Michelle drives a relatively fuel-inefficient vehicle. She's wondering about buying a Tesla. She's spent some time working out all of the details and decides that, with her current car, driving costs her p_d=3 dollars per_kilometer. Her utility function for driving (d) and all other goods (p) is U=2xd+300x and she has \$1800 per week to devote to driving (d) and other fun activities (x). Her marginal utilities are mu_x=2d+300 and mu_d=(2x). You may assume p_x=1. Which of the following statements are true?

0x 46don 10 225 □ a. With her current vehicle, Michelle is maximizing her utility driving 250km/week (i.e. d=250). 0" to char 13 105 □ b. A carbon tax raises the cost of driving, p_d, to \$5 per km. With this change, Michelle will drive 120km/week. Us growter - Fesla will drive Louknyweek.

Michelle is considering buying a Tesla and it would reduce her implicit cost of driving to \$2 per km regardless of the carbon price, but it would also reduce her disposable weekly income (Tesla payments aren't cheap!) to \$1600 per week. If there is no carbon tax in place, she should still buy the Tesla. U 13 gooder v Teski tax in place, she should still duy the result.

d. With the carbon price in place (i.e. compared to their regular income and p_d=\$5), the savings are enough to make Michelle better off with the Tesla despite the lower income of Y=1600. POD ~ Toute = 650 vs 595 ~ da e. Michelle will drive more with the Tesla but spend less on driving than she would in either of the two cases tested above (i.e. p_d*a will be lower with the Tesla than in the f. The answer to this question would be the same if we assumed that Michelle's utility was U=xd+ 150x. 1) Set up willy mex Y= POD+x

