

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

Application of Southern California Edison
Company (U338E) for Approval of Its Charge
Ready and Market Education Programs

Application 14-10-014
(Filed October 30, 2014)

**SOUTHERN CALIFORNIA EDISON COMPANY'S (U 338-E) REPLY COMMENTS ON
MOTION FOR APPROVAL OF PHASE 1 SETTLEMENT AGREEMENT**

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I.

INTRODUCTION

Pursuant to Rule 12.2 of the California Public Utilities Commission's ("Commission's" or "CPUC's") Rules of Practice and Procedure, Southern California Edison Company ("SCE") respectfully submits this reply to comments on the Phase 1 Settlement Agreement (Settlement Agreement) proposed in this proceeding. The Joint Settling Parties; consisting of 16 parties including consumer advocates, environmental organizations, and electrical vehicle ("EV") charging equipment companies;¹ filed a motion for approval ("Motion") of the Phase 1 Settlement Agreement ("Settlement Agreement") on July 9, 2015.² The Green Power Institute

¹ The Joint Settling Parties are: SCE, American Honda Motor Co., Inc. ("Honda"), CALSTART, the California Energy Storage Alliance ("CESA"), ChargePoint, Inc., Coalition of California Utility Employees ("CCUE"), Environmental Defense Fund ("EDF"), General Motors, LLC, Greenlining Institute, Natural Resources Defense Council ("NRDC"), NRG Energy, Inc. ("NRG"), the Office of Ratepayer Advocates ("ORA"), Plug In America, Sierra Club, the Utility Reform Network ("TURN"), and Vote Solar.

² Rule 12.2 states that parties may file comments contesting all or part of the settlement within 30 days of service of the Motion, and replies to such comments may be filed within 15 days of the last day for filing comments.

(“GPI”) and Shell Energy North America (US), L.P., (“Shell”) timely filed Comments on the Motion. SCE respectfully requests that the Commission approve the Settlement Agreement without modification.

Specifically, as discussed in more detail below, SCE replies to parties’ comments on the Settlement Agreement as follows:

- The Settlement Agreement presumes that all SCE distribution customers are eligible to participate in the Charge Ready Program;
- Energy used for charging stations cannot be exempt from paying applicable non-bypassable charges;
- The Settlement Agreement sufficiently focuses on education and outreach efforts; and
- SCE is in the best position to administer education and outreach to its customers.

II.

DISCUSSION

A. SCE’s Reply to the Comments of Shell

1. Unbundled Customers are Eligible to Participate in the Charge Ready Program.

In its comments, Shell states, “The Commission must address how -- and from whom -- the EV charging station (a retail customer) will obtain its energy. The Settlement Agreement does not address this issue, but rather seems to presume that every EV charging station will be a “bundled sales customer” of SCE.”³ This is incorrect. The Settlement Agreement does not limit participation by customers who procure their electricity through Direct Access (“DA”), Community Aggregation, Community Choice Aggregation, or EV Service Providers. SCE proposes to recover the costs of the program

³ Comments of Shell Energy, p. 2.

from SCE's distribution customers; therefore, all distribution customers are eligible to participate.

Shell further asserts that to maintain customer choice, the Commission should exempt the load generated under the Charge Ready Program from the DA load caps established in Public Utilities Code Section 365.1(b).⁴ Shell's request should be denied. There is no lawful means of exempting DA load generated by the Charge Ready program from the statutory limits in Section 365.1.

2. EV Charging Stations Should Pay All Applicable Costs

In its comments, Shell asserts that EV charging stations should be exempt from paying the Power Charge Indifference Adjustment ("PCIA").⁵ Shell characterizes EV charging stations as "new load," and claims that participating customers that choose to procure their electricity from an alternative provider should be exempt from the Commission-approved cost recovery mechanism specifically created to maintain bundled service customer indifference to departing load.⁶ The PCIA is a non-bypassable charge designed to recover from departing load customers their fair share of the stranded costs of generation resources procured on their behalf prior to departure.⁷ The utilities plan to procure for their existing bundled service load and any forecasted new load in their 10-year Bundled Procurement Plans (BPP). Both the 2012-2022 BPP, approved by D.12-01-033, and the currently pending 2014-2024 BPP are based on California Energy Commission Integrated Energy Policy Reports that include EV-related load in its demand

⁴ See comments of Shell Energy, p. 2.

⁵ *Ibid.*

⁶ Departing load includes new load that purchases or consumes electricity supplied by sources other than SCE to replace SCE purchases. See e.g., SCE's Schedule DL-NBC, defining departing load, available at <https://www.sce.com/NR/sc3/tm2/pdf/ce148-12.pdf> [as of August 25, 2015].

⁷ See generally, D.06-07-030 and D.08-09-012.

forecast.⁸ An exemption to the PCIA, as proposed by Shell, would thus saddle remaining bundled service customers with the stranded costs of generation procured on the behalf of EV charging load in contravention of California law⁹ and long-standing Commission decisions on bundled customer indifference. For that reason, Shell’s proposal to exempt departing load participants from the PCIA should be rejected.

B. SCE’s Reply to the Comments of GPI

1. The Charge Ready Pilot Sufficiently Focuses on Education and Outreach (“E&O”)

GPI applauds SCE for its significant level of focus on E&O in its Charge Ready Application, but recommends an increased E&O investment. GPI also states that it generally supports SCE’s Application and the Settlement Agreement.¹⁰ SCE thanks GPI for recognizing SCE’s efforts to craft a robust and efficient program, but disagrees that increased E&O expenditures are needed at this point. As described in SCE’s Charge Ready testimony, SCE estimates that it will dedicate more than \$3 million for the Phase 1 Market Education effort, Transportation Electrification (“TE”) Advisory Services, and Charge Ready Pilot-specific E&O efforts.¹¹ SCE intends to use multiple E&O tactics, including direct mail, web-based marketing, bill messaging, newsletters, social media, event sponsorship, and others, to increase awareness of the benefits of EVs and fueling from the electric grid. SCE shares GPI’s position that E&O is vital for the EV market,

⁸ See California Energy Commission 2009 Integrated Energy Policy Report, December 2009, available at <http://www.energy.ca.gov/2009publications/CEC-100-2009-003/CEC-100-2009-003-CMF.PDF> [as of August 25, 2015], and California Energy Commission California Energy Demand 2014-2024 Final Forecast, Volume 1: Statewide Electricity Demand, End-User Natural Gas Demand, and Energy Efficiency, January 2014, available at <http://www.energy.ca.gov/2013publications/CEC-200-2013-004/CEC-200-2013-004-V1-CMF.pdf> [as of August 25, 2015].

⁹ See e.g., P.U. Code Section 366.2(d)(1).

¹⁰ See Comments of GPI, p. 3.

¹¹ See Exhibit SCE-01, Vol. 2, p. 2.

and the aforementioned E&O activities represent a significant commitment to EV E&O. SCE also intends to leverage its findings from the Pilot to enhance and improve its E&O for Phase 2 of the Charge Ready program.¹²

2. SCE is in the Best Position to Administer E&O Efficiently in its Service Territory

GPI recommends that at least 50% of E&O funds be given to the Center for Sustainable Energy (“CSE”), in its role as the administrator of the Energy Upgrade California (“EUC”) brand, to provide statewide EV E&O.¹³ SCE disagrees, as SCE is in the best position to provide E&O for its own programs in its own service territory, and it is inappropriate to transfer Charge Ready E&O funds to EUC. EUC is a statewide program, and Charge Ready and TE Advisory Services are specific to SCE’s territory. Even for SCE’s proposed broad market education efforts, SCE has specialized knowledge of its own customer base that will enable it to more efficiently provide EV E&O activities in its service territory. In addition, CSE, who is a party to this proceeding, did not request to administer or implement this portion of SCE’s Pilot. As SCE can most efficiently and effectively provide E&O to its customers, and CSE has not shown interest thus far in taking on these E&O activities, GPI’s request should be denied.

To support its request, GPI interprets Commission Decision 12-05-015 rather loosely. In the same section of D.12-05-015 that GPI quotes, the decision states that EUC is to be utilized for various energy-related E&O activities *as part of the statewide ME&O effort*.¹⁴ This language is specific to the statewide ME&O program established through that decision and should not be assumed to carry over to individual utility programs. Further, SCE disagrees that its Charge Ready Pilot falls under “any other general impacts of energy use for individuals” as GPI asserts. The Charge Ready Pilot is only available to commercial customers with long dwell-time parking

¹² See Exhibit SCE-01, Vol. 2, pp. 16-17.

¹³ See Comments of GPI, p. 9.

¹⁴ *Id.*, pp. 9-10.

in multi-unit dwellings, fleets, workplaces, and destination centers. TE Advisory Services are also only available to commercial customers. Even the broad market education efforts do not fall under the EUC umbrella, which only includes “generalized energy education and awareness.”¹⁵

To the extent the Commission requires SCE to contract with a third-party E&O provider, such a contract should be done via a bid process to protect customer interests and ensure that programs funded by ratepayers are carried out in the public interest.¹⁶

III.

CONCLUSION

For the reasons set forth in these reply comments and in the Motion for Approval of Phase 1 Settlement Agreement, SCE respectfully requests that the Commission approve the Phase 1 Settlement Agreement as reasonable in light of the whole record, consistent with law, and in the public interest.

¹⁵ D.12-05-015, p. 300.

¹⁶ See P.U. Code Section 451.

Respectfully submitted,

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CERTIFICATE OF SERVICE

I hereby certify that, pursuant to the Commission's Rules of Practice and Procedure, I have this day served a true copy of **SOUTHERN CALIFORNIA EDISON COMPANY'S (U 338-E), REPLY COMMENTS ON MOTION FOR APPROVAL OF PHASE 1 SETTLEMENT AGREEMENT** on all parties identified on the attached service list(s) **A.14-10-014**. Service was effected by one or more means indicated below:

- Transmitting the copies via e-mail to all parties who have provided an e-mail address.
- Placing the copies in sealed envelopes and causing such envelopes to be delivered by hand or by overnight courier to the offices of the Assigned ALJ(s) or other addressee(s).

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Executed **August 25, 2015**, at Rosemead, California.

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CALIFORNIA PUBLIC UTILITIES COMMISSION

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LIST NAME: LIST
LAST CHANGED: AUGUST 14, 2015

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