



EPA MOBILE SOURCE TECHNICAL REVIEW SUBCOMMITTEE, FUTURE MOBILITY PANEL



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MAY 22, 2018



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Risks

Legislative, regulatory and diplomatic agendas are subject to change.

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By: *Kevin Book*

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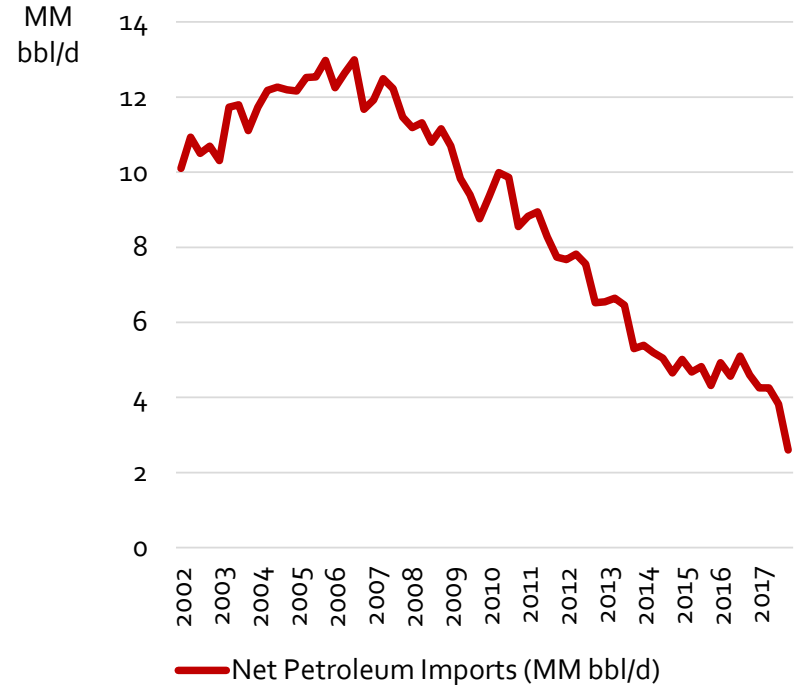
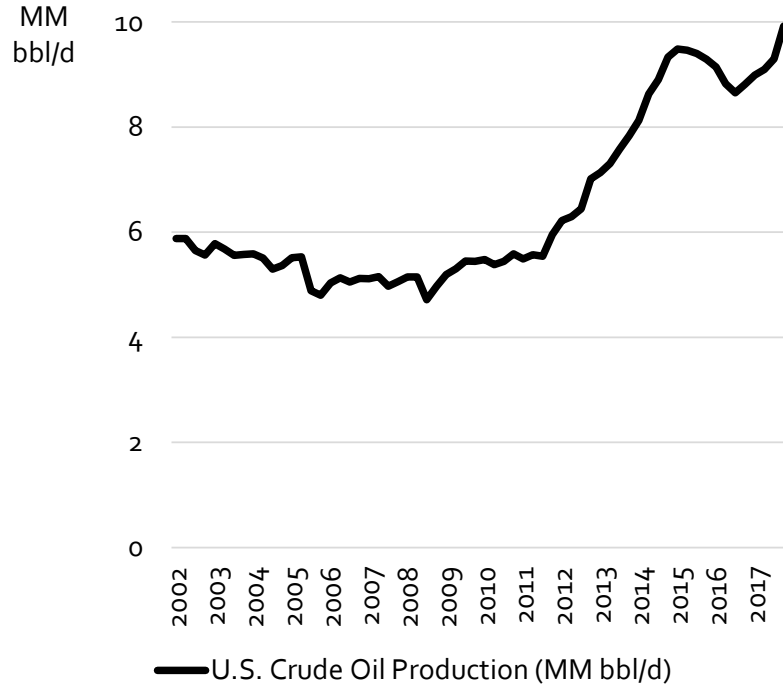
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AGENDA

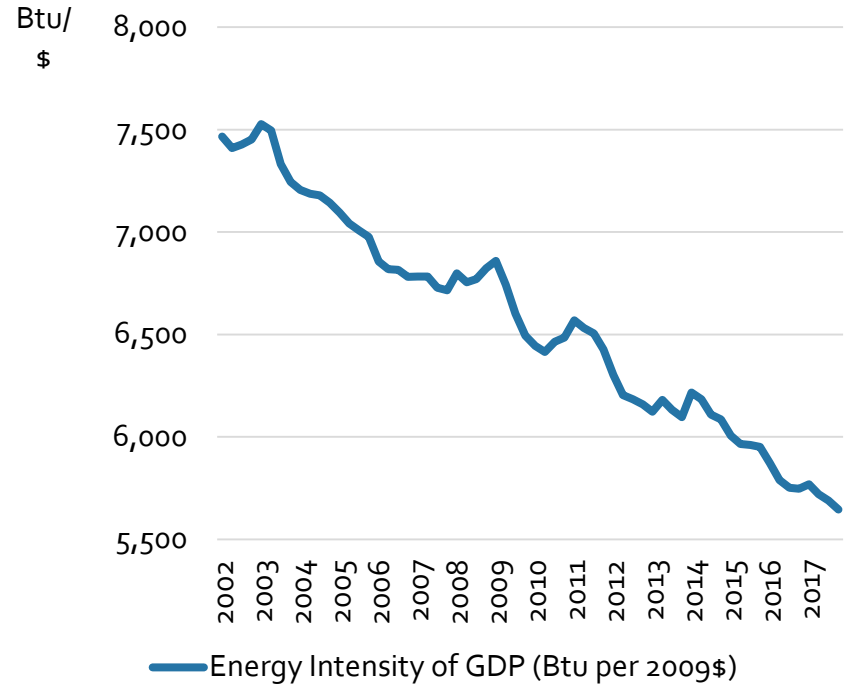
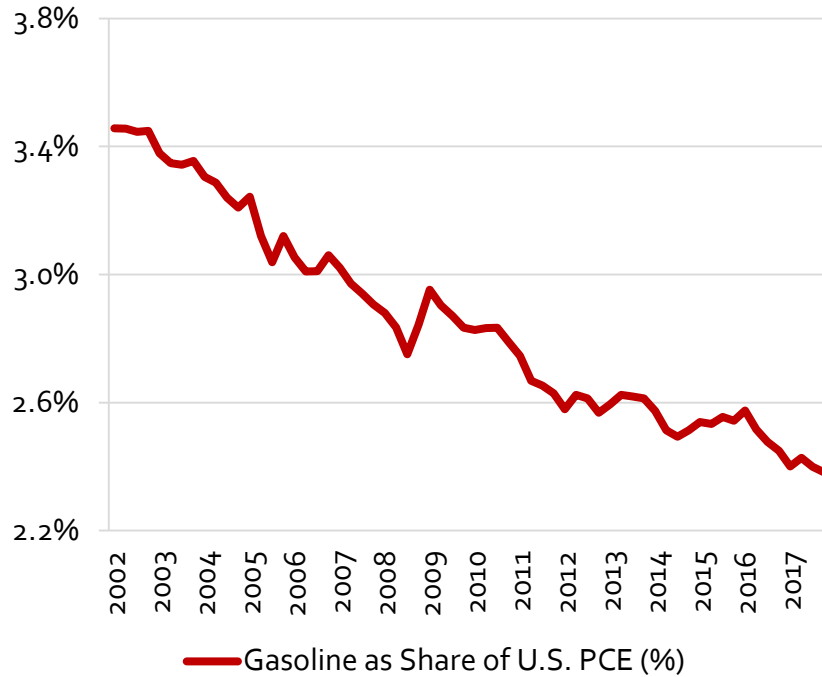
1. The Disappearing Energy Security Driver?
2. A Conceptual Framework of Transportation Policy Options
3. Efficiency, EVs and Economics
4. Discussion

SUPPLY: GROWING U.S. ECONOMIC MIGHT



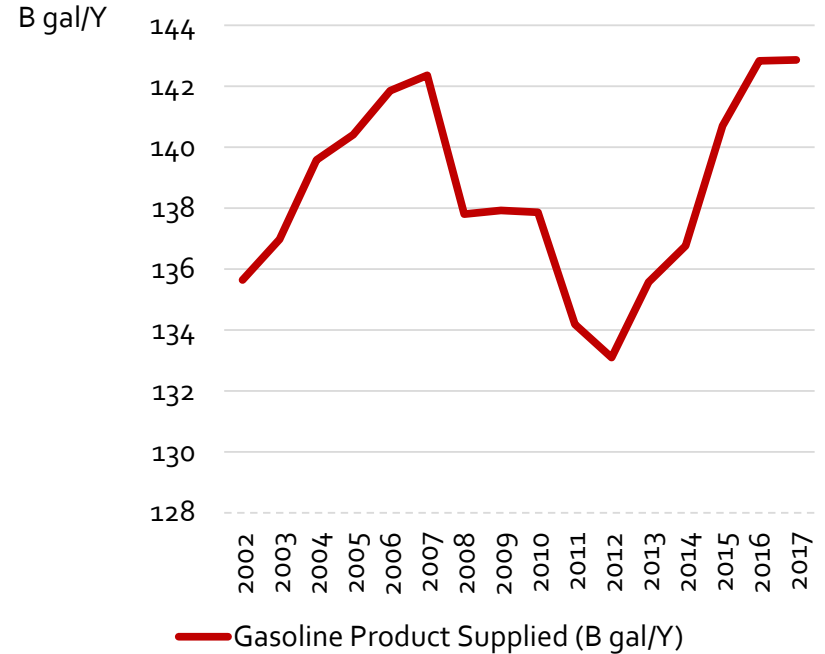
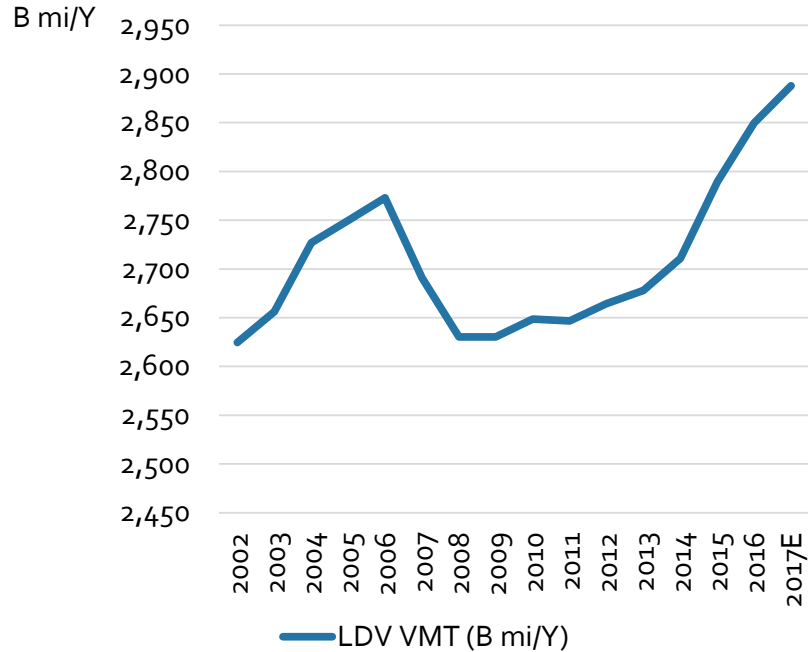
Source: ClearView Energy Partners, LLC, using EIA data

DEMAND: DIMINISHING U.S. ECONOMIC EXPOSURE



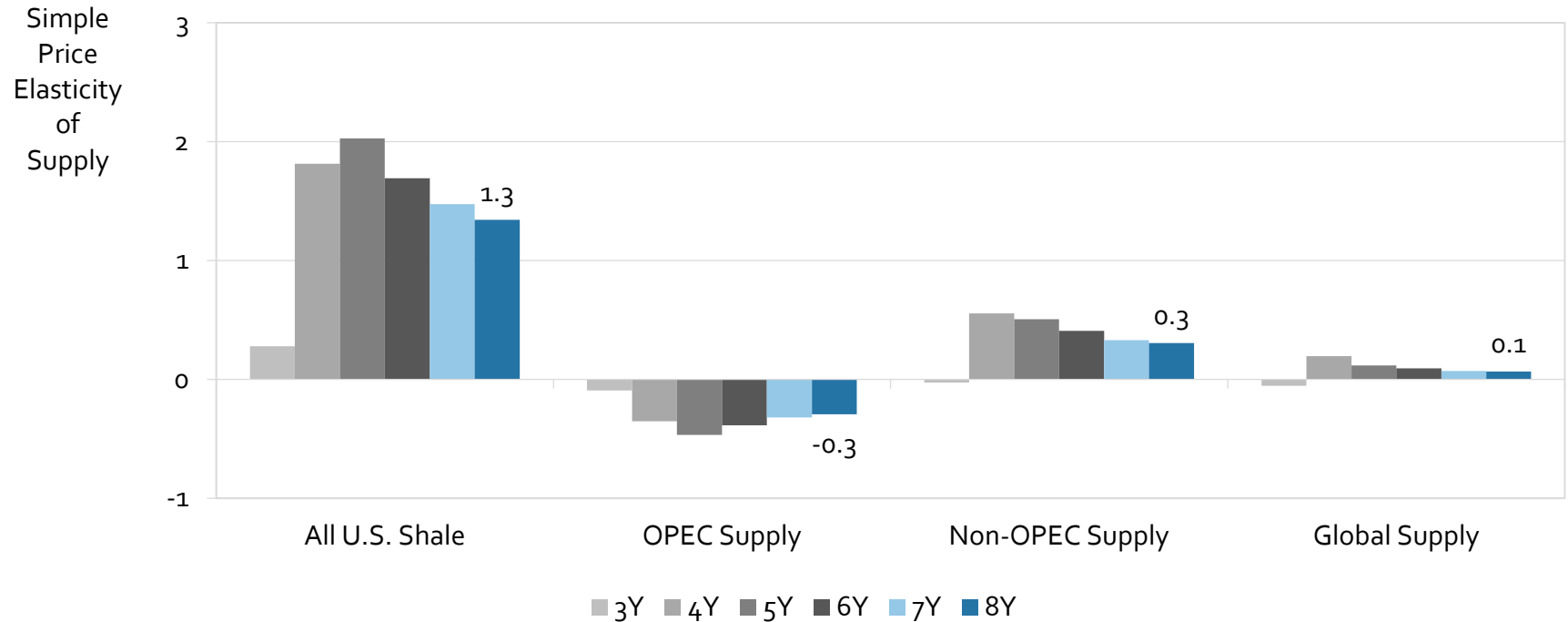
Source: ClearView Energy Partners, LLC, using BEA and EIA data

RIISING LDV VMT, PEAKING GASOLINE DEMAND?



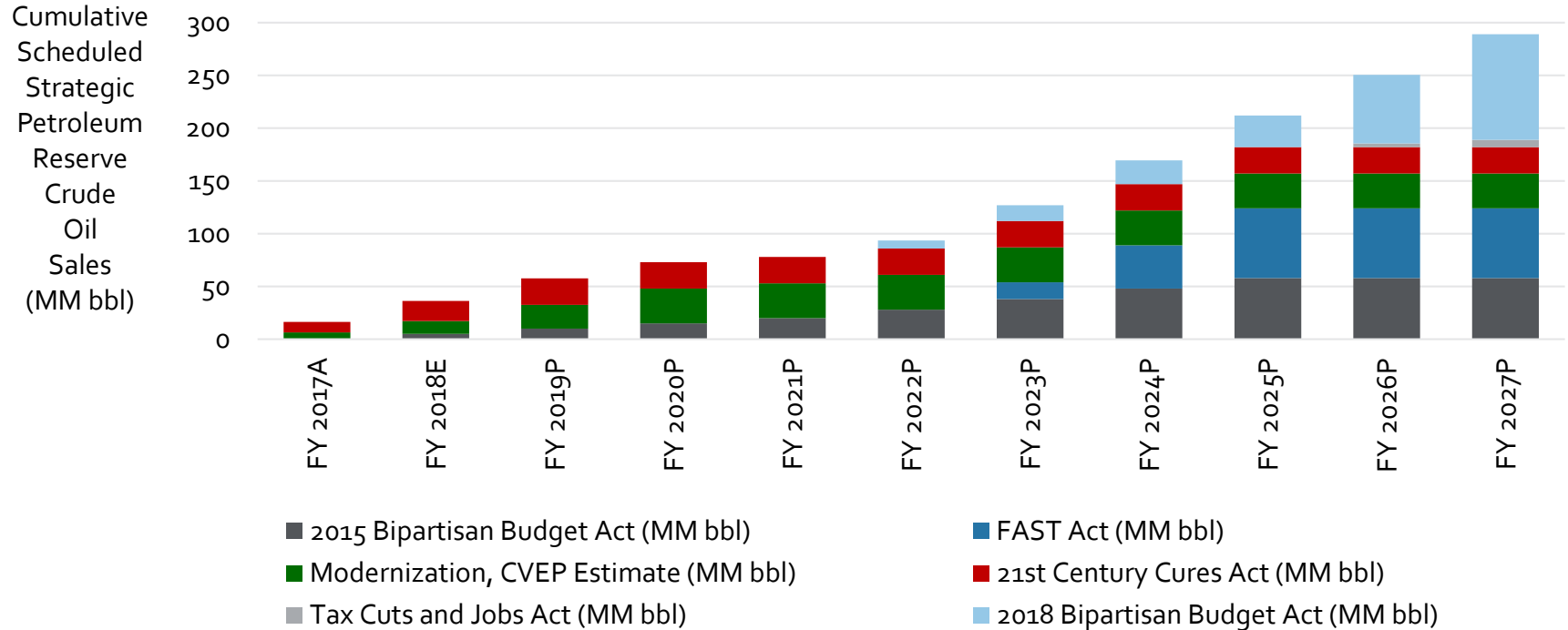
Source: ClearView Energy Partners, LLC, using EIA and FHWA data

HIGHLY ELASTIC U.S. TIGHT OIL PRODUCTION



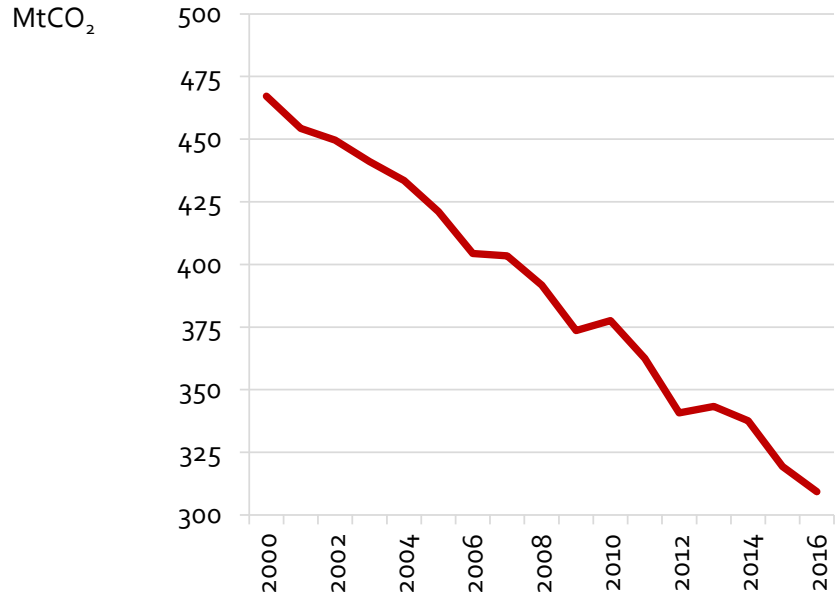
Source: ClearView Energy Partners, LLC, using EIA data

POST-SCARCITY WASHINGTON IS SELLING OFF THE SPR

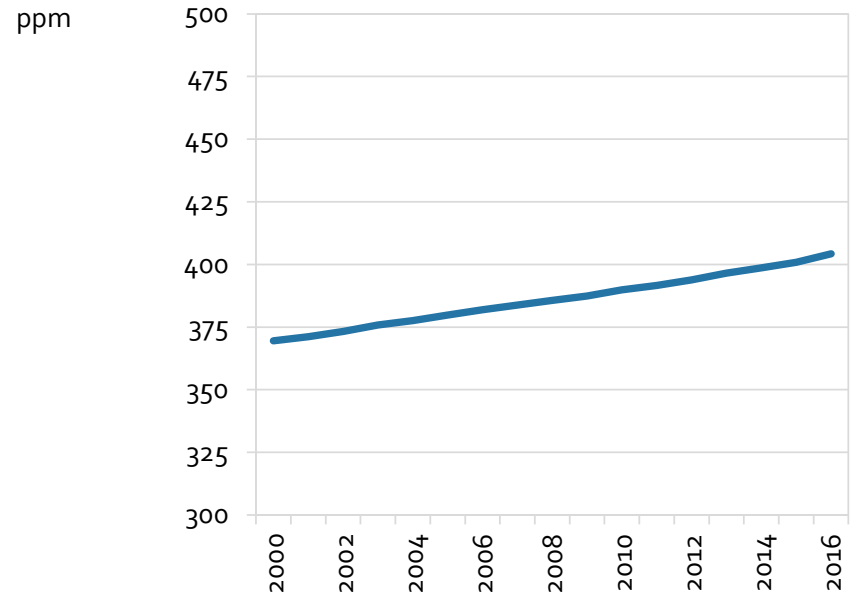


Source: ClearView Energy Partners, LLC

LOWER U.S. GHG INTENSITY, HIGHER ATMOSPHERIC CO₂ CONCENTRATION



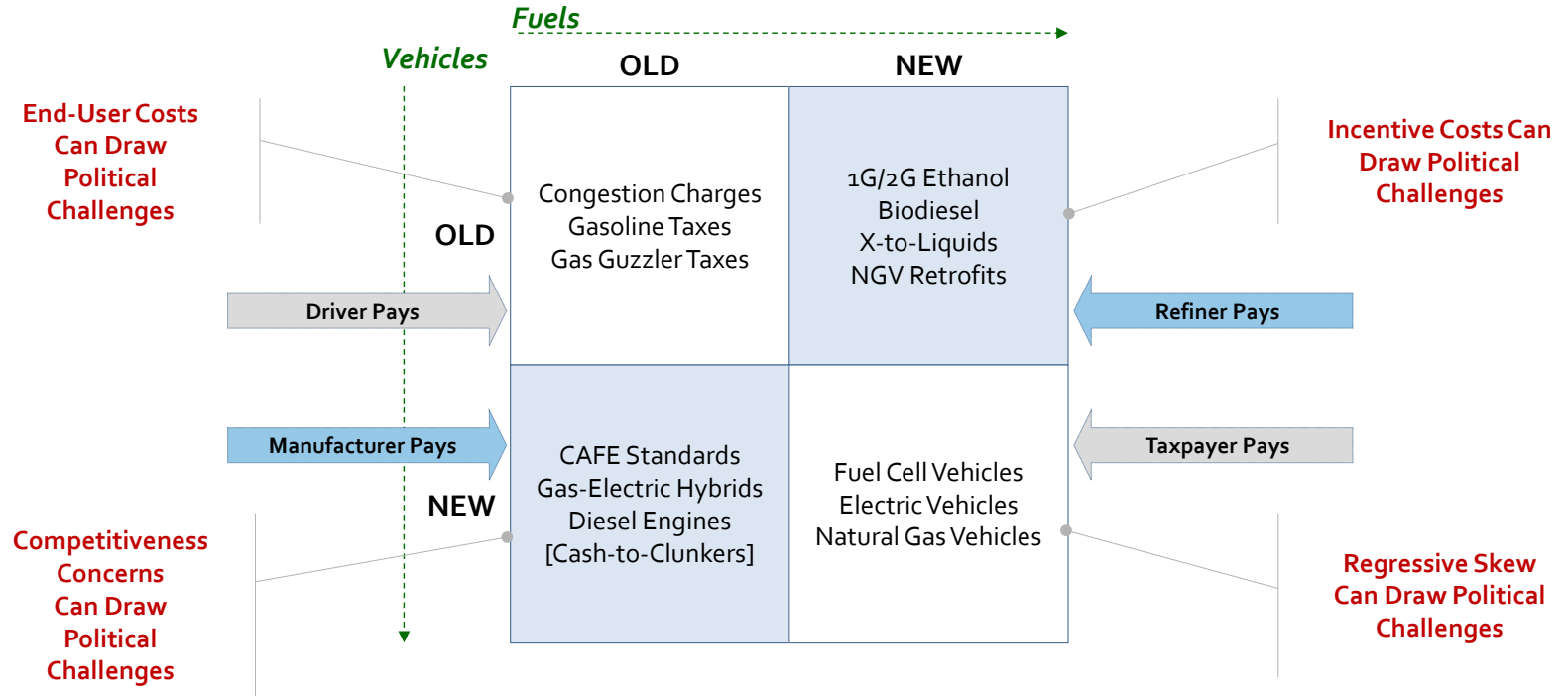
— U.S. U.S. MtCO₂/\$MM of Real GDP (2009\$)



— Annual Average CO₂ At Mauna Loa, ppm

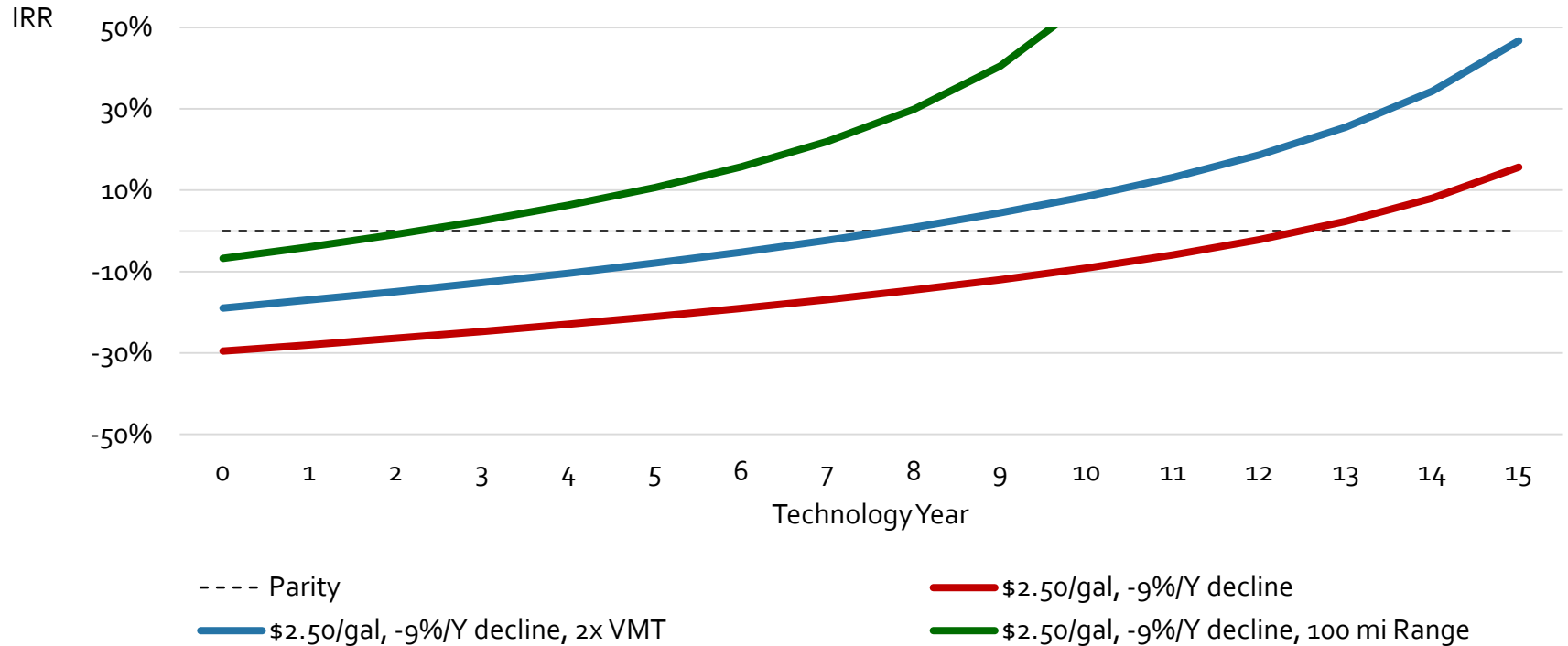
Source: ClearView Energy Partners, LLC, using BEA, EIA and NOAA data

A UNIVERSE OF POLICY OPTIONS...AND POLITICAL CHALLENGES



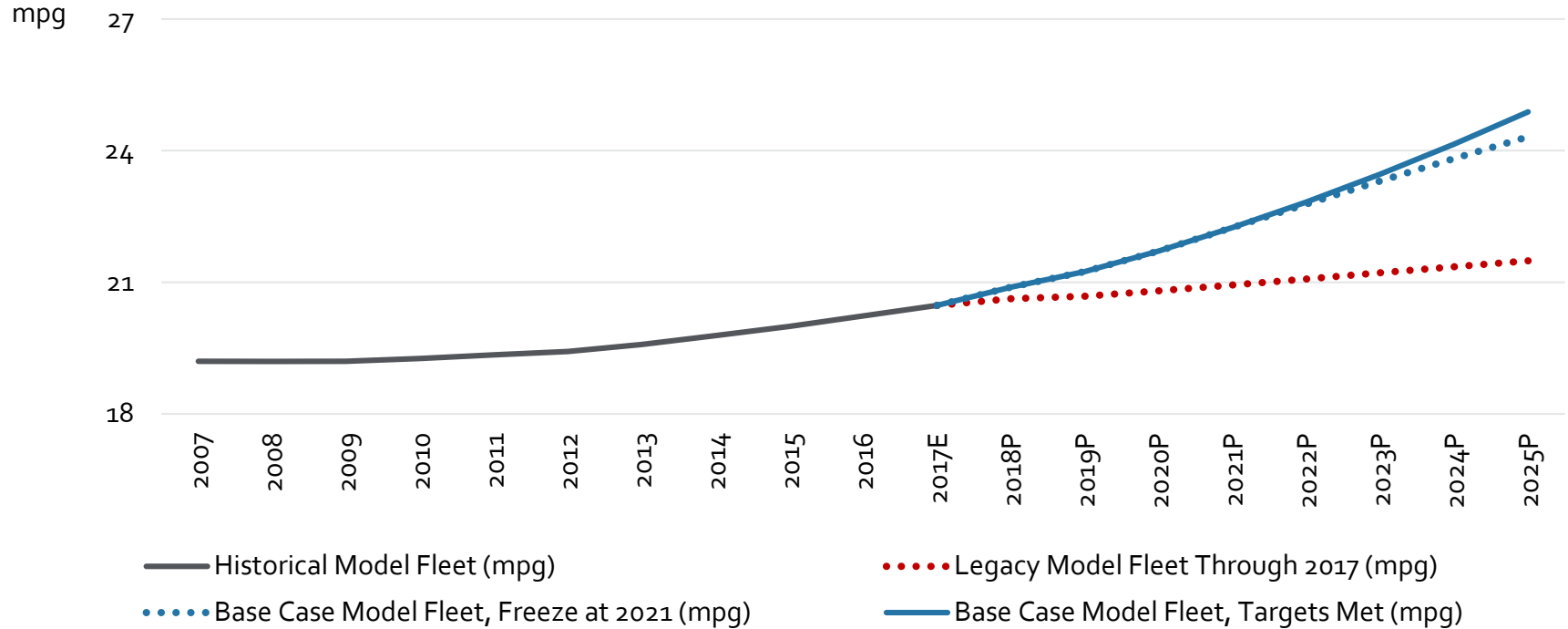
Source: ClearView Energy Partners, LLC

EV-ICEV IRR Parity: FROM BREAK-EVEN TO “BREAKOUT”



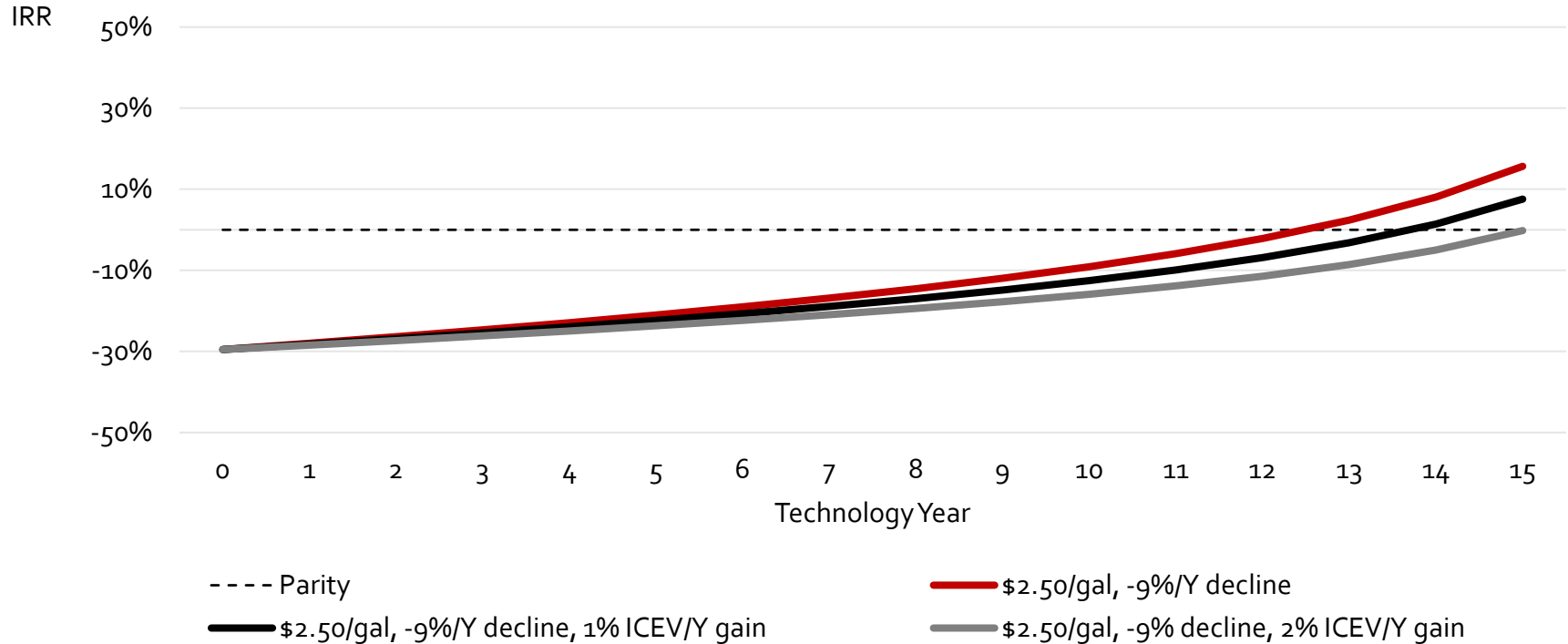
Source: ClearView Energy Partners, LLC, using BEA, BNEF, BTS, DOE, EIA, EPA, FHWA and industry data

DEMAND-SIDE POLICY LATENCY: ANOTHER ~ +1 MPG ALREADY BAKED IN?



Source: ClearView Energy Partners, LLC, using BEA, BTS, EIA, EPA, FHWA and industry data

ICEV EFFICIENCY GAINS COULD PUSH BACK IRR PARITY HORIZONS



Source: ClearView Energy Partners, LLC, using BEA, BNEF, BTS, DOE, EIA, EPA, FHWA and industry data



QUESTIONS AND DISCUSSION

