
- Social media posts
- 2 delegate registrations (including the speaker)

**Note: Our classification of a start-up is a company that is less than 3 years old with revenue less than USD 5 million*

Please reach out to us so that we can understand your needs better and customise your sponsorship proposal. For further information, contact:

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ORGANIZERS

The mission of **AV America** is to connect people interested in autonomous vehicles with information and analysis on the autonomous vehicle industry. The portal provides links to news, technology features, policies, reports, presentations, regulations, perspectives, interviews, webinars, videos, and podcasts on autonomous vehicles.

Global Mass Transit is a leading provider of information and analysis on the global mass transit industry. It publishes newsletters, conducts research studies, and organizes conferences.

DELEGATE FEES

Delegates	Price before January 19, 2023	Price before February 9, 2023	Standard Price
One Delegate	USD 1,050	USD 1,275	USD 1,500
Two Delegates	USD 1,680	USD 2,040	USD 2,400
Three Delegates	USD 2,310	USD 2,805	USD 3,300
Four Delegates	USD 2,940	USD 3,570	USD 4,200
Special category delegates *	USD 350	USD 425	USD 500

**There is a special low fee for transit agencies, operators, government authorities, academia, research institutions and nonprofit organizations*

REGISTRATION FORM

☐ I would like to register for the conference

☐ Please send me more information

NAME/DESIGNATION _____ COMPANY _____

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PAYMENT OPTIONS

1. Credit Card: To make payments by credit card,

<https://web.cvent.com/event/271fc5e6-5cd1-4f32-87be-9ac620916523/summary>

All credit card payments will be subject to standard credit card charges

2. Wire Transfer:

Beneficiary: India Infrastructure Publishing Private Limited*
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Bank Address: R-47, Greater Kailash – 1, New Delhi - 110048
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To register, email us to: registration@globalmasstransit.net or visit us at www.globalmasstransit.net

TERMS AND CONDITIONS

Payment Policy

- Full payment must be received prior to the conference in USD.

Cancellations

- Cancellation requests received in writing 30 days before the date of the conference will be eligible for a full refund, minus a service charge/administration fee of USD150. We regret that no refunds will be made for any cancellation requests received less than 30 days prior to the conference.
- Substitutions/Name changes are welcome at no extra charge. Please send these in writing at least two days prior to the conference.

Information Collected

- We collect the information you provide to us when you complete the registration form. The information includes name, company, and email address. By registering for this conference, you agree to be contacted by us with regard to other similar events or services of ours that may be of interest to you, and by the sponsor(s) of the conference for which you have registered

Disclaimer

- Global Mass Transit shall assume no liability whatsoever in case the conference is postponed or cancelled due to a fortuitous event or unforeseen occurrence that renders its organization impractical, illegal or impossible. For purpose of this clause, a fortuitous event shall include, but not be limited to: war, fire, labor strike, extreme weather or other emergency. Global Mass Transit's responsibility is limited to the return of registration fees only, and not any travel and accommodation costs.
- Please note that it may become necessary for reasons beyond the control of the organizers to make alterations to the content and timing of the program or speakers.