TRANSIGHT 4.0 LAUNCH SERIES

REMI TranSight

Presentation to Begin Shortly After 2:00 PM (EST)

SESSION 3: TRANSPORTATION REVOLUTION- ANALYZING THE EFFECTS OF INNOVATION IN TRANSPORTATION

what does REMI say? sm

Presented by Marley Buchman, Senior Economic Associate

Launch Series Schedule

- **Session 3: Transportation Revolution – Analyzing the Effects of Innovation in Transportation**
  - April 11th and April 13th, 2:00 PM EST

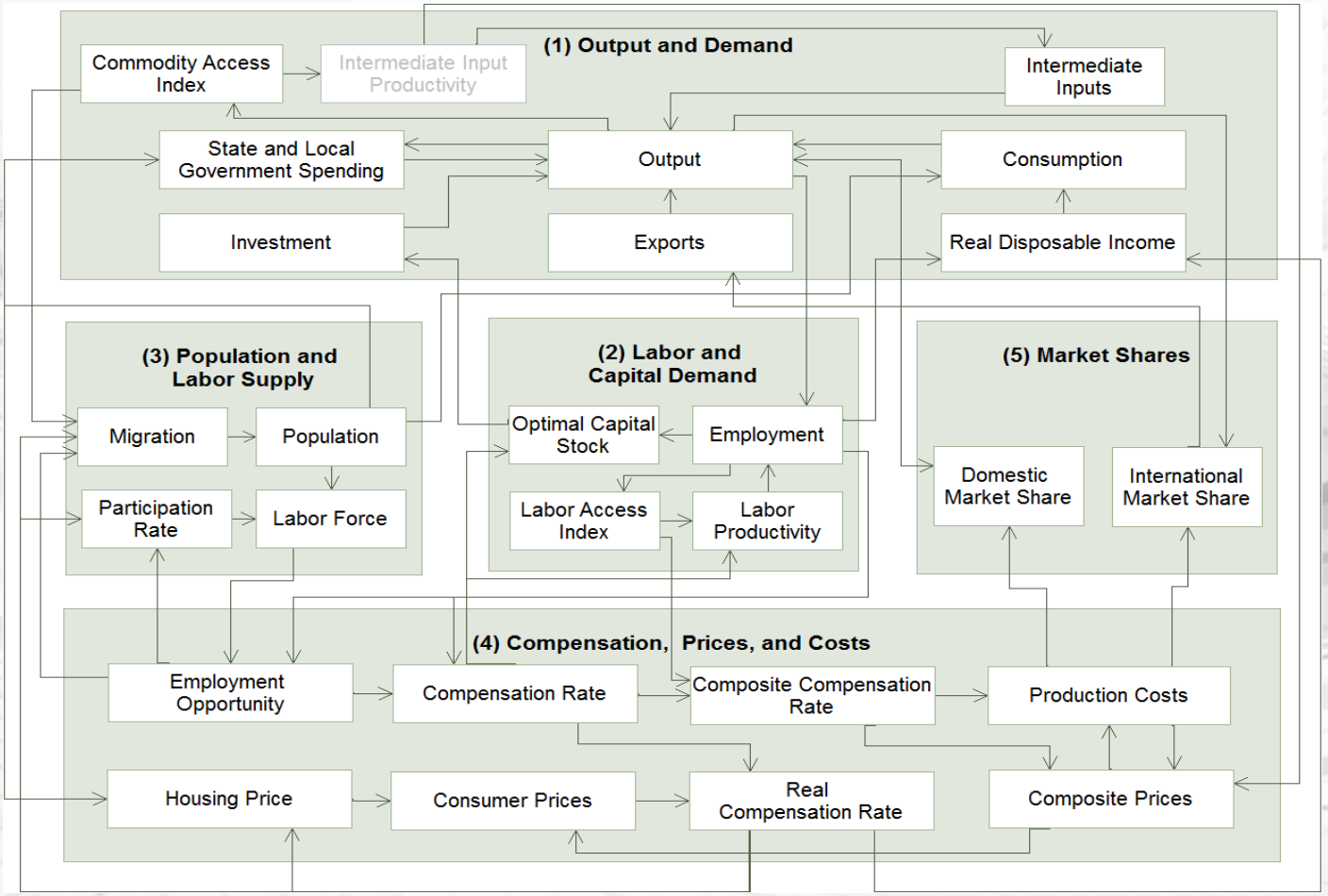
Review past presentations from this series and others @ www.remi.com

Overview

- Model Overview and Discussion on Applications

- Technology and the New Economy
  - Ride Sharing
  - Electric Vehicles and Improvements in Fuel Economy
  - Autonomous Vehicles

Model Linkages



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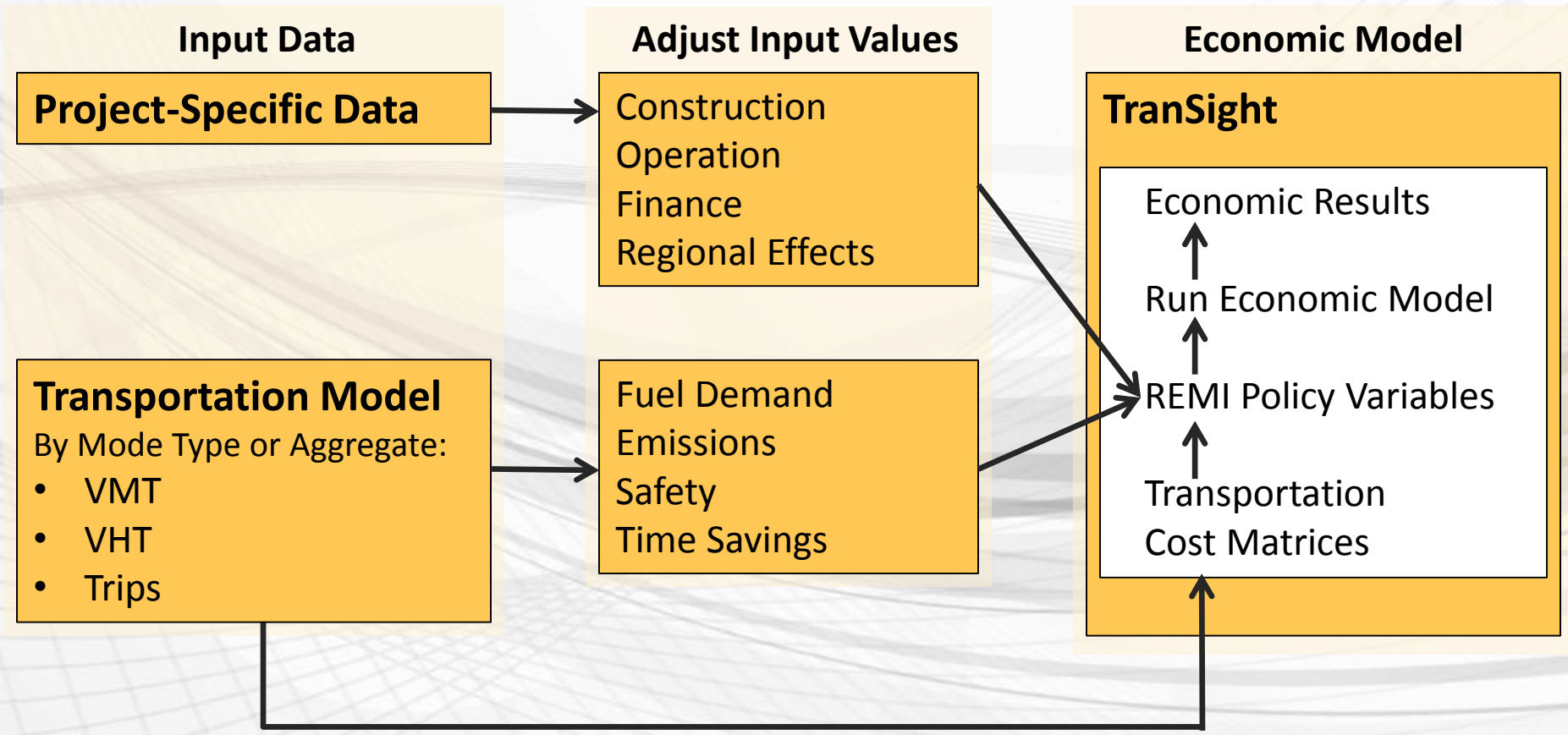
TranSight Structure



Technological Revolution

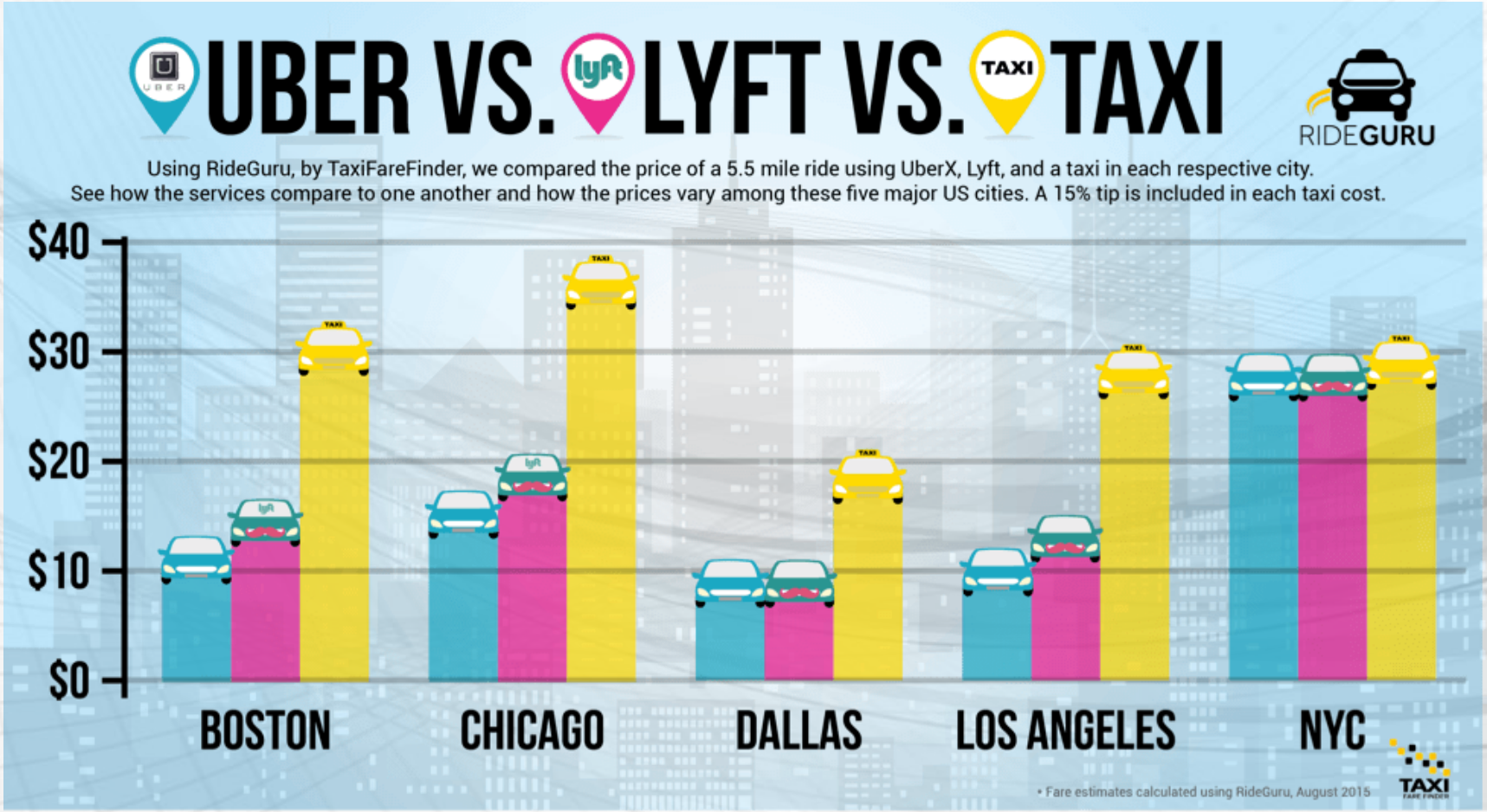
- Cutting edge technologies and disruptive business models are changing transportation
  - Ride-hailing apps
  - Low-emission and electric vehicles
  - Driverless vehicles
- Changes in technology raise questions about future policies
  - Is it time to charge motorists by mileage?
  - Are new regulations required to govern ride-share businesses and driverless vehicles?

Ride Hailing & Future of Transit

- Uber & Lyft offer alternative to traditional taxi services
- Could public transit be the next mode of transportation disrupted by ride sharing?
  - Local transportation agencies in Pinellas County, Florida and some other regions have partnered with Uber or Lyft
    - Programs partially subsidize ride-hailing to fill in gaps in public transit service
    - Cost effective way to areas with a small number of riders
  - Ride hailing may not replace traditional transit, but could remain a link in the larger transportation network

Sources: Bloomberg, Slate

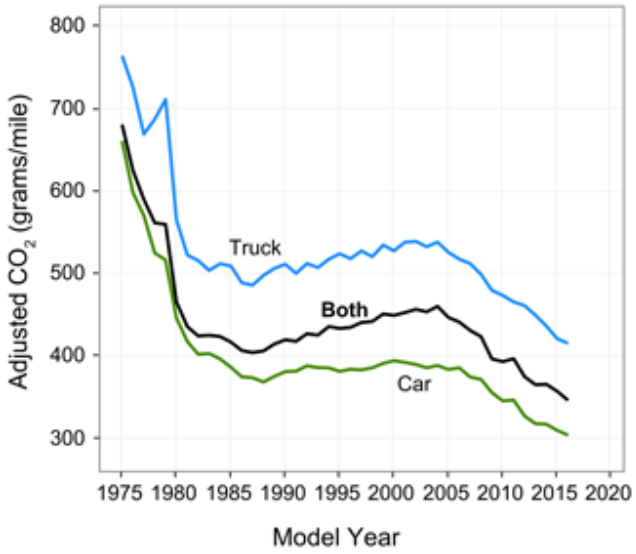
Cost Differences



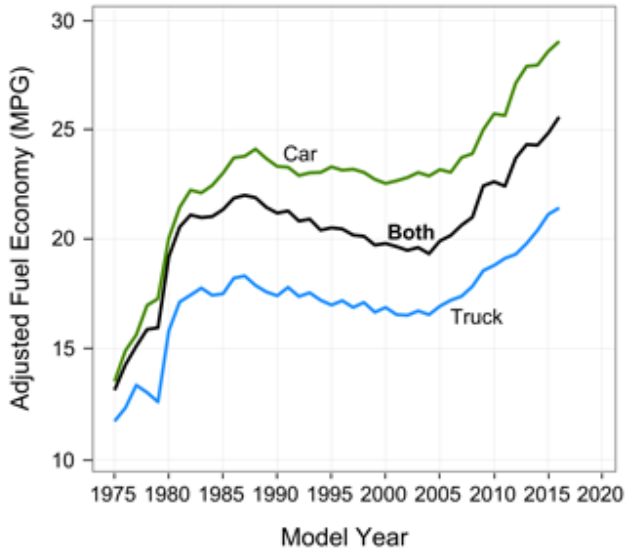
Emissions & Fuel Economy Trends

Average new vehicle emissions hit a record low, and fuel economy reached a record high, in Model Year 2015, and preliminary numbers for MY 2016 showed continued improvement.

Adjusted CO_2 Emissions for MY 1975-2016[1]



Adjusted Fuel Economy for MY 1975-2016[1]

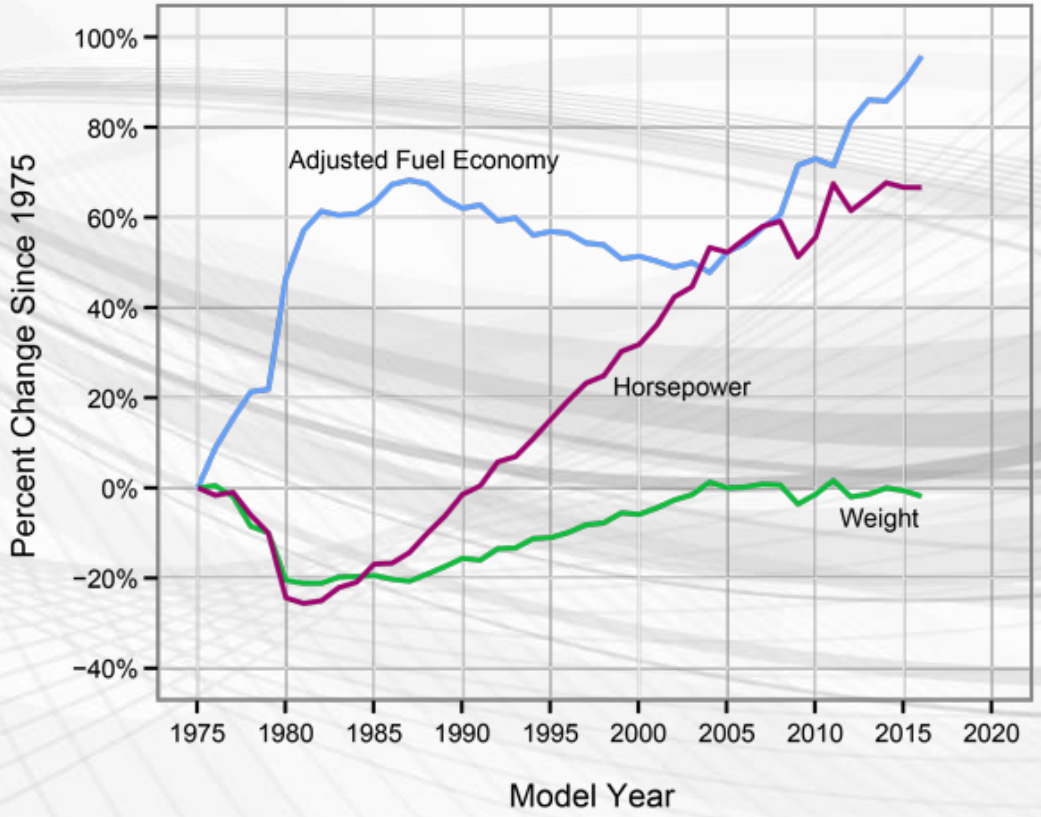


[1]Adjusted CO_2 and fuel economy values reflect real world performance and are not comparable to automaker standards compliance levels. Adjusted CO_2 values are, on average, about 25% higher than the unadjusted, laboratory CO_2 values that form the starting point for GHG standards compliance, and adjusted fuel economy values are about 20% lower, on average, than unadjusted fuel economy values that form the starting point for CAFE standards compliance.

Source: EPA

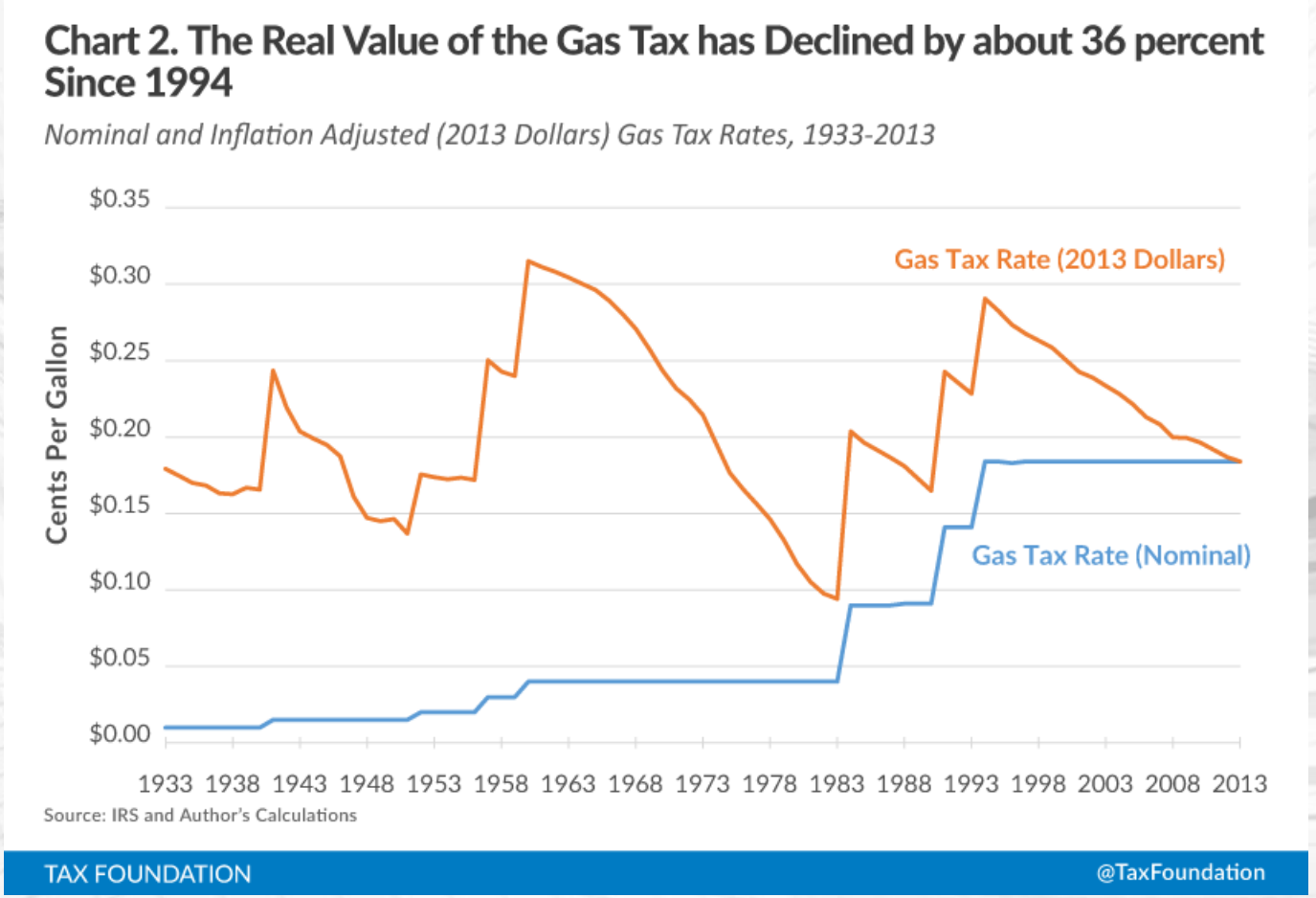
Fuel Economy vs. Vehicle Weight

Fuel economy is increasing, while weight and power have leveled off

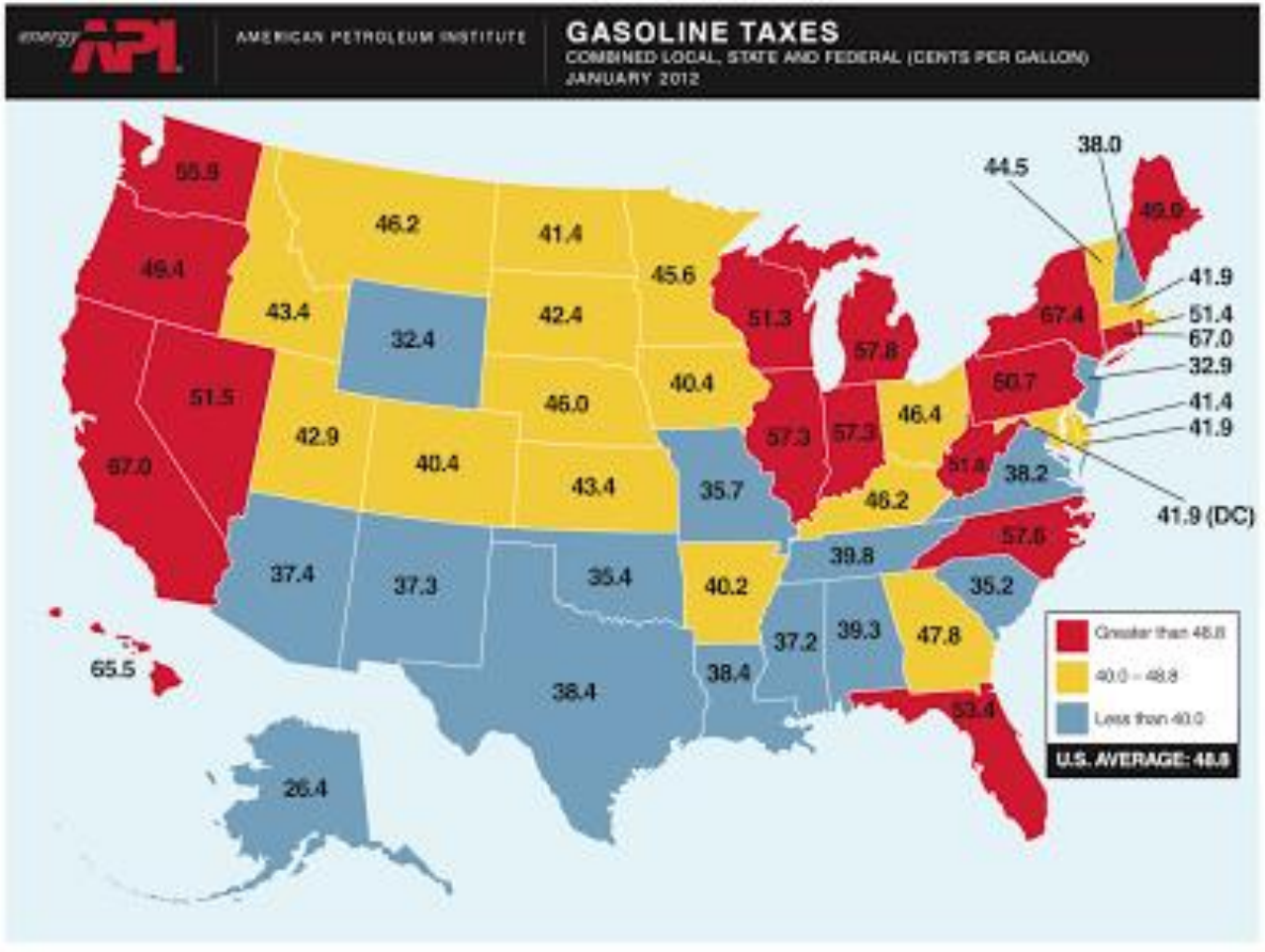


Source: EPA

HTF Eroding Value



State Gas Taxes



what does REMI say? [sm]

Yearly average, per driver, across all states: **$329**

Autonomous Trucking

- "In the first real-world commercial use of autonomous trucking, some 45,000 cans of Budweiser beer arrived late last week [Oct. 2016] to a warehouse after traveling over 120 highway miles in a self-driving truck with no driver at the wheel, executives from Uber and Anheuser-Busch said."

- "Transportation experts predict the earliest applications of autonomous technology will be in self-driving trucks, not cars. The technology is best suited to the relative predictability of long hauls on highways, rather than busy city streets with many distractions."

Source: Fortune

Model Demonstration & Results

Contact Information

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