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2018 Traverse 'Built with Style, Purpose' - GM's Alan Batey

by Jim Stickford

The year 2017 may have only just started, but that didn't stop Alan Batey, GM's president of North American operations, from introducing the 2018 Chevrolet Traverse on Jan. 9 at the North American International Auto Show (NAIAS).

Batey said Chevrolet has dominated the full-size SUV market niche, controlling nearly 50 percent of the market.

With the 2018 Traverse, Batey said Chevrolet will complete the brand's SUV lineup.

"The Traverse has been built with style and purpose," Batey said. "It proudly wears Chevy's design cues and every seat is designed for adult use. The Traverse comes with an easy-toaccess third row.

This is the SUV that can handle whatever life throws at you. Because the mid-size SUV market is expanding, we are introducing the first-ever Traverse High Country – a top-of-the-line, highly-contented model that comes with several exclusive trim fea-

The 2018 Traverse has a new look inspired by Chevrolet's full-size SUVs, with purposeful proportions complemented by premium cues such as chrome accents, LED signature lighting and available D-Optic LED headlamps, Batey said.

Chevrolet is adding two new trim levels for the 2018 Traverse

Macomb Still Is Area's Arsenal Of Democracy

More than 100 years after the auto assembly line was first introduced, Macomb County remains at the forefront of the U.S. automotive industry.

In 2016, U.S. automakers reported their highest annual sales ever, and 17.5 million vehicles were sold, surpassing the 2015 record of 17.4 million. The transformational growth of the industry is opening up economic opportunities across Macomb County.

"Macomb County is better equipped than any other county in the nation to deploy connected and autonomous vehicle capabilities," said Macomb County Executive Mark A. Hackel.

"We are at the intersection of world-class production and nextgeneration technological innovation. The infrastructure and advanced workforce needed to support the emerging demands of this industry exist here," said

Since 2010, the auto industry has invested \$7.4 billion in Macomb County including 123 separate investments above \$1 million. The "Big Three" account for \$4.8 billion of that total, which includes commitment to developing technologies for connected cars and also testing autonomous vehicles in both private facilities and public streets.

Combined, Fiat Chrysler Automobiles, Ford Motor Company and General Motors employ

CONTINUED ON PAGE 2

- to offer customers more choices for a personalized appearance.

The new RS package includes unique, blacked-out exterior cues with a black chrome grille, black bowtie, 20-inch wheels and more, he said.

The High Country trim features premium content and technology, including a unique interior trim, said Batey, featuring Loft Brown leather appointments with suede accents, 20-inch polished wheels, High Country badging, D-Optic headlamps, standard twin-clutch AWD and power-fold third row seats.

Features include a new 3.6L V6

- the sporty RS and High Country and nine-speed automatic transmission from the standard propulsion system, expected to offer nearly 10 percent more horsepower than the current model and a GM-estimated 25 mpg highway (FWD). The combination also supports an estimated 5,000-pound trailering capacity when properly equipped.

Sporting the new RS trim, the Traverse will exclusively feature a 2.0L turbocharged engine that provides a unique driving experience, Batey said, with more maximum torque than the V6. It is also paired with the nine-speed automatic transmission.

CONTINUED ON PAGE 6



Perelli with 2018 Traverse at North American International Auto Show



GM CEO Mary Barra shows off Car of the Year Chevrolet Bolt.

Bolt Wins Car of the Year

Detroit engineering impressed the judges picking winners at last week's North American International Auto Show.

They named the Chevrolet Bolt EV as the 2017 North American Car of the Year.

The Bolt EV's recognition marks the fourth time in four years that Chevrolet has received the North American Car of the Year or Truck of the Year award, following the Corvette Stingray and Silverado's wins in 2014 and the Colorado's award in 2015, said GM spokesman Fred

"The Bolt EV fulfills Chevrolet's promise to offer an affordable, long-range electric," said Mark Reuss, executive vice president. GM Global Product Development. "It is a game-changer that is not only a great electric vehicle; it's a great vehicle - period."

Founded in 1994, the NACTOY group comprises 60 professional automotive journalists from the United States and Canada who work for magazines, television, radio, newspapers and websites,

CONTINUED ON PAGE 3

From Out of the Past Comes Ford's Ranger and Bronco

The 2017 NAIAS was the perfect opportunity for executives at Ford to talk about the company's future.

Joe Hinrichs, Ford's president of The Americas, announced on Jan. 9 that Ford is launching this fall a new version of the F-150 pickup truck.

The new F-150 will be even tougher, Hinrichs said. It will have the best towing ever. A new F-150 is always big news, he said, "but it is a pleasure to announce the return of two old names to the U.S. market - the Ford Ranger and the Ford Bronco.

"We've heard our customers loud and clear. They want a new generation of vehicles that are incredibly capable yet fun to drive," said Hinrichs.

pickup that's Built Ford Tough. Bronco will be a no-compromise midsize 4x4 utility for thrill-seekers who want to venture way bevond the city.'

Ford is bringing back the Ranger midsize pickup truck to its North American vehicle lineup in 2019 and Bronco midsize SUV to its global vehicle portfolio in 2020, Hinrichs said. Both vehicles will be manufactured at Ford's Michigan Assembly Plant in Wavne.

That wasn't the only news made by Ford at the auto show.

"This year, the expansion of our business as an auto and mobility company moves into even higher gear," said Mark Fields, president and CEO.

"We're introducing even more "Ranger is for truck buyers new vehicles and technologies to who want an affordable, function- make life better for millions of more people even more efficiental, rugged and maneuverable people in the near term, plus ly in the future.'



From left, Isaacson, Ford and Fields discuss future of transportation.

we're presenting a vision and partnering with cities to move other earlier announcements

This news, Fields said, follows

CONTINUED ON PAGE 7

Marchionne Talks About FCA's Future Plans at Auto Show



Sergio Marchionne

Fiat Chrysler CEO Sergio Marchionne spoke to the media at the 2017 North American International Auto Show on Jan. 9 for about an hour about the companv's future.

Marchionne spoke about President-elect Donald Trump's congratulating Fiat Chrysler for announcing on Jan. 8 that the company was investing \$1 billion to improve and update facilities in the United States.

Marchionne said that the company didn't make the announcement to please any politician. The investments had been in the works since the 2015 UAW contract that Fiat Chrysler

As to the political environment and how it affected the company, Marchionne said that Fiat Chrysler will adjust to whatever rules there are if any rule changes get made.

"Right now, everyone is speculating," Marchionne said. "He's just been tweeting. I don't even know what the rules are. I haven't spoken to Trump or any of his advisors. This decision has been in the works for a long period of time.

"If you look at how we are realigning manufacturing in the U.S., you will see that it's totally in line with what we've said and done in the past. This announcement is just a continuation of our

retooling of our U.S. manufacturing base.

Marchionne said Fiat Chrysler has been at full capacity for the Ram 1500 for a few months, and the announcement about future plans on Jan. 8 was a coincidence with Trump's tweets.

Marchionne was then asked about whether Fiat Chrysler would be moving more into heavy duty SUVs.

"I need clarity," Marchionne said. "I think we all need clarity. We're not the only automaker who needs it. Yesterday's announcement was not a pre-emptive strike."

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For more information and to purchase tickets, call 586-322-7812. The Woods Church is at 14300 13 Mile Road, Warren.



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Marchionne Discusses Fiat Chrysler's Future with Media

CONTINUED FROM PAGE 1

Marchionne said that Warren Truck would get heavy-duty truck production if, and that was still a question, if heavy duty truck production left Mexico.

The question of what investments Fiat Chrysler was making in Canada came up.

The question of what investments Fiat Chrysler was making in Canada came up.

He said that he would be meeting with Prime Minister Justin Trudeau and that if he wanted to tweet as well, Marchionne would respond.

When asked how much money Fiat Chrysler would try to get the government, Marchionne said "as much as we can."

When asked if he thought Fiat Chrysler was now on Trump's "good" list of companies, Marchionne said every thing is up in the air

"Trump hasn't told me," Marchionne said. "Our history with Chrysler is eight years old. We have not forgotten this country. We know we must protect the mother goose. We know we must protect the company and the people we employ. We are keeping that part of the strategy to develop a mid-sized SUV for the global

"These Trump tweets are all new territory. I don't know how to answer this new form of communication. We will respond and adapt to Trump. We're car makers and not into moralizing."

Marchionne said people have been asking him and other OEM CEOs what the auto industry is going to do about Trump. He said nothing. Trump won the election and that is a fact of life. Companies will adjust to the political situation as it changes.

When asked about the future of

the Grand Caravan, Marchionne said that it is a topic of much debate within the company as to when it will be discontinued. And he said the company wants to offer a minivan that costs less than the new Pacifica, which has the latest technology. And technology costs money to develop and install.

"The Grand Caravan is built on an old platform," Marchionne said. "But we will probably not phase it out of production this

When asked about Fiat Chrysler's relationship with Google, Marchionne said they have learned a lot from the company and that's good because it's impossible to replicate the Silicon Valley environment any where else. He said they are trying to bridge the gap between current technology and expectations and that can only be done by working with companies like Google.

Marchionne also said that Google is more a customer. They buying specialized Fiat Chrysler vehicles and adding their technologies to these vehicles. Once the public road testing phase goes into high gear, Google and Waymo will be liable for any accidents.

"We've learned a lot from them," Marchionne said. "They said in the past they wanted to make their own car, but it seems they are now less enamored of that idea."

When asked if Fiat Chrysler was going to close any plants in Mexico, Marchionne said that was possible if the 35 percent tariff Trump talked about became a reality.

"Those plants were built when NAFTA was alive and well," Marchionne said. "But we're so far away from that, there's no way to answer 'what if." We won't invest untile we have clarity. We'll wait."

Marchionne said he considers Mexico to still be a good place to invest, but that the plants there are geared for the American marketplace. It would be difficult to retool them for other markets around the world.

Marchionne also said that Fiat Chrysler isn't too worried about not producing smaller cars. The market is heading toward SUVs and CUVs. The biggest financial mistake the company made in the past half decade was building the Chrysler 200 and the Dodge Dart.

The company would consider building more smaller cars if they could make the numbers work, but it was better they focus on what they do well rather than get a bloody nose every day fighting in a market niche that is incredibly competitive and not that profitable.

When asked about diesel engine technology, Marchionne said that it will play a role in Fiat Chrysler's future. He said he didn't want to name names, but certain OEMs had done things that hurt diesel's image with the public. That could limit diesel's popularity with retail buyers.

"I don't think diesel will ever go away for heavy vehicles like tractors, big trucks or construction equipment," Marchionne said.

Marchionne also spoke about Alfa Romeo. He said the brand is in the early stages of distribution in this country. As the year progresses, Fiat Chrysler will be marketing it more, and much of the brand's success will depend on the company's marketing efforts.

Warren Library Busy During January

The Warren Public Library will be hosting a series of events open to the public at the Civic Center Conference Room during January, said Warren librarian Jennifer Lund.

On Jan. 19 and 23, beginning at 1:30 p.m., a workshop about resume building and developing Internet skills will be held.

Attendees will learn about writing a cutting-edge resume and how to handle different types of interviews, Lund said..

On Thursday, Jan. Holocaust survivor and Southfield resident Martin Lowenberg will talk about his experiences living in five different concentration camps as a teenager after his parents and brothers were killed.

Lowenberg is a member of the Holocaust Memorial Center in Farmington Hills, and has been speaking on the subject for 25 years.

Space is limited at both events. Call 586-574-4564 to reserve a spot for either event.

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JANUARY 16, 2017 COVERS THE TECH CENTER AND THE IMMEDIATE AREA PAGE 3

Classic Buick's Style Pays Off in 'Timeless' Design



Boniface and 2017 LaCrosse that's "lower and has a wider stance."

"Look at the Encore," Boniface

said. "It's sold beyond our

wildest expectations. About 40

percent of the small SUV seg-

ment is owned by the Encore.

Buick buyers are flashy, they

want beautiful cars with up-todate features and technology."

Boniface said the Enclave is

successful in the full-size SUV

category for similar reasons. But

there's another reason for its

body look in 2007," Boniface

said. "It looks as fresh now as it

did back then. It really hit the

sweet spot of Buick's design lan-

guage. And we haven't stopped

there. The new LaCrosse has a

lower profile and wider stance

than previous models. These

'We came out with the Enclave

success.

Buick took the opportunity to show off some of its "timeless" style at the 2017 NAIAS.

"The basic message about our designs this year is the same as always," said Bob Boniface, director of Exterior Design for Buick. "Buicks are about sculpted beauty. If you look at our sales data, the number one reason people give us for buying a Buick is design. We also have the best quality of American OEMs.

"Reliability should be a given for any car someone buys. With a Buick, people are able to make a more personal statement about their lifestyle. I think of our vehicles as something you can wear to project the image you want people to see."

Over the past decade or so, Boniface said Buick has been very successful in remaking the brand's image. In the past, people might have associated Buicks with an older demographic, but that's changed.

Bolt EV Wins 'Car of the Year' At Detroit Show

CONTINUED FROM PAGE 1

Ligouri said. NACTOY jurors evaluated dozens of new vehicles that went on sale this year before selecting the Bolt EV as the 2017 Car of the Year.

Offering an EPA-estimated 238 miles of range on a full charge at a starting price of \$37,495 before federal tax incentives of up to \$7,500 – depending on your tax situation – the Bolt EV adds the title of North America Car of the Year to a growing list of independent accolades, Ligouri said.

He noted that *Motor Trend* named the Bolt EV the 2017 Car of the Year and it earned a place on the 2017 *Car and Driver* 10Best Cars list. *Green Car Journal* also heralded the Bolt EV as the *Green Car Reports* named it the Best New Car to Buy.

Standard Bolt EV features include electronic precision shift, Regen on Demand steering wheel paddle and a 10.2-inch-diagonal color touchscreen, Ligouri said. The top-trim Premier model adds leather-appointed seats, front and rear heated seats, surround vision camera, rear camera mirror and

The Bolt EV rolled into California and Oregon markets last month, with additional markets in the Northeast and Mid-Atlantic states, including New York, Massachusetts and Virginia, with first deliveries this winter. It will be available at certified dealerships across the U.S. by mid-2017, Ligouri said.

new specifications give it a more dynamic shape and a more aero-dynamic feel."

The result of all this design work, Boniface said, is that young people like the Buick look.

"Today's young people and professionals get what Buick is doing," Boniface said. "My son, also named Bob, is 22, and he was at the recent Michigan-Michigan State football game. He told me he saw a new Black Buick LaCrosse parked amidst all the other cars. He said when he saw it, it stopped him in his tracks and that he wanted to get one.

That kind of reaction is important because today's younger car buyer isn't brand-loyal the way older buyers are. They will buy into a brand if a design speaks to them and if its general sensibility is something they like. Even if they've had good experiences with a brand, if a design doesn't grab them, they will gravitate to a brand design that does.

"And when people buy a Buick, they don't have to explain why they did what they did."

Part of what makes a Buick last, Boniface said, is that they are stylish and not fashionable.

"Fashion quickly becomes dated," Boniface said. "Style is something that has a timeless quality. Buick hasn't forgotten its design roots. Take the crease that comes off the front fender, for example. It goes from the front and hops right over the rear wheel arch. This is a design

element that Buick has owned for decades.

"It has a 'wheel out, waste in' look that puts the focus on the vehicle's wheels and 'stance.' It's hard to ask a member of the public why they like a car's look.

"They'll tell you that they just like it. The cues that work are something that we designers can explain to other designers. But it's also very important that we designers don't get so caught up in our work that we end up designing cars for ourselves. We have to remember that we're designing them for real people who drive in the real world and have real needs."

Good design, Boniface said, is about solving problems – like the

need for storage space or the need for passenger room.

"A vehicle must be well-engineered to solve those problems," Boniface said. "But they must also look good doing it and they must look good now and 10 years from now. We like a sense of timelessness with our vehicles."

Buick has been able to play to its design strengths, Boniface said. The things Buick does well – exterior and interior design – it does very well.

"People are doing more in their cars than ever," Boniface said. "When they do more, they need more space. People want things within reach. That's true for both drivers and passengers. Successful vehicles have those things."

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TUESDAY, JANUARY 31, 2016

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Fiat Chrysler Facing EPA Investigation

WASHINGTON (AP) - The U.S. government accused Fiat Chrysler on Jan. 12 of failing to disclose software in some of its pickups and SUVs with diesel engines that allows them to emit more pollution than allowed under the Clean Air Act.

Fiat Chrysler CEO Sergio Marchionne denied any wrongdoing, saying the EPA was blowing the issue out of proportion. "We have done in our view nothing that is illegal," he said Jan. 12 on a conference call. "We will defend our behavior in the right environment."

The Environmental Protection Agency had issued a "notice of violation" to the company that covers about 104,000 vehicles including the 2014 through 2016 Jeep Grand Cherokee and Ram pickups, all with 3-liter diesel en-

The California Air Resources Board took similar action.

"Failing to disclose software that affects emissions in a vehicle's engine is a serious violation of the law, which can result in harmful pollution in the air we breathe," said Cynthia Giles, EPA assistant administrator for enforcement and compliance.

Marchionne said he was told by company lawyers that the Justice Department is investigating the company in concert with the EPA. He said the company stopped producing Grand Cherokees and Rams with diesel engines in September and will halt production until the case is resolved with the government.

The company said it intends to present its case to the incoming Trump administration. "We will work with the new leadership to get this issue through," Marchionne said.

If found liable, the company could face more than \$4.5 billion in potential fines for violations of the Clean Air Act.

EPA said it will continue to investigate the "nature and impact" of the eight software functions identified through an intensive testing program launched after Volkswagen was caught in a 2015 cheating scandal involving its "Clean Diesel" line of vehicles. Regulators were not yet defining the software found in the Fiat Chrysler vehicles as "defeat devices" intended to cheat on government emissions tests.

However, the agency said that numerous discussions with Fiat Chrysler over the last year had not produced any suitable explanation for why the company had failed to disclose the software, which regulators said caused the vehicles to emit less pollution during testing than during regular driving.

Feds Indict Six High-Level VW Employees

WASHINGTON (AP) - Six highlevel Volkswagen employees from Germany have been indicted in the U.S. in the automaker's emissions-cheating scandal as prosecutors made good on efforts to charge individuals in a corporate corruption case.

But bringing them to trial in the U.S. is another matter. In announcing the federal charges and a corporate plea bargain by Volkswagen, the Justice Department on Jan. 11 detailed a large and elaborate scheme inside the German automaker to commit fraud and then cover it up, with at least 40 employees allegedly involved in destroying evidence.

The company agreed to plead guilty to criminal charges and pay \$4.3 billion – by far the biggest fine ever levied by the government against an OEM.

Volkswagen obfuscated, they denied and they ultimately lied," Attorney General Loretta Lynch said.

But prosecutors may have trouble bringing the executives to trial in the U.S. German law generally bars extradition of the country's citizens except within the European Union. Privately, Justice officials expressed little optimism that the five VW executives still at large will be arrested, unless they surrender or travel outside Germany.

Still, the criminal charges are a major breakthrough for a Justice Department that been under pressure to hold individuals accountable for corporate misdeeds ever since the 2008 financial crisis. U.S. authorities are still investigating just how high the scheme went.

'We will continue to pursue the individuals responsible for orchestrating this damaging conspiracy," Lynch said.

VW admitted installing software in diesel engines on nearly 600,000 VW, Porsche and Audi vehicles in the U.S. that activated pollution controls during government tests and switched them off in real-world driving.

The penalties bring the cost of the scandal to VW in the U.S. to nearly \$20 billion, not counting lost sales and damage to the automaker's reputation.

previously Volkswagen reached a \$15 billion civil settlement with U.S. authorities and car owners.

While the cost is huge and would bankrupt many companies, VW has the money, with \$33 billion in cash on hand.

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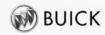
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2018 Traverse Introduced At 2017 Detroit Auto Show

CONTINUED FROM PAGE 1

Both engines feature new intelligent stop/start technology that determines the best times for fuel-saving engine-stop events, based on a variety of driving factors.

New Traction Mode Select is standard on all models and allows the driver to make real-time adjustments to the vehicle's driving mode to account for varying road conditions.

On available AWD models, the 2018 Traverse also allows the system to be completely disconnected from the rear axle, which helps save fuel and enhances refinement.

High Country's exclusive Advanced AWD system employs twin-clutch technology that optimizes traction for every condition it encounters. It is engineered for optimal performance in wet, snowy and icy conditions, while also providing enhanced stability in dry conditions.

Dean Perelli, chief engineer for the new Traverse, said the vehicle has a true SUV profile for the first time.

"The new version looks completely like an SUV," Perelli said. 'The old version had more of a crossover look. The thinking behind the new Traverse was to go for an SUV profile. But I am really proud of how our team executed the Traverse's interior. It's so functional. There is storage space everywhere. I like to say it has truck-like storage with carlike luxury."

Perelli said that they paid attention to the small details when it came to developing the interi-

That attention to detail, Perelli said, includes things like the use

of leather materials and doublestitching in the vehicle's interior design.

"It has the refinement of a luxury vehicle," Perelli said. "Alan mentioned that we did everything purposively. That's a good term. We wanted a vehicle that people could use in different ways. On the weekdays, take the kids to school and get groceries. But it is also a vehicle you can use to go out to a fancy dinner with friends. You don't think of that when you have a station wagon. The team did a great

Perelli said the 2018 Traverse uses a new platform referred to internally as the C platform, and will be built, starting this summer, at General Motors' Delta Township site in the Lansing

"When you get in a 2018 Traverse, everything you touch will be newly-designed. It has a new body but is 360 pounds lighter than its predecessor. It has a safety cage for the cockpit and uses a lot of high-strength steel in its construction."

And, Perelli said, it will come with only three build combinations for potential buyers to choose from.

"For a vehicle this big and complex, there are only a few trim levels and a few option packages that come with these trim levels. That makes it easy for the customer to decide what to get.'

And it's gas efficient for its size, Perelli said.

"We haven't received the EPA mileage numbers yet, but our figures show that it gets around 25 miles highway, 18 miles city. The new Traverse will go on sale in the fall," Perelli said.



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Ford Shows Off Latest F-150, **Talks Future Plans at NAIAS**

CONTINUED FROM PAGE 1

• Adding 13 new electrified vehicles and investing \$4.5 billion in the next five years, including hybrid versions of the F-150 and Mustang, two pursuit-rated hybrid police vehicles, a Transit Custom plug-in hybrid, a fully

about Ford's business expansion:

electric small SUV with an estimated range of at least 300 miles and a high-volume, fully autonomous, SAE-level-4-capable vehicle - with no steering wheel, gas or brake pedal - in commercial operation in 2021 in a ride-hailing or ride-sharing service.

• The debut of its next-generation Fusion Hybrid autonomous development vehicle, the next step in Ford's plan to deliver a fully autonomous vehicle in 2021.

 The creation of a City Solutions team to work with major global cities to help solve congestion issues and help people move more easily today and in the future.

Bill Ford, the company's executive chairman, also spoke about what ford is doing for the future beyond vehicles.

The automaker is working with cities around the world to help address growing mobility challenges in urban environments, including gridlock and air pollution, Ford said.

Ford's City Solutions team the only one of its kind in the auto industry – is collaborating with global city officials to propose, pilot and develop mobility solutions, Ford said. The team also is beginning to collaborate with Bloomberg Philanthropies and its global coalition of may-

"This is an issue that goes far beyond congestion. It is one that represents a massive challenge to mankind, one that affects our well-being and access to health care, clean drinking water, food, a safe place to live and even the ability to find work," said Ford.

"By solving the mobility challenge, we have the chance to create a better world for future generations. It's both an exciting opportunity and a big responsibility.'

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Ford's City of Tomorrow looks at how near-term mobility advancements - including autonomous and electric vehicles, ridesharing and ride-hailing and connected vehicles - interact with urban infrastructure and create a transportation ecosystem, Ford

For example, Ford is imagining a world in which reconfigurable roads fluidly respond to commuter needs and traffic flow. Bikes and drones provide lastmile solutions for both people and goods.

In Ford's vision of the nearterm future, connected communications between vehicles and infrastructure also will grow.

Vehicles will be capable of connecting with other vehicles and cities' transportation operating

Ford alone will equip 20 million cars globally with built-in modems in the next five years.

As these vehicles and other connected vehicles are introduced into cities around the world, cities themselves will change. Large-scale innovations likely, including wireless charging and enhanced connectivity.

These changes could give city transportation managers all-new operating systems, which allow them to manage multiple aspects of their city transportation system centrally, including traffic flow and vehicle emissions.

Ford discussed this vision on stage with Fields and Walter Isaacson, president and CEO of the Aspen Institute, a nonpartisan educational and policy studies organization based in Washington, D.C.

Isaacson asked the question of how transporation could be considered a human right.

Ford pointed out that as cities around the world get more congested, people will be living farther from work. If you can't get to work, it's hard to escape from poverty. New transportation systems can alleviate this problem.

Mass transit will improve for the largest cities with new technologies, Ford said, like advanced high-speed public transit.

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