



**SPECIAL MEETING AGENDA  
RENEWABLE ENERGY COUNCIL  
WEDNESDAY, AUGUST 30, 2017**

7:00 p.m.

Amedee O. "Dick" Richards, Jr. City Council Chambers  
1424 Mission Street, South Pasadena, CA 91030



Council Chair: William Kelly

Councilmembers: Andrew Eaton, William Glauz, Kim Hughes,  
Alexander Kung, Charles Li, Carl Marziali, and Daniel Snowden-Ifft  
City Council Liaisons: Mayor Pro Tem Michael Cacciotti, Councilmember Richard Schneider  
Staff Liaison: Jenna Shimmin, Senior Management Analyst

Roll Call

**PUBLIC COMMENTS AND SUGGESTIONS**

Time reserved for those in attendance who wish to address the Council. All attendees should be aware that the Council may not discuss details or vote on non-agenda items. Your concerns may be referred to staff or placed on a future agenda. Note: public input will also be taken during all agenda items.

**BUSINESS ITEMS**

- 1) Approval of July 31, 2017 Meeting Minutes (5 minutes)
- 2) Consider recommending that City Council sign a letter of support to the California Utilities Commission for Southern California Edison's Transportation Electrification Plan (15 minutes)
- 3) Council Communications (2 minutes)
- 4) Staff Liaison Communications (2 minutes)
- 5) Next Meeting Date (2 minutes)
- 6) Adjournment

STATE OF CALIFORNIA     )  
CITY OF SOUTH PASADENA     )  
COUNTY OF LOS ANGELES     )

I declare under penalty of perjury, that I am an employee of the City of South Pasadena, and that I posted this Agenda on the bulletin board in the courtyard of the City Hall at 1414 Mission Street, South Pasadena on Aug 29, 2017, as required by Law.

Date: August 29, 2017

Signature: 

**SPECIAL MEETING MINUTES**  
**RENEWABLE ENERGY COUNCIL**  
**July 31, 2017**

**Roll Call** - The meeting was called to order at 7:04 p.m. Present were Renewable Energy Council Members Andrew Eaton, William Glauz, Kim Hughes, Carl Marziali and Daniel Snowden-Ifft. Absent were Chair William Kelly and Renewable Energy Council Members Alexander Kung, and Charles Li. Staff Liaison Jenna Shimmin, Mayor Cacciotti (arrived at 7:09 p.m.), and City Councilmember Dr. Schneider (arrived at 7:07 p.m.), were present.

1. **Minutes** – Minutes from the May 16, 2017 meeting were approved (Eaton, Marziali, 5-0).
2. **Presentation on Edison’s Efforts to Support Transportation Electrification**– Staff introduced Jose Torres, the Government Affairs Representative for Southern California Edison (SCE). Mr. Torres began by giving a disclaimer that as the Investor Owned Utility (IOU), Edison is CCA neutral and is unable to opine, comment or answer questions on that matter. He is able, however, to provide factual information upon request.

Mr. Torres began his presentation on Transportation Electrification by explaining that most of SCE’s programs are paid for with distribution side fees, meaning that CCA customers can qualify for them. He then went on to give a brief background on what’s driving SCE’s initiative, which are Senate Bill (SB) 350, which requires 50% of electricity to be generated from renewable resources by 2030; as well as SB32, which requires California to reduce emissions to at least 40% below 1990 levels by 2030. Currently transportation makes up 36% of California’s Green House Gas (GHG) emissions. One way SCE is helping to meet these goals is by fueling vehicles with electricity. Electric Vehicles (EV) help reduce GHG emissions by up to 70%, and emit 85% fewer ozone-forming air pollutants. One of the biggest hurdles to transportation electrification is incentivizing drivers, and providing alternatives at reasonable prices.

Mr. Torres went on to explain that one EV’s energy needs is equivalent to that of a 4 person residential property. The EV charging load is uniquely flexible and may provide significant grid benefits, one of which is potential downward pressure on rates. SCE is trying to promote users to charge off peak hours, when there is plenty of clean energy available. They are also trying to incentive EV users to push electricity back onto the grid by storing the off peak energy and putting it back into the grid during peak hours.

In January 2017, SCE asked the California Public Utility Commission to approve a plan to expand transportation electrification in Southern California. This plan spans all transportation sectors, with particular focus on targeting pollution in disadvantaged communities (DAC) that are most impacted by medium, heavy-duty and non-road transportation.

Mr. Torres stated that EV adoption has been slow, but the pace is starting to pick up with more models becoming available, increased ranges and faster charging. With the price of fuel being roughly \$3 a gallon, EVs are becoming more competitive with electricity costing around \$1.50 for the same. Based on the rapid advancements in the EV sector, it is estimated that 12,000 EV chargers will be needed to fulfill future needs. If we don’t act quickly, we won’t be able to meet California’s environmental goals.

Mr. Torres admitted that grid reliability is another consumer barrier, and SCE is working to modernize the grid. There are three main barriers to address: availability, affordability, and awareness. SCE's role in addressing these three things will be done through their infrastructure, rate design and innovative collaborations.

Another issue SCE is addressing is air quality. Currently SCE's service area spans one-third of the state, and overlaps two air basins, the South Coast and San Joaquin basins. They are the only two basins in the nation with extreme non-attainment for ozone. The goods movement industry is prominent in Southern California, and many DACs exist in the goods movement corridors with the worst air and most transportation. Because 45% of the state's DACs are in SCE's service area, this makes it pivotal for them to meet their goal to electrify transportation and clean up the air in this sector.

Mr. Torres concluded by highlighting some of the proposed programs that SCE has submitted to the California Public Utilities Commission (CPUC) include rebates for customer installation of residential charging stations, building urban DC fast charger clusters, and incentives to ride sharing services and drivers. Ride sharing services have helped shift perspective of EV vehicles. They allow riders to experience the vehicles firsthand, and ask questions of owners. A huge benefit is the high return on investment to this sector.

Renewable Energy Councilmember Glauz asked if there are more options available for the transportation sector versus 10 years ago. He also asked about the options available for light transportation. Mr. Torres responded that for ports, supply yards, and train yards there are more options, but the hard part is electrifying the vehicles used in between those places. The big push is for buses, but battery storage is an issue. With the price for larger capacity batteries just starting to come down, it becomes less of a technical issue and more of an economics issue.

Mr. Torres reviewed the timeline for the current and future applications to the CPUC.

Current Application:

- January 20 – Application filed
- September 2017 – Expected decision for Priority Projects
- 4<sup>th</sup> Quarter 2017 – Expected hearings for Standard Programs
- 1<sup>st</sup> Quarter 2018 – Expected decision for Standard Programs

Future Application:

- 2<sup>nd</sup> Quarter – Regulatory and strategy teams develop Phase 2 for light-duty vehicles
- 1<sup>st</sup> – 2<sup>nd</sup> Quarter 2018 – File application for Phase 2

Renewable Energy Councilmember Hughes asked if South Pasadena was in line for any EV charger incentives. She explained that with the recent 710 decision it would make sense to make this corridor an EV corridor. Mr. Torres responded that South Pasadena was not included in SCE's initial program, but hopes that the CPUC decision will help provide more funds to allow for EV charger programs to return.

Renewable Energy Councilmember Snowden-Ifft stated that he was concerned with solar and the ability to store energy. He asked when it could be expected to see vehicles and chargers that can store and transfer power to the grid. Mr. Torres responded that there are

already some available, but they have seen a push back in focus groups. This is most likely due to range anxiety. SCE hopes to see vehicles with larger batteries in the near future. They will then incentivize users to store solar energy in their vehicles around lunch time, and then return it to the grid after about 4pm.

Renewable Energy Councilmember Glauz asked how rate incentives will work. Mr. Torres responded that for SCE residential customers to being Time of Use customers, with a rate called Super Off Peak, where they would only be charged delivery costs from 8am-2pm. SCE is trying to make it as cheap as possible to keep the energy in California.

Dr. Schneider stated that due to potential and frequent power outages, it makes it difficult to go 100% EV in your home. If you're without power for a few days, you won't have a vehicle to get around in. Mr. Torres explained that is an issue SCE is working on through as they address grid readiness and reliability.

Mr. Torres explained that SCE is looking for stakeholders to support their plan with the CPUC and ask the REC to consider making a recommendation to the City Council to support SCE's plan that is currently under review by the CPUC. Staff was directed to draft a letter of support for the REC to review. Staff was also asked to find out what other entities have given their support.

3. **Update on the Renewable Energy RFP** – Staff Liaison Shimmin explained that the Request for Proposals regarding Renewable Energy projects had some push back from City Council regarding the contract language with Climatec. That has been worked through and the audit phase will go for formal Council approval on August 16<sup>th</sup>. Climatec estimates that it will take 6 weeks to complete the investment grade audit and finalize the financial analysis. Once the report has been received by staff, a REC meeting will be scheduled to review the results, and prioritize projects for submission for City Council approval.
4. **Council Communications** – Renewable Energy Councilmember Snowden-Ifft advised the REC that he would call the California Energy Commission regarding deadlines for financing/funding under the Energy Conservation Assistance Act.  
  
Renewable Energy Councilmember Huges advised the REC that she would be representing the City of South Pasadena at the first meeting of the Los Angeles Consumer Choice Energy board of directors, as she is the alternate should Councilmember Diana Mahmud be unable to attend meetings/events.
5. **Staff Liaison Communications** – Staff Liaison Shimmin advised the REC members that on August 26<sup>th</sup> a Household Hazardous Waste and E-waste event would be occurring; she also advised them that on September 10<sup>th</sup> the City's annual Clean Air Car Show and Green Living Expo would be held at Garfield Park from 10:30 a.m. to 2:30 p.m.
6. **Next Meeting Date**– It was decided to have the next meeting on Wednesday, August 30<sup>th</sup>, 2017 at 7 p.m., before the Natural Resources and Environmental Commission meeting.

7. **Adjournment** – Renewable Energy Councilmember Snowden-Ifft motioned to adjourn the meeting at 8:17 p.m., Renewable Energy Councilmember Eaton seconded. Ayes: All, Nays: None.

---

William Kelly, Chair

---

Date

Item No. 2



## CITY OF SOUTH PASADENA

OFFICE OF THE CITY COUNCIL  
1414 MISSION STREET, SOUTH PASADENA, CA 91030  
TEL: (626) 403-7210 • FAX: (626) 403-7211  
WWW.SOUTHPASADENACA.GOV

August 30, 2017

California Public Utilities Commission  
Public Advisor's Office  
505 Van Ness Avenue  
San Francisco, CA 94102

Re: Support for the Application of Southern California Edison Company (U 338-E) for Approval of its 2017 Transportation Electrification Proposals

To Whom It May Concern,

The City of South Pasadena (City) requests that the Commission approve Southern California Edison (SCE)'s Application for Approval of its 2017 Transportation Electrification Proposals (Application). Specifically, the City supports the following elements from SCE's application:

- Addressing key cost and complexity barriers associated with charging infrastructure for commercial (non-light-duty) electric vehicles (EVs), as well as EVs charging at homes and urban, direct current fast charge (DCFC) stations;
- Proposing a new commercial EV rate structure to enable vehicle-grid integration and promote EV adoption;
- Collaborating with stakeholders from the private, non-profit, and public sectors that will provide expertise and funding for vehicles and charging equipment;
- Seeking to enhance third-party business models so that other market participants can successfully play a long-term role; and
- Prioritizing the needs of low-income and disadvantaged communities.

These efforts will help ensure expeditious deployment of light duty electric vehicles (EVs), while also addressing on- and off-road medium- and heavy-duty EVs such as buses and trucks, yard tractors and rubber tire gantry cranes. The City fully supports the Application's focus on large scale infrastructure projects for light, medium, and heavy-duty vehicle charging. Specifically, the City is in strong support for the following proposed Priority Review Projects:

- Residential Make-Ready Rebate Pilot
- EV Rideshare Reward Pilot
- Urban DCFC Clusters Pilot
- Electric Transit Bus Make-Ready Program

Furthermore, the City also supports the following proposed Standard Review Programs:

- Medium- and Heavy-Duty Vehicle Charging Infrastructure Program
- Rate Design to Promote EV Adoption

One of the main goals of the City of South Pasadena is to remain on the forefront of promoting a more sustainable way of life. Our goals aim to find impactful ways to reduce our impact on the environment. Whether that be through maintaining all electric landscaping equipment, converting our vehicle fleet to compressed natural gas and other alternative fuels, or banning the use and sale of expanded polystyrene, we rely on coordination with other agencies to obtain these goals.

Therefore, the City urges the CPUC to approve the application in order to further reduce the risk of damage to the environment, air pollution, and other climate change impacts. If you have any questions or comments please contact Elaine Aguilar, Interim City Manager, at [EAguilar@SouthPasadenaCA.gov](mailto:EAguilar@SouthPasadenaCA.gov) or (626) 403-7210.

Sincerely,

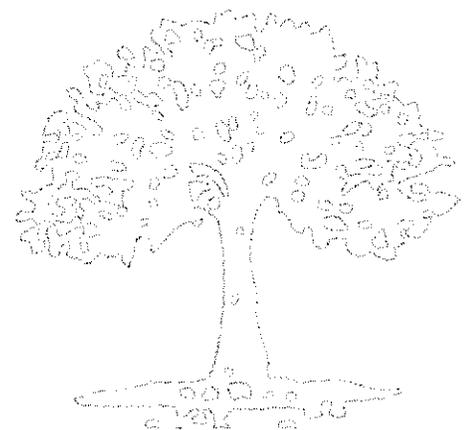
Michael A. Cacciotti  
Mayor

Richard D. Schneider, M.D.  
Mayor Pro Tem

Robert S. Joe  
Councilmember

Marina Khubesrian, M.D.  
Councilmember

Diana Mahmud  
Councilmember





[Proceeding](#) [Documents](#) [Rulings](#) [Decisions](#)

## Proceeding Detail

[Subscribe](#) [Get Involved!](#)

[Search Results](#) [Main Page](#)

### A1701021 - Proceeding

**Filed By:** Southern California Edison Company

**Service Lists:** [Service List 1](#)

**Industry:** Electric

**Filing Date:** January 20, 2017

**Category:** Ratesetting

**Current Status:** ACTIVE

**Description:** Application of Southern California Edison Company (U 338-E) for Approval of its 2017 Transportation Electrification Proposals.

[Proceedings A.17-01-020, A.17-01-021, and A.17-01-022 are consolidated by the Scoping Memo Ruling issued 4/13/17.]

**Staff:** ALJ: John S. Wong (Assigned Feb 7, 2017)  
ALJ: Michelle Cooke (Assigned Feb 7, 2017)  
ALJ: Sasha Goldberg (Assigned Feb 7, 2017)  
COMMISSIONER: Carla Peterman (Assigned Feb 7, 2017)



BEFORE THE PUBLIC UTILITIES COMMISSION OF THE  
STATE OF CALIFORNIA

**FILED**  
1-20-17  
04:59 PM

Application of Southern California Edison )  
Company (U 338-E) for Approval of its 2017 ) A1701021 Application No. 17-01-\_\_\_\_\_  
Transportation Electrification Proposals. ) (Filed January 20, 2017)  
\_\_\_\_\_ )

**APPLICATION OF SOUTHERN CALIFORNIA EDISON COMPANY (U 338-E) FOR  
APPROVAL OF ITS 2017 TRANSPORTATION ELECTRIFICATION PROPOSALS**

FADIA RAFEEDIE KHOURY  
ANDREA L. TOZER

Attorneys for  
SOUTHERN CALIFORNIA EDISON COMPANY  
2244 Walnut Grove Avenue  
Post Office Box 800  
Rosemead, California 91770  
Telephone: (626) 302-6713  
Facsimile: (626) 302-6693  
E-mail: Andrea.Tozer@sce.com

Dated: **January 20, 2017**

**APPLICATION OF SOUTHERN CALIFORNIA EDISON COMPANY (U 338-E) FOR  
APPROVAL OF ITS 2017 TRANSPORTATION ELECTRIFICATION PROPOSALS**

**Table Of Contents**

<u>Section</u>	<u>Title</u>	<u>Page</u>
I.	INTRODUCTION .....	1
II.	SUMMARY OF SCE’S REQUESTS.....	1
III.	ORGANIZATION OF SCE’S TESTIMONY .....	2
IV.	EXECUTIVE SUMMARY .....	2
	A. SCE’s TE Portfolio .....	4
	1. Priority Review Projects .....	5
	2. Standard Review Programs.....	6
	B. Revenue Requirement and Cost Recovery .....	7
	1. Revenue Requirement.....	7
	2. Cost Recovery.....	8
	3. Rate Impacts.....	9
V.	STATUTORY AND REGULATORY REQUIREMENTS .....	10
	A. Statutory and Other Authority – Rule 2.1 .....	10
	B. Legal Name and Correspondence .....	11
	C. Proposed Categorization, Need for Hearings, Issues To Be Considered, Proposed Schedule, and Relevant Safety Considerations — Rule 2.1(c).....	12
	1. Proposed Category .....	12
	2. Need for Hearings .....	12
	3. Issues to be Considered, Including Relevant Safety Considerations.....	13
	4. Procedural Schedule.....	13
	D. Organization and Qualification to Transact Business – Rule 2.2 ..	14
	E. Balance Sheet and Income Statement – Rule 3.2(a)(1) .....	16

**APPLICATION OF SOUTHERN CALIFORNIA EDISON COMPANY (U 338-E) FOR  
APPROVAL OF ITS 2016 RATE DESIGN WINDOW PROPOSALS**

**Table Of Contents (Continued)**

<u>Section</u>	<u>Title</u>	<u>Page</u>
F.	Statement of Presently Effective and Proposed Rates – Rules 3.2(a)(2) and 3.2(a)(3).....	16
G.	Description of SCE’s Service Territory and Utility System – Rule 3.2(a)(4) .....	16
H.	Summary of Earnings – Rule 3.2(a)(5).....	17
I.	Depreciation – Rule 3.2(a)(7) .....	17
J.	Capital Stock and Proxy Statement – Rule 3.2(a)(8).....	17
K.	Statement Pursuant to Rule 3.2(a)(10).....	17
L.	Service of Notice – Rule 3.2(b), (c) and (d) .....	17
M.	Index of Exhibits and Appendices to This Application.....	18
N.	Service List .....	18
VI.	CONCLUSION.....	18
	APPENDIX A BALANCE SHEET AND INCOME STATEMENT .....	
	APPENDIX B SUMMARY OF EARNINGS .....	
	APPENDIX C LIST OF CITIES AND COUNTIES.....	

**BEFORE THE PUBLIC UTILITIES COMMISSION OF THE  
STATE OF CALIFORNIA**

Application of Southern California Edison  
Company (U 338-E) for Approval of its 2017  
Transportation Electrification Proposals.

Application No. 17-01-\_\_\_\_\_  
(Filed January 20, 2017)

**APPLICATION OF SOUTHERN CALIFORNIA EDISON COMPANY (U 338-E) FOR  
APPROVAL OF ITS 2017 TRANSPORTATION ELECTRIFICATION PROPOSALS**

**I.**

**INTRODUCTION**

Pursuant to Articles 1 and 2 of the Rules of Practice and Procedure of the California Public Utilities Commission (Commission or CPUC) and Commissioner Carla Peterman's September 14, 2016 Assigned Commissioner Ruling Regarding the Filing of Transportation Electrification Applications Pursuant to Senate Bill 350 (ACR),<sup>1</sup> Southern California Edison Company (SCE) hereby respectfully files this application and requests that the Commission approve its 2017 transportation electrification proposals, as described herein. SCE's proposal consists of this application and supporting testimony (preliminarily identified as Exhibit SCE-01).

**II.**

**SUMMARY OF SCE'S REQUESTS**

In this application, SCE requests Commission approval of its 2017 transportation electrification proposals, which include: (1) Residential Make-Ready Rebate Pilot, (2) Electric

---

<sup>1</sup> Assigned Commissioner Ruling Regarding the Filing of Transportation Electrification Applications Pursuant to Senate Bill 350, issued September 14, 2016, in Rulemaking (R.) 13-11-007.

Vehicle Driver Rideshare Reward Pilot, (3) Urban Direct Current Fast Charge Clusters Pilot, (4) Port of Long Beach Rubber Tire Gantry Crane Electrification Project, (5) Port of Long Beach ITS Terminal Yard Tractor Project, (6) Electric Transit Bus Make-Ready Project, (7) Medium- and Heavy-Duty Vehicle Charging Infrastructure Program, and (8) New Commercial Electric Vehicle Rate Proposal to Promote Electric Vehicle Adoption.

### III.

#### **ORGANIZATION OF SCE'S TESTIMONY**

SCE's testimony submitted in support of this application is comprised of five chapters, summarized as follows:

Chapter I – Introduction provides a brief summary of SCE's proposals and the impetus for this application;

Chapter II – Vision for Transportation Electrification to Reduce Emissions and Drive Innovation provides background on the need for transportation electrification, state environmental goals, benefits of transportation electrification, and SCE's role in transportation electrification;

Chapter III – SCE's Transportation Electrification Portfolio describes SCE's proposed pilots, projects, programs, and rate proposal; implementation plans; and projected costs;

Chapter IV – SCE's Portfolio Follows the ACR's Guidelines explains how SCE's proposals comply with requirements and guidance from the Assigned Commissioner's Ruling; and

Chapter V – Cost Recovery discusses creation of a new balancing account, proposed reasonableness review, and estimated revenue requirements.

### IV.

#### **EXECUTIVE SUMMARY**

SCE proposes a portfolio of near-term, priority-review projects and longer-term, standard-review programs aimed at accelerating the widespread adoption of transportation electrification (TE). SCE's proposed TE Portfolio includes three projects aimed at accelerating

light-duty electric vehicle (EV) adoption, two projects to promote electrification at the Port of Long Beach (POLB), one project to accelerate electric transit bus adoption, one standard-review program providing charging infrastructure for medium- and heavy-duty vehicles and non-road equipment used for goods and people movement, and one commercial EV rate proposal to promote EV adoption. SCE's plan to advance transportation electrification as set forth in this application is a crucial step toward achieving high levels of electric vehicle adoption as quickly and affordably as possible to support California's environmental goals while providing direct customer benefits over the long term.

Transportation electrification—transforming the transportation sector from being primarily fueled by fossil fuels to being fueled by clean electric power—offers important opportunities for California to reduce greenhouse gas (GHG) emissions and criteria pollutants and could provide rate benefits to all customers. Broad-based transportation electrification is essential for California to meet its ambitious climate goals by 2030. Through this application, SCE enthusiastically joins the state in accelerating these opportunities to support a clean energy future.

To achieve state, federal, and local goals, all segments of TE are essential, but are in various stages of technological and market development. SCE's proposed portfolio of programs and pilots supports each stage of development, tailored to support the phase that each segment is in currently. SCE will enable the fueling of electric vehicles through additional infrastructure, provision of increasingly clean power to SCE's customers, and integration of that power with EVs through the electric grid. Through its proposed programs, SCE will enable faster adoption of electric vehicles in new vehicle segments (including medium- and heavy-duty vehicles used for goods and people movement) by (1) providing utility distribution infrastructure, customer-side "make-ready" infrastructure, and rebates for charging stations, (2) jump-starting electric vehicle ridesharing, and (3) promoting fleet and away-from-home charging with a new EV rate structure.

In this application and supporting testimony, SCE describes its vision for transportation electrification, which will reduce GHG emissions and provide clean air and other benefits.

Important elements of SCE's TE portfolio of proposed projects and programs include:

- Addressing key cost and complexity barriers associated with charging infrastructure for commercial (non-light-duty) EVs (including medium-duty, heavy-duty, and non-road vehicles used in goods and people movement), as well as EV-charging at homes and at urban direct current fast charge (DCFC) stations;
- Proposing a new commercial EV rate structure to enable vehicle-grid integration and promote EV adoption;
- Collaborating with stakeholders from the private, non-profit, and public sectors that will provide expertise and funding for vehicles and charging equipment;
- Seeking to enhance third-party business models so that other market participants can successfully play a long-term role; and
- Prioritizing the needs of low-income and disadvantaged communities.

**A. SCE's TE Portfolio**

Pursuant to the ACR,<sup>2</sup> SCE proposes both priority review projects and standard review projects in its TE Portfolio. The six proposed pilots are an innovative response to the utility's new TE role. These efforts help inform future TE programs to further transform TE markets. These projects meet the requirements of Commission priority review by being under \$4 million, 12 months or less in duration, and noncontroversial. SCE's proposed five-year program to provide charging infrastructure supporting medium- and heavy-duty vehicle electrification is essential to facilitate electrification of the goods movement industry in SCE's service territory, which includes the second busiest seaport in the country. SCE's proposed new EV rate

---

<sup>2</sup> Assigned Commissioner Ruling Regarding the Filing of Transportation Electrification Applications Pursuant to Senate Bill 350, issued September 14, 2016, in Rulemaking (R.) 13-11-007.

incentivizes customers to adopt these TE technologies and charge at times that avoid capacity constraints.

**1. Priority Review Projects**

SCE proposes the following pilots and projects for priority review:

- Residential Make-Ready Rebate Pilot – This pilot provides a rebate to residential customers to offset the cost of hiring a licensed electrician to install make-ready infrastructure and associated permitting to charge their new EVs.
- EV Rideshare Reward Pilot – This pilot provides a monetary reward to rideshare drivers who use an EV and exceed a specified number of rides during a given time period.
- Urban DCFC Clusters Pilot – This pilot will deploy and operate five DCFC sites, clustered in urban areas. Each site may include up to five dual-port charging stations, for up to 50 DCFC ports total. SCE will install, own, and maintain make-ready infrastructure at participating customer sites. Participating customers will have the opportunity to select DCFC charging stations qualified by SCE and receive a rebate to cover the base cost of charging stations deployed through the pilot, including hardware and installation.
- Electric Transit Bus Make-Ready Program – This program will deploy make-ready infrastructure to serve in-depot and on-route charging equipment for electric commuter buses operating in SCE’s service territory. SCE will also provide a rebate to participating customers to cover the cost of the charging equipment and its installation.
- POLB Rubber Tire Gantry Crane Electrification Project – SCE will deploy make-ready infrastructure to serve nine cranes that SSA Marine Terminal J (POLB) plans to electrify, currently fueled by diesel engines.

- POLB ITS Terminal Yard Tractor Project – SCE will deploy make-ready infrastructure to serve a portion of the ITS Terminal’s fleet of yard tractors, currently fueled by diesel engines.

***Priority Review Projects Total Costs  
(Millions, 2016 \$, not loaded)***

<b>Priority Review Project</b>	<b>Estimated Cost</b>
Residential Make-Ready	\$4.00
EV Drive Rideshare Reward	\$4.00
Urban DCFC Cluster	\$3.98
Make Ready & Rebate for Transit Buses	\$3.98
POLB, Rubber Tire Gantry Crane Electrification	\$3.04
POLB, ITS Terminal Yard Tractor	\$0.45
<b>Priority Review Total</b>	<b>\$19.45</b>

**2. Standard Review Programs**

SCE proposes the following infrastructure program and EV rate design for standard review:

- Medium- and Heavy-Duty Vehicle Charging Infrastructure Program – In this program, SCE will deploy, own, and maintain the electric infrastructure needed to serve charging equipment for medium-duty, heavy-duty, and non-road vehicles (up to and including the make-ready stubs) to support electrification of the goods and people movement industry. SCE will also provide a rebate to cover the costs of charging equipment supplied and owned by others that meets SCE’s requirements and its installation. Participating customers will be responsible for procuring charging station equipment and installation (and paying any costs in excess of the rebate amount) and for maintaining the equipment in working order for the duration of the program.

- Rate Design to Promote EV Adoption – SCE proposes to establish three new, optional commercial rate schedules, which will have the same general structure but will apply to different sizes of customers for the exclusive purpose of charging EVs. The proposed rate schedules will use up-to-date time-of-use periods that will offer more accurate price signals to reflect system grid conditions, consistent with the Commission’s recent guidance in this area. The new EV rates will have a five-year introductory period after they are first implemented during which SCE will not assess monthly demand charges; rather, customers’ bills will consist primarily of volumetric energy charges. After that five-year introductory period, SCE will introduce demand charges and phase them in for a five-year intermediate period. Then, after the end of the tenth year, the rate schedules will reflect stable demand charges that will still be lower than what new EV customers would pay on their otherwise applicable (non-EV) commercial rates today.

***Standard Review Program Total Costs  
(Millions, 2016 \$, not loaded)***

<b>Standard Review Programs</b>	<b>Estimated Cost</b>
Medium and Heavy-Duty Vehicle Charging Infrastructure Program	\$553.82
Commercial EV Rate Proposal	N/A
<b>Standard Review Total</b>	<b>\$553.82</b>

**B. Revenue Requirement and Cost Recovery**

**1. Revenue Requirement**

Based on the estimated costs above, if all of the SCE proposals were approved by the Commission in 2018, SCE would expect to collect approximately \$200 million<sup>3</sup> in capital-

---

<sup>3</sup> SCE-1, Chapter V, Table V-6, sum of five year Operating Revenues less O&M and Payroll Taxes.

related revenue requirements and approximately \$32 million in operation and maintenance (O&M, including Payroll Taxes) costs over the five-year period from 2019 through 2023, for a total of up to \$232 million during the implementation of the six priority review pilot projects and standard review program. This example is illustrative only. Changes in the timing of approval or implementation of any of the proposed programs would change the estimated revenue requirement and its timing.

## **2. Cost Recovery**

SCE requests Commission authorization to establish the Transportation Electrification Portfolio Balancing Account (TEPBA) to record the actual TE Portfolio revenue requirements each month, effective upon Commission approval of this application. Each month, SCE will record the actual O&M expenses, payroll taxes, and capital revenue requirement (*i.e.*, depreciation, return on rate base, property taxes, and incomes taxes) in the TEPBA associated with the activities as approved by the Commission for the TE Portfolio pilot projects and standard review programs. The TEPBA will account for and record the revenue requirements for each of the six priority review projects and standard review program.

SCE proposes to include in distribution rates a forecast annual revenue requirement effective January 1 of each year, for at least five years, or until the TEPBA-related costs are included in a future general rate case (GRC). To help ensure that customers only pay the actual TE Portfolio revenue requirements, SCE proposes to transfer the revenue requirement recorded in the TEPBA to the distribution sub-account of the Base Revenue Requirement Balancing Account (BRRBA) on an annual basis. Using this approach, any difference between the forecast TE Portfolio revenue requirements included in rate levels and the actual recorded TE Portfolio revenue requirements will be trued up in the BRRBA. This proposed ratemaking provides that no more and no less than the reasonable revenue requirements associated with the TE Portfolio activities will ultimately be collected from customers. Any over-collection recorded in the BRRBA at the end of each year will be refunded to customers in the subsequent

year. Similarly, any under-collection recorded in the BRRBA at the end of each year will be recovered from customers in the subsequent year.

SCE proposes that if the Commission approves the scope of each of SCE's six proposed priority review projects and the standard review program, the actual incurred costs, as long as consistent with the adopted scope of activities and within cost levels adopted by the Commission, should be deemed reasonable and therefore no after-the-fact reasonableness review is necessary.

### **3. Rate Impacts**

The following table compares SCE's January 2017 average rates, by customer group, to an estimate of proposed average rates if SCE's revenue requirement and revenue allocation proposals are approved by the Commission.

### *Rate Impacts*

Customer Group	System		
	Current Revenues (\$000)	Proposed Revenue Change (\$000)	% Change over Current
Residential	4,917,589	23,307	0.5%
Lighting - Small and Medium Power	4,419,380	15,639	0.4%
Large Power	1,977,952	5,533	0.3%
Agricultural and Pumping	412,602	1,326	0.3%
Street and Area Lighting	132,948	84	0.1%
Standby	275,239	570	0.2%
<b>Total</b>	<b>12,135,710</b>	<b>46,459</b>	<b>0.4%</b>

Customer Group	Bundled		
	Current Rates (¢/kWh)	Proposed Rates (¢/kWh)	% Change over current
Residential	17.8	17.8	0.5%
Lighting - Small and Medium Power	16.8	16.9	0.3%
Large Power	11.9	11.9	0.2%
Agricultural and Pumping	12.7	12.7	0.3%
Street and Area Lighting	18.1	18.1	0.1%
Standby	9.6	9.6	0.2%
<b>Total</b>	<b>15.8</b>	<b>15.9</b>	<b>0.4%</b>

### V.

### **STATUTORY AND REGULATORY REQUIREMENTS**

#### A. **Statutory and Other Authority – Rule 2.1**

This application is made pursuant to Commissioner Peterman's ACR,<sup>4</sup> the Commission's Rules of Practice and Procedure, and the California Public Utilities Code.

SCE's request complies with the Commission's Rules of Practice and Procedure Rules 1.5 through 1.11 and 1.13, which specify the procedures for, among other things, filing documents. In addition, this request complies with Rules 2.1, 2.2 and 3.2.

---

<sup>4</sup> Assigned Commissioner Ruling Regarding the Filing of Transportation Electrification Applications Pursuant to Senate Bill 350, issued September 14, 2016, in Rulemaking (R.) 13-11-007.

Rule 2.1 requires that all applications: (1) clearly and concisely state authority or relief sought; (2) cite the statutory or other authority under which that relief is sought; and (3) be verified by the applicant. Rule 2.1 sets forth further requirements that are addressed separately below.

The relief being sought is summarized above in Sections II (Summary of SCE's Requests) and Section IV (Executive Summary), and is further described in the testimony (Exhibit SCE-1) supporting this application.

The statutory and other authority for this request includes, but is not limited to, California Public Utilities Code Sections 451, 454, 454.3, 491, 701, 702, 728, 729, Article 2 and Rule 3.2 of the Commission's Rules of Practice and Procedure, and prior decisions, orders, and resolutions of this Commission.

SCE's application has been verified by an SCE officer as provided in Rules 1.11 and 2.1.

**B. Legal Name and Correspondence**

Pursuant to Rule 2.1 of the Commission's Rules of Practice and Procedure, the full legal name of the applicant is Southern California Edison Company (SCE). SCE is a corporation organized and existing under the laws of the State of California, and is primarily engaged in the business of generating, purchasing, transmitting, distributing and selling electric energy for light, heat and power in portions of central and southern California as a public utility subject to the jurisdiction of the California Public Utilities Commission. SCE's properties, which are located primarily within the State of California, consist mainly of hydroelectric and thermal electric generating plants, together with transmission and distribution lines and other property necessary in connection with its business.

SCE's principal place of business is 2244 Walnut Grove Avenue, Rosemead, California, and its post office address and telephone number are:

Southern California Edison Company  
Post Office Box 800  
Rosemead, California 91770  
Telephone: (626) 302-1212

SCE's attorney in this matter is Andrea Tozer. Correspondence or communications regarding this application should be addressed to:

Andrea Tozer  
Senior Attorney  
Southern California Edison Company  
P.O. Box 800  
2244 Walnut Grove Avenue  
Rosemead, California 91770  
Telephone: (626) 302-6713  
Facsimile: (626) 302-6693  
E-mail: Andrea.Tozer@sce.com

SCE – Legal Admin  
Southern California Edison Company  
P.O. Box 800  
2244 Walnut Grove Avenue  
Rosemead, CA 91770  
Telephone: 626-302-2810  
Facsimile: 626-302-3119  
e-mail: [Legal.Admin@sce.com](mailto:Legal.Admin@sce.com)

**C. Proposed Categorization, Need for Hearings, Issues To Be Considered, Proposed Schedule, and Relevant Safety Considerations — Rule 2.1(c)**

Commission Rule 2.1(c) requires that all applications shall state “the proposed category for the proceeding, the need for hearing, the issues to be considered, and a proposed schedule.”

**1. Proposed Category**

Rule 1.3(e) of the Commission's Rules of Practice and Procedure defines “ratesetting” proceedings as “proceedings in which the Commission sets or investigates rates for a specifically named utility (or utilities), or establishes a mechanism that in turn sets the rates for a specifically named utility (or utilities).” This application will include the setting and investigation of rates, and includes SCE's proposal for a “mechanism” that will influence the setting of rates in future applications. Therefore, for purposes of Rule 2.1, SCE proposes that this proceeding be categorized as ratesetting.

**2. Need for Hearings**

The need for hearings in this proceeding, and the issues to be considered in such hearings, will depend in large part on the degree to which other parties contest SCE's requests.

SCE's proposed procedural schedule below assumes evidentiary hearings will be held; however, the need for hearings will be determined by the assigned Administrative Law Judge(s).

**3. Issues to be Considered, Including Relevant Safety Considerations**

The primary issue to be considered in this proceeding is the reasonableness of SCE's 2017 transportation electrification proposals as described in Sections II (Summary of SCE's Requests) and Section IV (Executive Summary) above and in more detail in SCE's supporting testimony served concurrently with this application. D.16-01-017 approved an amendment to Rule 2.1(c) of the Commission's Rules of Practice and Procedure (Title 20, Division 1, of the California Code of Regulations) to require all applications to identify all relevant safety considerations implicated by the application. One of SCE's core values is to protect public and employee safety. All electric infrastructure installed and operated by SCE as part of its TE Portfolio will follow SCE Transmission & Distribution's standard operating procedures to ensure safety. Additionally, this infrastructure will adhere to applicable technical standards and energy efficiency recommendations. For any electric installations on the customer side of the meter as part of the TE Portfolio, SCE will use, and require participating customers to use, a C-10 licensed electrical contractor. Furthermore, all such installations, whether by SCE or participating customers, will require appropriate permitting and inspection from the local authority having jurisdiction (if applicable) in compliance with applicable codes and ordinances.

**4. Procedural Schedule**

To allow the Commission to issue a timely final decision in this proceeding, SCE respectfully requests that the Commission process the present application according to the following schedule:

SCE Files Application	01/20/2017
Protests / Responses to Application	30 days from the date the notice of the filing of the Application appears in the Daily Calendar [approximately 02/22/17]
Reply to Protests / Responses	10 days from the deadline for filing Protests / Responses [approximately 3/6/2017]
Prehearing Conference	03/10/17
Intervenor Testimony Due	4/21/17
Rebuttal Testimony Due	6/2/17
Commission Issues Phase 1 Proposed Decision <sup>5</sup>	July 2017
Comments on Phase 1 Proposed Decision	20 days from the date the Commission issues Proposed Decision
Replies to Comments on Phase 1 Proposed Decision	5 days from the deadline for filing comments on Proposed Decision
Commission Issues Final Phase 1 Decision	August 2017
Phase 2 Evidentiary Hearings (if necessary)	6/26/17-6/30/17
Concurrent Phase 2 Opening Briefs	7/21/17
Concurrent Phase 2 Reply Briefs	8/11/17
Commission Issues Phase 2 Proposed Decision	October 2017
Comments on Phase 2 Proposed Decision	20 days from the date the Commission issues Proposed Decision
Replies to Comments on Phase 2 Proposed Decision	5 days from the deadline for filing comments on Proposed Decision
Commission Issues Final Phase 2 Decision	November 2017

**D. Organization and Qualification to Transact Business – Rule 2.2**

In compliance with Rule 2.2 of the Commission’s Rules of Practice and Procedure,<sup>6</sup> a copy of SCE’s Certificate of Restated Articles of Incorporation, effective on March 2, 2006, and presently in effect, certified by the California Secretary of State, was filed with the Commission on March 14, 2006, in connection with Application No. 06-03-020, and is by reference made a part hereof.

---

<sup>5</sup> Evidentiary hearings and briefing should not be required for priority review projects. For projects qualifying for priority review, in lieu of hearings SCE requests that the Commission issue a Phase 1 Proposed Decision after rebuttal testimony.

<sup>6</sup> Rule 2.2 requires the applicant, in this case SCE, to submit a copy of its organizing documents and evidence of its qualification to transact business in California, or to refer to that documentation if previously filed with the Commission.

A copy of SCE's Certificate of Determination of Preferences of the Series D Preference Stock filed with the California Secretary of State on March 7, 2011, and presently in effect, certified by the California Secretary of State, was filed with the Commission on April 1, 2011, in connection with Application No. 11-04-001, and is by reference made a part hereof.

A copy of SCE's Certificate of Determination of Preferences of the Series E Preference Stock filed with the California Secretary of State on January 12, 2012, and a copy of SCE's Certificate of Increase of Authorized Shares of the Series E Preference Stock filed with the California Secretary of State on January 31, 2012, and presently in effect, certified by the California Secretary of State, were filed with the Commission on March 5, 2012, in connection with Application No. 12-03-004, and are by reference made a part hereof.

A copy of SCE's Certificate of Determination of Preferences of the Series F Preference Stock filed with the California Secretary of State on May 5, 2012, and presently in effect, certified by the California Secretary of State, was filed with the Commission on June 29, 2012, in connection with Application No. 12-06-017, and is by reference made a part hereof.

A copy of SCE's Certificate of Determination of Preferences of the Series G Preference Stock filed with the California Secretary of State on January 24, 2013, and presently in effect, certified by the California Secretary of State, was filed with the Commission on January 31, 2013, in connection with Application No. 13-01-016, and is by reference made a part hereof.

A copy of SCE's Certificate of Determination of Preferences of the Series H Preference Stock filed with the California Secretary of State on February 28, 2014, and presently in effect, certified by the California Secretary of State, was filed with the Commission on March 24, 2014, in connection with Application No. 14-03-013, and is by reference made a part hereof.

A copy of SCE's Certificate of Determination of Preferences of the Series J Preference Stock filed with the California Secretary of State on August 19, 2015, and presently in effect, certified by the California Secretary of State, was filed with the Commission on October 2, 2015, in connection with Application No. 15-10-001, and is by reference made a part hereof.

A copy of SCE's Certificate of Determination of Preferences of the Series K Preference Stock, filed with the California Secretary of State on March 2, 2016, and presently in effect, certified by the California Secretary of State, was filed with the Commission on April 1, 2016, in connection with Application No. 16-04-001, and is by reference made a part hereof.

Certain classes and series of SCE's capital stock are listed on a "national securities exchange" as defined in the Securities Exchange Act of 1934, and copies of SCE's latest Annual Report to Shareholders and its latest proxy statement sent to its stockholders has been filed with the Commission with a letter of transmittal dated March 18, 2016, pursuant to Commission General Order Nos. 65-A and 104-A.

**E. Balance Sheet and Income Statement – Rule 3.2(a)(1)**

Appendix A to this application contains copies of SCE's Balance Sheet and Income Statement for the period ending September 30, 2016, the most recent period available.

**F. Statement of Presently Effective and Proposed Rates – Rules 3.2(a)(2) and 3.2(a)(3)**

The presently effective rates and the illustrative changes proposed to be made to those rates are discussed in this application in Section B.3, and use rates current as of January 2017. The proposed rates are illustrative and will be updated consistent with the Commission's decision in this proceeding to reflect SCE's then-current authorized revenues when such rates are implemented. SCE's current rates and charges for electric service are in its electric tariffs and schedules on file with the Commission. These tariffs and schedules are filed with and made effective by the Commission in its decisions, orders, resolutions, and approvals of advice letter filings pursuant to Commission General Order 96-A. SCE is not requesting a general revenue increase over one percent in this application.

**G. Description of SCE's Service Territory and Utility System – Rule 3.2(a)(4)**

Because this application is not a general rate case application, this requirement is not applicable.

**H. Summary of Earnings – Rule 3.2(a)(5)**

In compliance with Rule 3.2(a)(5), Appendix B hereto contains a copy of SCE's summary of earnings, authorized in SCE's 2017 Post Test Year Advice Letter 3514-E, the most recent period available.

**I. Depreciation – Rule 3.2(a)(7)**

Because this application is not a general rate case application, this requirement is not applicable.

**J. Capital Stock and Proxy Statement – Rule 3.2(a)(8)**

Because this application is not a general rate case application, this requirement is not applicable.

**K. Statement Pursuant to Rule 3.2(a)(10)**

Rule 3.2(a)(10) requires the applicant to state whether its request is limited to passing through to customers "only increased costs to the corporation for the services or commodities furnished by it."

SCE's application includes a request for authorization to add various capital expenditures to rate base. These requested rate base additions would a return on, as well as a return of, capital. In that sense, SCE's request in this proceeding is not limited to passing through to customers "only increased costs to the corporation for the services or commodities furnished by it."

**L. Service of Notice – Rule 3.2(b), (c) and (d)**

As required by California Public Utilities Code Section 454, a notice stating in general terms the proposed change will be provided to customers in their monthly bills. SCE has reviewed a draft of its proposed customer notice with the Commission's Public Advisor.

As required by Rule 3.2(b), a notice stating in general terms the proposed rate change will be mailed to the designated officials of the State of California, and the cities and counties affected by the rate increase proposed in this application as listed in Appendix C hereto.

Pursuant to Rule 3.2(c), notice will be published in a newspaper of general circulation in each county in SCE's service territory within which the rate changes would be effective. The cities and counties affected by the rate increase proposed in this application are shown in Appendix C hereto.

Finally, pursuant to Rule 3.2(d), notice will be furnished to customers affected by the potential rate changes proposed in this application by including such notice with the regular bills mailed to those customers and by electronically linking to such notice for customer that receive their bills electronically.

**M. Index of Exhibits and Appendices to This Application**

SCE's submissions in support of this application include the following, which are incorporated herein by reference:

**Appendices to Application**

Appendix A: Balance Sheet and Income Statement

Appendix B: Summary of Earnings

Appendix C: List of Cities and Counties

**Exhibits to Application**

Exhibit SCE-01: Testimony of Southern California Edison Company in Support of Its Application

**N. Service List**

The official service list has not yet been established in this proceeding. SCE is serving this application and supporting testimony on the Commission's Office of Ratepayer Advocates and the service list established by the Commission for R.13-11-007 (the Alternative-Fueled Vehicles OIR).

**VI.**

**CONCLUSION**

SCE respectfully requests that the Commission approve this application as filed.

Respectfully submitted,

Fadia R. Khoury  
Andrea L. Tozer

*/s/ Andrea L. Tozer*

By: Andrea L. Tozer

Attorneys for  
SOUTHERN CALIFORNIA EDISON COMPANY

2244 Walnut Grove Avenue  
Post Office Box 800  
Rosemead, California 91770  
Telephone: (626) 302-6713  
Facsimile: (626) 302-6693  
E-mail: Andrea.Tozer@sce.com

**January 20, 2017**



**Appendix A**

**Balance Sheet and Income Statement**

SOUTHERN CALIFORNIA EDISON COMPANY

BALANCE SHEET  
SEPTEMBER 30, 2016  
ASSETS  
(in millions)

UTILITY PLANT:

Utility plant, at original cost	\$ 41,954
Less- accumulated provision for depreciation and decommissioning	8,753
	<u>33,201</u>
Construction work in progress	2,738
Nuclear fuel, at amortized cost	125
	<u>36,064</u>

OTHER PROPERTY AND INVESTMENTS:

Nonutility property - less accumulated depreciation of \$78	76
Nuclear decommissioning trusts	4,376
Other investments	41
	<u>4,493</u>

CURRENT ASSETS:

Cash and equivalents	39
Receivables, less allowances of \$58 for uncollectible accounts	980
Accrued unbilled revenue	569
Inventory	251
Derivative assets	60
Regulatory assets	321
Other current assets	223
	<u>2,443</u>

DEFERRED CHARGES:

Regulatory assets	7,844
Derivative assets	67
Other long-term assets	231
	<u>8,142</u>
	<u>\$ 51,142</u>

SOUTHERN CALIFORNIA EDISON COMPANY

BALANCE SHEET  
SEPTEMBER 30, 2016  
CAPITALIZATION AND LIABILITIES  
(in millions)

CAPITALIZATION:

Common stock	\$	2,168
Additional paid-in capital		658
Accumulated other comprehensive loss		(19)
Retained earnings		9,280
Common shareholder's equity		<u>12,087</u>
Preferred and preference stock		2,245
Long-term debt		9,987
Total capitalization		<u>24,319</u>

CURRENT LIABILITIES:

Short-term debt	239
Current portion of long-term debt	479
Accounts payable	1,172
Accrued taxes	156
Customer deposits	264
Derivative liabilities	223
Regulatory liabilities	1,030
Other current liabilities	675
	<u>4,238</u>

DEFERRED CREDITS:

Deferred income taxes and credits	9,765
Derivative liabilities	1,069
Pensions and benefits	1,293
Asset retirement obligations	2,590
Regulatory liabilities	6,020
Other deferred credits and other long-term liabilities	1,848
	<u>22,585</u>

\$ 51,142

SOUTHERN CALIFORNIA EDISON COMPANY

(h) A balance sheet as of the latest available date, together with an income statement covering the period from close of last year for which an annual report has been filed with the Commission to the date of the balance sheet attached to the application.

STATEMENT OF INCOME  
NINE MONTHS ENDED SEPTEMBER 30, 2016

(In millions)

OPERATING REVENUE	<u>\$ 8,956</u>
OPERATING EXPENSES:	
Purchase power and fuel	3,576
Other operation and maintenance	1,993
Depreciation, decommissioning and amortization	1,497
Property and other taxes	268
Total operating expenses	<u>7,334</u>
OPERATING INCOME	1,622
Interest and other income	97
Interest expense	(402)
Other expenses	(26)
INCOME BEFORE INCOME TAX	<u>1,291</u>
INCOME TAX	162
NET INCOME	<u>1,129</u>
Less: Preferred and preference stock dividend requirements	<u>92</u>
NET INCOME AVAILABLE FOR COMMON STOCK	<u><u>\$ 1,037</u></u>

**Appendix B**

**Summary of Earnings**

**Southern California Edison  
Summary of Earnings  
2015 GRC Adopted Revenue Requirement  
Thousands of Dollars**

Line No.	Item	Total
1.	<b>Base Revenues</b>	5,182,297
2.	<b>Expenses:</b>	
3.	Operation & Maintenance	1,984,387
4.	Depreciation	1,532,289
5.	Taxes	442,687
6.	Revenue Credits	(147,491)
7.	Total Expenses	3,811,871
8.	<b>Net Operating Revenue</b>	1,370,425
9.	<b>Rate Base</b>	17,375,834
10.	<b>Rate of Return</b>	7.89%

**Southern California Edison  
Summary of Earnings  
2016 GRC Adopted Revenue Requirement  
Thousands of Dollars**

Line No.	Item	Total
1.	<b>Base Revenues</b>	5,385,537
2.	<b>Expenses:</b>	
3.	Operation & Maintenance	2,037,603
4.	Depreciation	1,546,128
5.	Taxes	474,761
6.	Revenue Credits	(149,196)
7.	Total Expenses	3,909,295
8.	<b>Net Operating Revenue</b>	1,476,242
9.	<b>Rate Base</b>	18,713,446
10.	<b>Rate of Return</b>	7.89%

**Southern California Edison  
Summary of Earnings  
2017 GRC Adopted Revenue Requirement  
Thousands of Dollars**

Line No.	Item	Total
1.	<b>Base Revenues</b>	5,640,432
2.	<b>Expenses:</b>	
3.	Operation & Maintenance	2,079,914
4.	Depreciation	1,575,482
5.	Taxes	541,926
6.	Revenue Credits	(148,671)
7.	Total Expenses	4,048,652
8.	<b>Net Operating Revenue</b>	1,591,780
9.	<b>Rate Base</b>	20,175,952
10.	<b>Rate of Return</b>	7.89%

**Appendix C**

**List of Cities and Counties**



# Incorporated Cities and Counties Served by SCE

## COUNTIES

Fresno	Kern	Madera	Riverside	Tuolumne
Imperial	Kings	Mono	San Bernardino	Tulare
Inyo	Los Angeles	Orange	Santa Barbara	Ventura

## CITIES

Adelanto	Commerce	Hesperia	Los Alamitos	Port Hueneme	Simi Valley
Agoura Hills	Compton	Hidden Hills	Lynwood	Porterville	South El Monte
Alhambra	Corona	Highland	Malibu	Rancho Cucamonga	South Gate
Aliso Viejo	Costa Mesa	Huntington Beach	Mammoth Lakes	Rancho Mirage	South Pasadena
Apple Valley	Covina	Huntington Park	Manhattan Beach	Rancho Palos Verdes	Stanton
Arcadia	Cudahy	Indian Wells	Maywood	Rancho Santa Margarita	Tehachapi
Artesia	Culver City	Industry	McFarland	Redlands	Temecula
Avalon	Cypress	Inglewood	Menifee	Redondo Beach	Temple City
Baldwin Park	Delano	Irvine	Mission Viejo	Rialto	Thousand Oaks
Barstow	Desert Hot Springs	Irwindale	Monrovia	Ridgecrest	Torrance
Beaumont	Diamond Bar	Jurupa Valley	Montclair	Rolling Hills	Tulare
Bell	Downey	La Canada Flintridge	Montebello	Rolling Hills Estates	Tustin
Bell Gardens	Duarte	La Habra	Monterey Park	Rosemead	Twentynine Palms
Bellflower	Eastvale	La Habra Heights	Moorpark	San Bernardino	Upland
Beverly Hills	El Monte	La Mirada	Moreno Valley	San Gabriel	Valencia
Big Bear Lake	El Segundo	La Palma	Murrieta	San Jacinto	Victorville
Bishop	Exeter	La Puente	Newport Beach	San Marino	Villa Park
Blythe	Farmersville	La Verne	Norco	Santa Ana	Visalia
Bradbury	Fillmore	Laguna Beach	Norwalk	Santa Barbara	Walnut
Brea	Fontana	Laguna Hills	Ojai	Santa Clarita	West Covina
Buena Park	Fountain Valley	Laguna Niguel	Ontario	Santa Fe Springs	West Hollywood
Calabasas	Fullerton	Laguna Woods	Orange	Signal Hill	Westlake Village
California City	Garden Grove	Lake Elsinore	Oxnard	Sierra Madre	Westminster
Calimesa	Gardena	Lake Forest	Palm Desert	Sierra Vista	Whittier
Camarillo	Glendora	Lakewood	Palm Springs	Stanton	Wildomar
Canyon Lake	Goleta	Lancaster	Palmdale	Tehachapi	Woodlake (Three Rivers)
Carpinteria	Grand Terrace	Lawndale	Palos Verdes	Tulare	Yorba Linda
Carson	Hanford	Lindsay	Paramount	Ventura	Yucaipa
Cathedral City	Hawaiian Gardens	Loma Linda	Perris		Yucca Valley
Cerritos	Hawthorne	Lomita	Pico Rivera		
Chino	Hemet	Long Beach	Placentia		
Chino Hills	Hermosa Beach		Pomona		
Claremont					



## Jennifer Shimmin

---

**From:** Joshua Public Affairs Torres <Joshua.Torres@sce.com>  
**Sent:** Wednesday, August 16, 2017 4:04 PM  
**To:** Jennifer Shimmin  
**Subject:** RE: (External):RE: (External):RE: SCE Update on Transportation Electrification

Jenna,

Here is the link to the CPUC docket for our application:

[https://apps.cpuc.ca.gov/apex/f?p=401:56:0::NO:RP,57,RIR:P5\\_PROCEEDING\\_SELECT:A1701021](https://apps.cpuc.ca.gov/apex/f?p=401:56:0::NO:RP,57,RIR:P5_PROCEEDING_SELECT:A1701021). Here you can see our application along with comments by other parties.

Here are some of the support letters we've received:

- City of Compton
- City of Lynwood
- City of Rosemead
- City of West Hollywood
- Westside Council of Chambers of Commerce
- SCAG
- Gateway Cities COG
- Building Healthy Communities Long Beach
- BYD
- California Association of Port Authorities
- CAVOTEC, INC.
- IBEW Local 11
- New Flyer
- Pacific Merchant Shipping Association
- Proterra
- SSA Terminals

In addition, we have support from the following organizations who are parties to the proceeding:

- Alliance of Automobile Manufacturers and General Motors
- California Transit Association
- Center for Sustainable Energy
- City of Long Beach
- Green Power Initiative
- East Yard Communities for Environmental Justice
- Honda
- Lyft
- National Resources Defense Council
- Plug-In America
- Sierra Club
- Tesla

### Joshua Paul Torres

Government Affairs Representative  
Local Public Affairs

M. 626-999-7952 |  [@SCE\\_JoshuaT](https://twitter.com/SCE_JoshuaT)





## A1701021 - Documents

This page includes links to all **Documents** filed in this proceeding.

**Tip:** This is a sortable list. You can sort columns by clicking on the column headers.  
You may download your search results as a Microsoft Excel Spreadsheet by clicking the **Download** button below.

Click on the actual **Document Type** for details related to that proceeding.

Rows

1 - 70 of 70

<u>Filing Date</u>	<u>Document Type</u>	<u>Filed By</u>	<u>Description</u>
July 20, 2017	<a href="#">RULING</a>	ALJ/WONG/CPUC	Administrative Law Judge's Ruling Noticing Attendance by One or More Commissioners and Advisors at the August 1, 2017 Joint Agency Workshop on Senate Bill 350, Low-Income Barriers Study.
June 29, 2017	<a href="#">NOTICE</a>	Community Environmental Council	amended; of intent to claim intervenor compensation
June 27, 2017	<a href="#">RULING</a>	ALJ/WONG/CPUC	Administrative Law Judge's Ruling Noticing Attendance by One or More Commissioners and Advisors at the July 6, 2017 En Banc on Environmental Justice and Disadvantaged Communities.
June 06, 2017	<a href="#">RULING</a>	ALJ/WONG/CPUC,ALJ/COOKE/CPUC,ALJ/GOLDBERG/CPUC	ADMINISTRATIVE LAW JUDGE'S RULING SUMMARIZING CLARIFICATIONS MADE IN THE MAY 25, 2017 EMAIL. The clarifications set forth in Appendix A of this ruling are to be followed by the parties when they submit their opening and reply briefs on the priority review projects that are proposed.
June 01, 2017	<a href="#">MOTION</a>	County of Los Angeles	Motion for Party Status.
May 25, 2017	<a href="#">RULING</a>	ALJ/WONG/CPUC	ADMINISTRATIVE LAW JUDGE'S RULING REJECTING CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE'S NOTICE OF INTENT TO CLAIM INTERVENOR COMPENSATION FILED IN APPLICATION 17-01-021
May 25, 2017	<a href="#">EXPARTE</a>	CMMR/PICKER/CPUC	Notice of Ex Parte Communication of Decisionmaker. Michael Picker, President of the Commission, noticed ex parte communication, on April 28, 2017.
May 25, 2017	<a href="#">RULING</a>	ALJ/WONG/CPUC	Administrative Law Judge's Ruling on San Diego Airport Parking Company's Notice of Intent to claim Intervenor compensation filed in Application 17-01-020. The Notice of Intent to Claim Intervenor Compensation filed by San Diego Airport Parking Company is incomplete. Additional guidance is provided to San Diego Airport Parking Company as set forth above.
May 22, 2017	<a href="#">RULING</a>	ALJ/COOKE/CPUC	ADMINISTRATIVE LAW JUDGE'S RULING NOTICING ATTENDANCE BY ONE OR MORE ADVISORS AT THE MAY 30, 2017 AND FUTURE VEHICLE GRID INTEGRATION

			COMMUNICATIONS PROTOCOL STANDARDS WORKING GROUP
May 15, 2017	<u>RULING</u>	ALJ/COOKE/CPUC	ADMINISTRATIVE LAW JUDGES' RULING ON COMMUNITY ENVIRONMENTAL COUNCIL'S SHOWING OF SIGNIFICANT FINANCIAL HARDSHIP
May 15, 2017	<u>RULING</u>	ALJ/COOKE/CPUC	ADMINISTRATIVE LAW JUDGE RULING ON SIERRA CLUB'S SHOWING OF SIGNIFICANT FINANCIAL HARDSHIP
May 15, 2017	<u>RULING</u>	ALJ/COOKE/CPUC	ADMINISTRATIVE LAW JUDGES' RULING ON EAST YARD COMMUNITIES FOR ENVIRONMENTAL JUSTICE'S SHOWING OF SIGNIFICANT FINANCIAL HARDSHIP IN THE NOTICE OF INTENT TO CLAIM INTERVENOR COMPENSATION FILED IN APPLICATION 17-01-021
May 05, 2017	<u>RULING</u>	ALJ/WONG/CPUC	ADMINISTRATIVE LAW JUDGES' RULING REJECTING CALSTART INC.'S NOTICES OF INTENT TO CLAIM INTERVENOR COMPENSATION FILED IN APPLICATION (A.) 17-01-021 AND A.17-01-022
May 03, 2017	<u>RULING</u>	ALJ/WONG/CPUC	ADMINISTRATIVE LAW JUDGE'S RULING NOTICING ATTENDANCE BY ONE OR MORE ADVISORS AT THE MAY 15, 2017 VEHICLE GRID INTEGRATION COMMUNICATIONS PROTOCOL STANDARDS WORKING GROUP
May 03, 2017	<u>EXPARTE</u>	Southern California Edison Company	Notice of Ex Parte Communication. Southern California Edison Company noticed oral ex parte communications made at the Los Angeles Business Council Sustainability Summit on April 28, 2017, at which Commissioner Michael Picker was on the panel.
May 03, 2017	<u>EXPARTE</u>	CMMR.ADVISOR/MURTISHAW/CPUC	Notice of Ex Parte Communication of Advisors. Scott Murtishaw, Advisor to Commission President Michael Picker, noticed ex parte communication, on March 15, 2017.
April 25, 2017	<u>EXPARTE</u>	CMMR.ADVISOR/MURTISHAW/CPUC	Notice of Ex Parte Communication of Advisors. Scott Murtishaw, Advisor to President Picker, noticed ex parte communications on March 10, 2017.
April 17, 2017	<u>NOTICE</u>	TURN - The Utility Reform Network	of intent to claim intervenor compensation
April 17, 2017	<u>NOTICE</u>	Sierra Club	of intent to claim intervenor compensation
April 17, 2017	<u>NOTICE</u>	Small Business Utility Advocates	of intent to claim intervenor compensation
April 17, 2017	<u>NOTICE</u>	East Yard Communities for Environmental Justice	of intent to claim intervenor compensation
April 17, 2017	<u>NOTICE</u>	Center for Community Action and Environmental Justice	of intent to claim intervenor compensation
April 17, 2017	<u>NOTICE</u>	Natural Resources Defense Council	of intent to claim intervenor compensation
April 14, 2017	<u>NOTICE</u>	CALSTART, Inc.	of intent to claim intervenor compensation
April 14, 2017	<u>NOTICE</u>	Community Environmental Council	of intent to claim intervenor compensation.
April 13, 2017	<u>SCOPING RULING</u>	CMMR/PETERMAN/CPUC,ALJ/GOLDBERG/CPUC,ALJ/COOKE/CPUC,ALJ/WONG/CPUC	SCOPING MEMO AND RULING OF ASSIGNED COMMISSIONER AND ADMINISTRATIVE LAW JUDGES. Consolidates application (A.) 17-01-020, A.17-01-021, and A.17-01-022. In

			Supports Protests	addition, the scope and schedule are as set forth; the category is confirmed as ratesetting; and evidentiary hearings are scheduled for the processing of the utilities' proposed SRPs. (No evidentiary hearings will be held on the PRPs. Instead, a workshop will be held, followed by concurrent opening and reply briefs.)
April 13, 2017	<u>NOTICE</u>	National Asian American Coalition		of intent to claim intervenor compensation
April 12, 2017	<u>NOTICE</u>	Green Power Institute		of intent to claim intervenor compensation
April 05, 2017	<u>RULING</u>	ALJ/COOKE/CPUC		Administrative Law Judge's Ruling noticing workshop of the California Energy Commission and attendance by one or more Commissioners and advisors.
April 03, 2017	<u>NOTICE</u>	Environmental Defense Fund		of intent to claim intervenor compensation
March 22, 2017	<u>TRANSCRIPT</u>	REPORTING SECTION		3/16/17, Prehearing Conference, pgs 1-141
March 20, 2017	<u>EXPARTE</u>	Southern California Edison Company		Notice of Ex Parte Communication. Southern California Edison Company noticed oral and written ex parte communications with Scott Murtishaw, Advisor to Commissioner Michael Picker, on March 15, 2017.
March 17, 2017	<u>COMPLIANCE FILING</u>	Southern California Edison Company		PROOF OF COMPLIANCE WITH RULES 3.2(B), (C), AND (D) OF THE COMMISSION'S RULES OF PRACTICE AND PROCEDURE
March 15, 2017	<u>EXPARTE</u>	Southern California Edison Company		Notice of Ex Parte Communication. Southern California Edison Company noticed oral ex parte communications made at a group conference call on March 10, 2017, during which Scott Murtishaw, Advisor to Commissioner Michael Picker, was present.
March 14, 2017	<u>MOTION</u>	Small Business Utility Advocates		MOTION REQUESTING PARTY STATUS
March 13, 2017	<u>REPLY</u>	Southern California Edison Company		REPLY TO PROTESTS
March 13, 2017	<u>EXPARTE</u>	Southern California Edison Company		Certificate of Service of Three-Day Notice of Ex Parte Communication by Southern California Edison Company (U 338-E).
March 13, 2017	<u>MOTION</u>	California Natural Gas Vehicles Coalition, Coalition for Renewable Natural Gas		MOTION TO ACCEPT LATE-FILED JOINT PROTEST TO THE APPLICATION OF SOUTHERN CALIFORNIA EDISON COMPANY
March 08, 2017	<u>EXPARTE</u>	Southern California Edison Company		Certificate of Service of Three-Day Notice of Ex Parte Communication by Southern California Edison Company (U 338-E).
March 07, 2017	<u>RESPONSE</u>	Plug In America		RESPONSE TO THE APPLICATION OF SOUTHERN CALIFORNIA EDISON COMPANY
March 07, 2017	<u>RESPONSE</u>	Sierra Club		Response to Southern California Edison Company's application.
March 07, 2017	<u>RESPONSE</u>	American Honda Motor Co., Inc.		Response to Southern California Edison Company's application.
March 07, 2017	<u>RESPONSE</u>	CALSTART		RESPONSE IN SUPPORT OF THE APPLICATION OF SOUTHERN CALIFORNIA EDISON COMPANY.
March 06, 2017	<u>PROTEST</u>	ORA/TRIMMING/CPUC	(Office of Ratepayer Advocates)	Protest to the Application of Southern California Edison Company.

March 06, 2017	<u>RESPONSE</u>	Natural Resources Defense Council	RESPONSE TO APPLICATION OF SOUTHERN CALIFORNIA EDISON COMPANY
March 06, 2017	<u>RESPONSE</u>	The Greenlining Institute	RESPONSE TO SENATE BILL 350 TRANSPORTATION ELECTRIFICATION APPLICATION OF SOUTHERN CALIFORNIA EDISON COMPANY
March 06, 2017	<u>RESPONSE</u>	Electric Vehicle Charging Association	Response to Southern California Edison Company's application.
March 06, 2017	<u>RESPONSE</u>	Envision Solar International, Inc.	RESPONSE TO APPLICATION
March 06, 2017	<u>RESPONSE</u>	Tesla, Inc.	RESPONSE TO SOUTHERN CALIFORNIA EDISON'S APPLICATION
March 06, 2017	<u>RESPONSE</u>	ChargePoint, Inc.	Response to Application of Southern California Edison Company.
March 06, 2017	<u>RESPONSE</u>	General Motors, Alliance of Automobile Manufacturers	JOINT RESPONSE TO SOUTHERN CALIFORNIA EDISON'S SB 350 TRANSPORTATION ELECTRIFICATION APPLICATION
March 06, 2017	<u>MOTION</u>	EVgo Services LLC	MOTION FOR PARTY STATUS
March 06, 2017	<u>RESPONSE</u>	Center for Community Action and Environmental Justice, East Yard Communities for Environmental Justice	RESPONSE TO APPLICATION OF SOUTHERN CALIFORNIA EDISON COMPANY (U 338-E)
March 06, 2017	<u>RESPONSE</u>	Coalition of California Utility Employees	RESPONSE TO APPLICATION
March 06, 2017	<u>PROTEST</u>	Southern California Gas Company	Protest to application.
March 06, 2017	<u>PROTEST</u>	Green Power Institute, Community Environmental Council	Protest to Southern California Edison Company Application.
March 06, 2017	<u>RESPONSE</u>	Environmental Defense Fund	RESPONSE TO APPLICATION
March 06, 2017	<u>RESPONSE</u>	City of Lancaster	Response to application.
March 06, 2017	<u>RESPONSE</u>	Shell Energy North America (US), L.P.	Response to application.
March 06, 2017	<u>RESPONSE</u>	Center for Sustainable Energy	RESPONSE TO APPLICATION
March 06, 2017	<u>RESPONSE</u>	City of Long Beach	Response to application.
March 06, 2017	<u>PROTEST</u>	The Utility Reform Network	Protest to Southern California Edison Company's Application.
March 06, 2017	<u>PROTEST</u>	National Diversity Coalition, National Asian American Coalition	Protest to the Application of Southern California Edison Company.
March 06, 2017	<u>PROTEST</u>	Clean Energy Fuels Corp.	Protest to Southern California Edison Company's Application.
February 27, 2017	<u>RESPONSE</u>	South Coast Air Quality Management District	Response in Support of the Application.
February 24, 2017	<u>MOTION</u>	Electric Vehicle Charging Association	MOTION FOR PARTY STATUS
February 10, 2017	<u>EXPARTE</u>	CALSTART	CALSTART Notice of written Ex Parte Communication with Jennifer Kalafut, Advisor to Commissioner Peterman on February 7, 2017.
February 09, 2017	<u>RESOLUTION ALJ-176 CATEGORIZATION</u>	CALJ/CLOPTON/CPUC	RESOLUTION ALJ 176-3392. Preliminary determination of category and need for hearing for proceedings initiated by application pursuant to Rule 7.1 of the Commission's Rules of Practice and Procedure.
February 07, 2017	<u>RULING</u>	CALJ/CLOPTON/CPUC	Chief Administrative Law Judge's Ruling regarding preliminary determination of category and assignment, setting of protest and responses deadlines, and noticing of a prehearing conference for all three applications. Applications 17-01-020, A.17-01-021, and