



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

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

Application No. 17-01-021  
(Filed January 20, 2017)

**SOUTHERN CALIFORNIA EDISON COMPANY'S (U 338-E)**  
**NOTICE OF EX PARTE COMMUNICATION**

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**Dated: March 15, 2017**

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Pursuant to Rule 8.4 of the Rules of Practice and Procedure of the California Public Utilities Commission (Commission), Southern California Edison Company (SCE) hereby gives notice of the following notice of *ex parte* communication. On Friday, March 10, 2017, at 10:30 a.m., SCE participated in a group conference call. The conference call lasted approximately two hours. SCE did not provide any written materials during the meeting.

Ned Helme, Goldman School of Public Policy, University of California, Berkeley, initiated the communication. Scott Murtishaw, advisor to Commissioner Michael Picker, was present. Caroline Choi, senior vice president of Regulatory Affairs, participated in the call for SCE. Also present were representatives for the California Air Resources Board, representatives from the Western States Petroleum Association, and Larry Greene, Executive Director of the Sacramento Metropolitan Air Quality Management District. Other parties also may have participated telephonically.

During the meeting, Ms. Choi stated that electricity is a fuel with real potential, as the electric grid is already in place. Adding infrastructure necessary to serve increased load from electrification is fairly simple. SCE has a “fast follower” philosophy and proposes to leverage

state and federal funds so that those dollars can go directly to the various vehicle technologies, while the utility covers the cost of related infrastructure. Ms. Choi also explained that customer-specific infrastructure is typically funded through an “added facilities charge,” but SCE’s proposed programs would cover those costs for participating customers. These programs create benefits from increased utilization as well as air quality and carbon benefits. SCE’s proposed programs will only install infrastructure after the participating customer has demonstrated – for example through a signed contract – that the customer plans to adopt electric vehicles. For example, a terminal operator at a port could show a purchase order for electric vehicles and then SCE would coordinate with the port to site the infrastructure needed to fuel those vehicles. SCE’s Charge Ready pilot is an example where SCE coordinates with customers to determine the best location for charging infrastructure. Finally, Ms. Choi stated that SCE promotes standardization as a way to accelerate adoption of electric vehicles.

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*/s/ Andrea L. Tozer*

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