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Bios

Jim Anderson is the founder, president, and chief executive officer of Urban Science. He leads the global management team and sets the company's strategic direction and has been actively involved in automobile dealer network planning for over 35 years. He also provides expert legal testimony on behalf of clients. He has analyzed performance of thousands of dealers in hundreds of markets and testified in over 125 cases related to dealer and network performance. In 2002 Mr. Anderson was named Ernst and Young's Entrepreneur of the Year for Eastern Michigan. In 2010, Mr. Anderson won Crain's Salute to Entrepreneurs, which honors winning companies that have demonstrated growth and innovation. Mr. Anderson received his bachelor and master of science degrees in engineering from Wayne State University.

James Appleton is the president of the New Jersey Coalition of Automotive Retailers (NJCAR). He is also the immediate past chairman of the Automotive Trade Association Executives (ATAE). Mr. Appleton previously worked as a managing partner of consulting firm Public Strategies/Impact LLC and deputy director of intergovernmental operations for the New Jersey Department of Environmental Protection. He received his JD in 1990 from Seton Hall University School of Law and is admitted to practice law in New York and New Jersey.

Avery Ash is director of federal relations at the American Automobile Association. In this capacity, Mr. Ash is responsible for the Association's federal advocacy. This includes development and execution of the Association's engagement strategy for transportation funding, connected cars, electric vehicles and alternative fuels, and participating as a subject matter expert on industry panels and with media. As AAA's expert on oil and gas prices, Mr. Ash publishes the Association's weekly Fuel Gauge Report, which provides analysis of prices and trends. Mr. Ash serves on the Board of Directors for the Electric Drive Transportation Association and participates on the Board of Advisors for the Fuels Institute. Prior to joining AAA, Mr. Ash served as legislative and special assistant for Congresswoman Chellie Pingree, where he focused on economic development issues. Previous to the Hill, he spent more than four years in congressional and public affairs for the U.S. Chamber of Commerce. Mr. Ash is a graduate of Bowdoin College with a joint degree in Economics and Anthropology.

Dennis Carlton is the David McDaniel Keller Professor of Economics at the Booth School of Business at the University of Chicago. Professor Carlton has served as the deputy assistant attorney general in the Antitrust Division of the Department of Justice. He also served as the sole economist on the Antitrust Modernization Commission, a Congressional commission that published its findings in 2007; as a consultant for the Department of Justice and Federal Trade Commission on cases and general antitrust policy; and as an advisor to the Department of Justice and FTC in the revision of the

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Merger Guidelines. He is associated with Compass Lexecon, an economics consulting firm, and consults and lectures frequently on antitrust issues. Professor Carlton is the author or co-author of numerous publications, including a leading textbook in Industrial Organization. He has won several awards including being named the 2014 Distinguished Fellow of the Industrial Organization Society. Professor Carlton earned his PhD in Economics in 1975 from the Massachusetts Institute of Technology.

Ashwini Chhabra is head of policy development at Uber Technologies. Prior to joining Uber, Mr. Chhabra was the deputy commissioner for policy & planning at the New York City Taxi and Limousine Commission. He has held various other positions in the Bloomberg administration, including positions in the Mayor's Office and the Department of Education, and began his career as a corporate lawyer. He holds a JD from Yale Law School and a BA from Williams College.

Carl Chiappa is a partner at Hogan Lovells US LLP. His practice has focused on the representation of motor vehicle manufacturers and distributors for over 35 years. His experience includes counseling franchisors on a wide range of matters, including the creation, restructuring, and upgrading of retail dealer networks; the drafting and filing of new and amended dealer agreements; brand withdrawals; incentive programs; product allocation matters; add-points and APR/AOR modifications; and the development and enforcement of dealer performance standards. He received his JD in 1978 from New York University School of Law.

Ellen Connelly is an attorney advisor in the Office of Policy Planning at the Federal Trade Commission. She was previously an attorney in the Health Care Division of the FTC's Bureau of Competition. Additionally, she has extensive experience providing antitrust counseling and training to international antitrust authorities, primarily in Latin America. Prior to joining the Commission in 2001, Ms. Connelly was an associate at Pillsbury Winthrop Shaw Pittman LLP in New York City. She received her JD from Harvard Law School and a BS, summa cum laude, from Georgetown University. She also holds an MA from The George Washington University's Elliott School of International Affairs.

Dan Crane is Associate Dean for Faculty and Research and the Frederick Paul Furth, Sr. Professor of Law at the University of Michigan and counsel with Paul, Weiss, Rifkind, Wharton & Garrison LLP. He is the author or editor of six books on antitrust law, including *The Institutional Structure of Antitrust Enforcement* and *The Making of Competition Policy* (with Herbert Hovenkamp), as well as many articles and book chapters. Professor Crane has written extensively about state restraints on automobile distribution, including *Tesla, Dealer Protection Laws, and the Politics of Crony Capitalism*, forthcoming in the *Iowa Law Review*. As a public advocate, he has championed the right of a manufacturer to sell automobiles directly to consumers. Among other things, he has organized open

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letters by academics and public interest organizations on this subject, and appeared frequently in the news media. He received his JD from the University of Chicago Law School and a BA from Wheaton College.

Robbie Diamond is the founder, president and CEO of Securing America's Future Energy (SAFE). In 2006, he came together with Frederick W. Smith, Chairman, President, and CEO of FedEx Corporation, and General P.X. Kelley, USMC (Ret.), 28th Commandant of the Marine Corps, to form SAFE's Energy Security Leadership Council, a group of prominent business leaders and retired senior military officers dedicated to combating the nation's dangerous dependence on oil. Mr. Diamond is also the president and CEO of the Electrification Coalition, a nonpartisan, not-for-profit group of business leaders committed to promoting policies and actions that facilitate the deployment of electric vehicles on a mass scale. Mr. Diamond earned a Master of Arts in Law and Diplomacy from The Fletcher School, as well as an Honours Bachelor of Arts from the University of Toronto in Peace and Conflict Studies and Political Science.

James Frost is an attorney in the Office of Policy and Coordination in the Bureau of Competition at the Federal Trade Commission. Mr. Frost has been practicing antitrust law for the last twenty years, holding a wide variety of positions in both government and private practice. Recently, he served as a senior policy advisor to Commissioner Maureen Ohlhausen on competition issues. During the course of his career, he has served as a litigator and the lead investigating attorney in numerous federal antitrust cases. These days, he works in the policy office of the FTC's Bureau of Competition, where he splits his time between competition policy projects, assistance to senior Bureau management, and federal antitrust litigation. Mr. Frost holds a JD from American University and a BA from Oberlin College.

Daniel L. Goldberg is a partner at Morgan, Lewis & Bockius, LLP, and is a fellow in the American College of Trial Lawyers. Mr. Goldberg has authored numerous articles on distribution and franchising, antitrust, unfair competition, and a variety of other topics, and was the primary draftsman of the Massachusetts Antitrust Act. He is a frequent panelist, lecturer, and chairperson of seminars and workshops related to antitrust, unfair trade practices, distribution, and franchise litigation. National Law Journal has named Mr. Goldberg one of the 10 most prominent litigators in Massachusetts. Best Lawyers, BTI, Lawdragon, and Super Lawyers have listed him as a leading litigation lawyer in the United States. He received his JD, cum laude, in 1971 from Harvard Law School.

Aaron Jacoby is chair of Arent Fox's Automotive Industry Practice Group, one of the largest dealer-focused groups in the country. His practice touches many aspects of the industry, including OEM litigation, class actions, consumer litigation, federal and state regulatory matters, business transactions

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and government investigations. Mr. Jacoby's exclusive automotive industry focus enables him to counsel clients on a wide variety of operational and regulatory as well as cutting-edge developments in the automotive sector.

Maryann Keller is the managing partner at Maryann Keller & Associates, LLC. Ms. Keller founded Maryann Keller & Associates, LLC in 2001, after 28 years of automotive expertise as a Wall Street analyst. She previously served as managing partner at ING Furman Selz as lead auto industry analyst for 14 years following previous employment as an auto analyst with Kidder Peabody & Co. and PaineWebber. Ms. Keller has served as a director of several companies over the last ten years. Currently, she serves on the boards of Lee Automotive Group and for DriveTime Group. She served as chairman of the Society of Automotive Analysts from 1994-1999. Ms. Keller was ranked as an All-Star analyst 12 times by Institutional Investor magazine. She received the Women's Automotive Association International Professional Achievement Award in 2000. She has also published several books on the automotive industry. She graduated from Rutgers with a BS and holds an MBA from Bernard Baruch (CUNY).

Francine Lafontaine is the William Davidson Professor of Business Economics and Public Policy at the Stephen M. Ross School of Business, and Professor of Economics, at the University of Michigan. She also recently served as the Director of the Bureau of Economics at the Federal Trade Commission. She has served on the University of Michigan faculty for more than 20 years, after three years on the faculty at Carnegie Mellon University. Ms. Lafontaine's research interests are in the field of industrial organization, where she focuses on incentive contracting. She has written extensively on issues surrounding vertical integration decisions and contracts used in distribution, including franchise contracting and vertical restraints. Ms. Lafontaine earned a doctorate in Economics from the University of British Columbia, Vancouver, Canada, and a master's degree in Applied Economics and a bachelor's degree in Business Administration from Ecole des HEC, Université de Montréal, Canada.

Todd Maron is general counsel and secretary of Tesla Motors, Inc., having led Tesla's legal department since 2013. Prior to joining Tesla, Mr. Maron was a partner at Jaffe and Clemens, where he practiced from 2006 to 2013. Mr. Maron began his career as a litigator at Irell & Manella, where he was an associate from 2003 to 2006. Mr. Maron graduated from New York University School of Law in 2003 and received his bachelor of arts degree from the University of Michigan in 2000.

Steven McKelvey is a partner in Nelson Mullins Riley & Scarborough LLP. He leads the firm's national business automotive practice and represents multiple manufacturers and distributors of cars and light trucks, heavy trucks, commercial vehicles, motorcycles, and recreational vehicles. Mr. McKelvey regularly represents these entities in distribution matters throughout the country, including

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all aspects of wholesale, retail and fleet sales, as well add points, relocations, terminations, licensing, vehicle allocations, warranty reimbursements, incentives, facilities, financing, and other manufacturer issues related to dealers and state/federal regulatory bodies. Over the past 24 years, he has advised transportation clients in more than 40 states.

Fiona Scott Morton is the Theodore Nierenberg Professor of Economics at the Yale University School of Management, where she has been on the faculty since 1999. Her area of academic research is empirical industrial organization, with a focus on empirical studies of competition in areas such as pricing, entry, and product differentiation. From 2011-2012 Professor Scott Morton served as the deputy assistant attorney general for economics at the Antitrust Division of the US Department of Justice, where she helped enforce the nation's antitrust laws. At Yale, she teaches courses in the area of competitive strategy. She served as associate dean from 2007-2010 and in 2007 she won the school's teaching award. Professor Scott Morton has a PhD from MIT and a BA from Yale, and she previously taught at the Graduate Schools of Business at the University of Chicago and Stanford University.

Paul Norman is a partner at Boardman & Clark. He currently chairs the Litigation Practice Group and is a member of the firm's Business, Dealership and Emerging Companies Practice Groups. Mr. Norman has specific experience in the automotive industry where he has often represented sellers and buyers in transfers of automotive and/or truck dealerships. Mr. Norman has written and spoken on many occasions to dealer and attorney groups on automotive distribution and franchise issues. He has authored several amicus curiae briefs to the U.S. Supreme Court and other federal courts for the National Automobile Dealers Association and has served on panels for the American Bar Association's Antitrust Section regarding automotive distribution issues. Mr. Norman earned his law degree from the University of Denver College of Law and a BS in business administration from the University of South Dakota.

Paolo Ramezzana is an economist in the Bureau of Economics at the Federal Trade Commission. In this role, he provides economic analysis for the enforcement and policy activities of the agency and conducts independent economic research in microeconomics and industrial organization, with particular emphasis on vertical relations. Before joining the FTC in 2015, Dr. Ramezzana worked as an economic consultant, most recently as a Senior Vice President at Compass Lexecon. In that role he was involved in a number of high-profile merger reviews and antitrust cases. After receiving a PhD in Economics from the London School of Economics in 2002, he began his career as an assistant professor of economics at the University of Virginia.

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Edith Ramirez was sworn in as a Commissioner of the Federal Trade Commission in April 2010 and became Chairwoman of the FTC in March 2013. At the FTC, Chairwoman Ramirez has focused on promoting competition and innovation in the technology and health care sectors, protecting underserved communities from deceptive and unfair practices, and safeguarding consumer privacy. Before joining the FTC, Chairwoman Ramirez was a partner in the Los Angeles office of Quinn Emanuel Urquhart & Sullivan, LLP, where she litigated complex business disputes, including intellectual property, antitrust, unfair competition, and advertising matters. She is a graduate of Harvard Law School, where she was an editor of the Harvard Law Review, and Harvard College.

Patrick Roach is an attorney advisor in the Office of Policy Planning at the Federal Trade Commission, after having served in other positions in the FTC's Bureau of Competition. Prior to joining the FTC, Mr. Roach was an attorney in private practice in Chicago and Washington, where his work over the years involved him in a variety of issues having to do with antitrust and competition matters. Mr. Roach received his law degree from Georgetown University Law Center in Washington, DC and is a graduate of the University of Notre Dame.

Joseph Roesner is the president of The Fontana Group. Since joining the Fontana Group in 1990, Mr. Roesner has conducted or participated in hundreds of research and consulting projects primarily related to the automobile industry. He has directed numerous market representation studies assessing current and proposed franchised dealer networks. These studies include assessment of market share, dealer investment and network profitability. Mr. Roesner has provided expert testimony in numerous venues throughout the United States. He received his masters of business administration degree with a concentration in finance from the University of Arizona.

David Sappington holds the titles of Eminent Scholar in the Department of Economics and Director of the Robert F. Lanzillotti Public Policy Research Center, both at the University of Florida. Before joining the Florida faculty in 1990, Professor Sappington was a district manager and member of the technical staff at Bell Communications Research. He has also served on the faculties of the University of Pennsylvania and the University of Michigan. Professor Sappington was the chief economist at the Federal Communications Commission in 2001-2002 and president of the Industrial Organization Society in 2008-2009. Professor Sappington has published more than one hundred articles in leading journals. His research focuses on the design of regulatory policy in the presence of uncertainty and limited information. He presently serves on the editorial boards of five journals, including the Rand Journal of Economics, the Journal of Economics and Management Strategy, and the Journal of Regulatory Economics.

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Henry Schneider is an assistant professor of economics at the Cornell University Johnson Graduate School of Management. His research has focused on the new and used-car markets, including the lemons problem in the used-car market and the role of leasing in the new-car market. He has also studied the auto-repair market, investigating the question of under- and over-treatment and possible market-based solutions. Professor Schneider recently published a review of existing academic research on retail markets for new and used cars. Before going to graduate school, he worked at the economic consulting firm NERA and in the domestic research department of the Federal Reserve Bank of New York. Professor Schneider received his PhD in economics from Yale University and a BS from Wesleyan University.

Joel Sheltroun is vice president of governmental affairs at Elio Motors. He is responsible for any state or federal statutes or regulations affecting Elio Motors or any of its suppliers. Previously, Mr. Sheltroun worked on governmental affairs for the Detroit International Bridge. He was responsible for all state matters concerning the Ambassador Bridge International Crossing. Mr. Sheltroun served as state representative of Michigan's 103rd House District for the maximum allowable three terms. He was chairman of the House Tourism and Natural Resources Committee for four years, and primary sponsor of 13 Public Acts and nine Adopted Resolutions. Mr. Sheltroun attended Western Michigan University.

Richard Sox is a partner at Bass Sox Mercer law firm, which focuses on the representation of motor vehicle dealers. Mr. Sox has been admitted to appear on behalf of clients in numerous Federal, State, and Administrative courts in the United States in matters involving dealership terminations, warranty reimbursement, new point protests, sales incentive price discrimination, warranty, sales incentive as well as export chargebacks, transfer turn-downs and regulatory compliance matters. Mr. Sox is responsible for working with the firm's dealer association clients as relates to recommending revisions to franchise protections, drafting legislation and providing testimony in support of that legislation. Mr. Sox graduated from the Florida State University College of Law with honors in 1993.

Bryant Walker Smith is an assistant professor in the School of Law at the University of South Carolina. He is also an affiliate scholar at the Center for Internet and Society at Stanford Law School, a faculty affiliate of the Rule of Law Collaborative, chair of the Emerging Technology Law Committee of the Transportation Research Board of the National Academies, and a member of the New York Bar. As an internationally recognized expert on the law of self-driving vehicles, Professor Smith taught the first-ever course on this topic and is regularly consulted by government, industry, and media. Before joining the University of South Carolina, Professor Smith led the legal aspects of automated driving program at Stanford University, clerked for the Hon. Evan J. Wallach at the United States Court of International Trade, and worked as a fellow at the European Bank for Reconstruction and

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Development. He holds both an LLM in international legal studies and a JD (cum laude) from New York University School of Law and a BS in civil engineering from the University of Wisconsin.

Peter Welch is president of the National Automobile Dealers Association. Prior to joining NADA, he served as president of the California New Car Dealers Association (CNCDA). Before joining CNCDA, Mr. Welch was a partner with a Los Angeles law firm. Mr. Welch holds a JD from Loyola Marymount University of Law, Los Angeles, a master's degree from the University of Durham, England, and bachelor's degree from the University of Michigan.

Nathan Wilson is an economist in the Antitrust I Division of the FTC's Bureau of Economics. His past casework has included assessments of proposed and consummated mergers as well as investigations into alleged exclusionary contracting. While Dr. Wilson has worked on matters involving everything from commodity inputs to two-sided technology platforms, much of his recent casework has involved horizontal and vertical combinations of healthcare providers. Outside of casework, Dr. Wilson maintains an active research agenda, focusing mainly on topics in industrial organization. In addition, he is an associate editor of the Antitrust Law Journal. Dr. Wilson received his PhD in 2010 from the Ross School of Business at the University of Michigan.