

DOCKETED

Docket Number:	17-IEPR-05
Project Title:	Transportation Energy Demand Forecast
TN #:	221000
Document Title:	SDG&E Response to CEC Feedback Form on Light-Duty Vehicles
Description:	N/A
Filer:	System
Organization:	SDG&E
Submitter Role:	Public
Submission Date:	9/1/2017 12:14:32 PM
Docketed Date:	9/1/2017

Comment Received From: Steve Lango

Submitted On: 9/1/2017

Docket Number: 17-IEPR-05

SDGE Response to CEC Feedback Form on Light-Duty Vehicles

Additional submitted attachment is included below.



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September 1, 2017

California Energy Commission
Dockets Office, MS-4
1516 Ninth Street
Sacramento, CA 95814-5512

Subject: Response to Feedback Form for Recommendations on Light-Duty Vehicle Scenario Inputs in the 2017 Integrated Energy Policy Report, Docket No. 17-IEPR-05, Transportation Energy Demand Forecast

Dear Chairman Weisenmiller and fellow Commissioners:

San Diego Gas & Electric Company (SDG&E) is responding to a data request from the Energy Commission staff requesting SDG&E's input to Staff-proposed scenarios on Light-Duty Vehicles. The data request arose out of a Demand Analysis Workgroup meeting held on Wednesday, August 23rd. The Energy Commission staff requested comments by September 1, 2017.

Attached is SDG&E's response to this data request.

Thank you for the opportunity to provide these comments.

Sincerely,

/s/ Tim Carmichael

Tim Carmichael
Agency Relations Manager
San Diego Gas & Electric

Feedback Form for Recommendations on LDV Scenario Inputs

Please fill in any rows you would like to provide input on by listing the variables' "input scenario" you most believe represent low, most likely (mid) and/or high cases, referring to the scenario chart presented at the Wednesday's presentation and **attached as pdf to the email**. Please indicate either trends you foresee, or expected 2030 levels. If you believe that none of the CEC-presented scenarios represent your belief, please feel free to write a comment on the scenario you think we should consider.

For example, if you think it is possible, but not most likely, that PEVs will cost the same as ICEs by 2030, please put "Price Parity by 2030" in the Vehicle Price HIGH column.

SDG&E's Response (9/1/2017):

Scenario Name	Low PEV	Mid PEV	High PEV	Additional Comments:
Gasoline Prices	Low Prices	Mid Prices	High Prices	High Prices might assume additional gas taxes or higher LCFS costs, or a new GHG tax.
Natural Gas Prices	High Prices	Mid Prices	Low Prices	
Electricity Prices	High Prices	Mid Prices	Low Prices	Many want to consider super off-peak electricity prices, rather than average prices.
Rebates	PEV Rebate to 2020	PEV Rebate to 2025	PEV Rebate to 2030	High PEV could assume higher rebates.
Tax Credits	PEV Tax Credit to 2020	PEV Tax Credit to 2025	PEV Tax Credit to 2030	
HOV Lane Access	Expire 2019 for both PEVs and PHEVs	Expire 2025 for PEVs	Expire 2025 PEVs	HOV access currently expires in 2019 for both PEVs and PHEVs.
Fuel/Technology Type & Parameter (Preferences)	All	All	All, Augmented Preference for PEV	
Vehicle Classes	Most Likely	Number of Classes Augmented for PEV -1	Number of Classes Augmented for PEV -2	
Vehicle Price	Most Likely	Bloomberg battery Price-base	Parity or lower at 2030	
Fuel Economy	Most Likely	PEV 2% Above Most Likely	PEV 5% Above Most Likely	
Maintenance Cost	PEV 20% Below Most Likely	Most Likely	PEV 15% Above Most Likely	Post EV battery uses in future may increase the value of a "degraded" EV battery

Range	PEV 10% Below Most Likely	Most Likely	PEV 15% Above Most Likely	CARB, California's Advanced Clean Cars Midterm Review (January 18, 2017), Appendix C has good info on future batter and model information See: https://www.arb.ca.gov/msprog/acc/mtr/appendix_c.pdf (accessed 8/25/2017)
Acceleration	Most Likely	Most Likely	PEV 10% Below Most Likely	Toque is one of the most appealing features of an EV.
# of Makes and Models	Most Likely	10% Above Most Likely	25% Above Most Likely	
Refueling Time	Most Likely	Most Likely	PEV 25% Above Most Likely	
Time to Refuel Station	Most likely	PEV Same as gasoline	PEV Same as gasoline	