

DOCKETED

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Survey Responses to DAWG Meeting Survey

Additional submitted attachment is included below.

SCE's Response regarding CEC's Survey

- * 1. Please provide the following information, if possible. Note your name, organization, e-mail and individual responses will never be shared.

Name (optional)	<input type="text" value="Southern California Edison"/>
Organization (optional)	<input type="text"/>
Sector (e.g. IOU, POU, Government, Advocacy Group, etc..) (required)	<input type="text"/>
E-mail (optional)	<input type="text"/>

OK

2. Currently, the fuel economy of BEVs is in the range of 80-130 MPGe. What do you think the average BEV MPGe will be in 2025?

Improve by 25% (i.e. 100-160 MPGe) ▾

3. What do you think will be each vehicle type's average electric range in 2025?

	100-200 miles	200-300 miles	300-400 miles	400-500 miles	500-600 miles	600+ miles	Don't know
Battery Electric Car (Currently ranges from 80-330 miles)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Battery Electric Light Truck/SUV (Currently ranges from 80-300 miles)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. When do you think the CVRP (state rebate program) will expire?

2025 ▾

5. How likely do you think it is that the following incentives will be eliminated before 2030?

	Very unlikely	Somewhat unlikely	Neither likely nor unlikely	Somewhat likely	Very likely	Don't know
Federal Government's PEV Tax Credits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
State's HOV Access for BEVs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
State's HOV Access for PHEVs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

6. How likely do you believe it is that the following classes of PEV will be available in 2025?

	Very unlikely	Somewhat unlikely	Neither likely nor unlikely	Somewhat likely	Very likely	Don't know
Compact car (currently available)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Midsize car (currently available)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Large car (currently available)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Sports car (currently available)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Crossover/SUV - Compact (currently available)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Crossover/SUV - Large	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Minivan	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Large van	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Compact Pickup	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Standard Pickup	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

7. By what year do you think BEVs will reach price parity with gasoline vehicles?

2027-2029

8. Currently, approximately 50 PEV models are available in California. How many do you think will be available in 2025?

50 300 125 [Clear](#)

9. In cents per kWh, what do you think the **average** price of each type of charging will be in 2025?

	Less than 5	5-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	More than 50	Don't know
Level 2 Public Charging	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
DC Fast Charging	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

SCE's additional comments:

- SCE cautions against the use of anonymous survey results without first identifying expertise for each respondent.
- SCE recommends developing a scenario in the survey for meeting the state's long-term climate goals, as it will align with the CPUC's IRP modeling and objective.
- Regarding question #4, information regarding policy impacts:
 - SCE recommends that, for the aggressive and high cases, CVRP sunset in 2030.
 - SCE recommends adding a new factor for the upcoming statewide point-of-purchase rebate funded by the utilities' LCFS base residential credits, which would be in addition to the CVRP, and which would replace the existing LCFS-funded new EV purchase rebates at SCE, PG&E, SDG&E and SMUD with a significantly larger rebate.
- Regarding question #5:
 - SCE estimates the federal tax credit will expire in 2030 due to SCE's presumption that the credit will be renewed in 2021 or 2022.

- SCE estimates the HOV lane stickers for PHEVs and BEVs will expire in 2030 based on the presumption that stickers will be renewed for new purchases every 3 years over the next 12 years.
- Regarding question #7, SCE selected 2027-2029 on average, but notes that some vehicle segments (e.g., the medium-size vehicle segment) will have earlier price parity, around 2024-2025.¹
- Regarding question #9:
 - SCE suggests that question number 9 be clarified, and / or that there be a forum for additional dialogue with stakeholders to discuss this topic.
 - Current prices, based on an extensive public EPRI study, range from 36-40 cents per kWh for public level 2 and public DC fast-charging due to both: (1) electricity prices, and (2) many additional fees that exist in a deregulated market (e.g. network fees, penalties for not moving the EV after it is charged).
 - In the future, electricity prices for away-from-home charging could be dramatically lower than today's prices: As low as zero cents / kWh, or even negative prices as a result of new efforts to incentivize day-time to increase the amount of solar generation. In addition, LCFS credits could be passed through to consumers rather than retained by site-hosts. For example see SCE's upcoming EV-7, EV-8 and EV-9 rates combined with the value of LCFS credits (but not counting networking, parking and other fees).
 - Additional factors could further lower prices: For example, CARB has presentations on the value of LCFS in public, workplace, and fleet charging, but these benefits flow to the site host who may not necessarily pass them on to the EV drivers themselves.
 - CARB also has substantial amendments to the LCFS that will change the business model for public DC Fast charging and allow up to 100% of the capital costs to be paid for by LCFS, whether or not they are used. This new policy will take effect in January 2019 and last through the end of 2025, with a goal of an additional 8,500 public DC Fast charge stations and 163 more hydrogen stations in order to meet the Governor's executive order. CARB's proposal was released in June 2018 and the updated regulation will be released on August 10, 2018.

SCE is available at your convenience to explain any of the above comments.

¹ <https://www.bloomberg.com/news/articles/2018-03-22/electric-cars-may-be-cheaper-than-gas-guzzlers-in-seven-years>