



July 14, 2025

## Questions and Responses to Commercial Electric Vehicle Market Characterization

**QUESTION:** Are the deliverables expected from this market characterization intended to mimic the passenger class market characterization?

- **RESPONSE:** No, the expectation is that both market characterizations will cover similar scopes and questions. Given the likely distinct differences in two markets and data we do not expect that the deliverables for the commercial class mimic the passenger class study.

**QUESTION:** Does “commercial class vehicle” include all vehicles Class 2b-8 (even if they are private vehicles, e.g., a family’s Ford F-350)?

- **RESPONSE:** We would like for the study to address all relevant “commercial class vehicles that could be used in a commercial setting (i.e., schools, public buses, shipping, etc.) but not intended to include consideration of non-commercial customers who may use a commercial class vehicle or passenger class vehicles used in commercial fleets.

**QUESTION:** Is RTF’s goal for the project to determine the potential additional loads from all future CVs in its service territory (e.g., number and kWh and kW needs)?

- **RESPONSE:** No, the intention of this project is to identify if certain commercial class vehicles are more efficient than others within the same competition group. For example, if a school district decided to purchase electric school buses would certain buses they could choose from offer more energy savings than others.

**QUESTION:** Does the RTF desire that the entire CV market be defined in electric efficiency terms? Or should segments of this market be prioritized? For example, should the project focus on the market segments which: 1) consume the most fuel, have most electric vehicles sold, and/or are forecast to have the most electric vehicles sold?

- **RESPONSE:** The project is intended to gain a better understanding of the Commercial Electric Vehicle market and potential for energy efficiency and did not consider prioritization of any segments. Proposers may submit proposals that look to provide this broad overview with clear details of subsegments and recommendations for prioritized work in the future based on the examples noted or others. Alternatively, proposals could focus on providing a shorter broad market characterization with a deeper look at a specific market segments based on their expertise.

**QUESTION:** In addition to quantifying CV efficiency (in terms of a measure), should the charging process be considered in the quantification of a CV's efficiency?

- **RESPONSE:** For passenger class vehicles the RTF currently maintains a measure specific to EV chargers as the efficiency of the charger and the vehicle are not interconnected. We assume this would be similar on the commercial side and did not anticipate the scope of this project would include charging efficiency.

**QUESTION:** Potential savings mechanisms and energy efficiency varies considerably between each class and application of the CV market. Should the efficiency measure market segments at least be divided into medium-duty (Class 2b-6) and heavy-duty (Class 7-8) market considerations?

- **RESPONSE:** Proposers are welcome to recommend efficiency measure segmentation however they feel best represents the market and savings potential.