

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

Order Instituting Rulemaking to Consider
Alternative-Fueled Vehicle Programs, Tariffs,
and Policies.

Rulemaking 13-11-007
(Filed November 14, 2013)

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT'S
MOTION FOR PARTY STATUS**

Barry R. Wallerstein, D.Env.
Executive Officer
South Coast Air Quality
Management District
21865 Copley Drive
Diamond Bar, CA 91765-0940
(909) 396-2100
bwallerstein@aqmd.gov

September 4, 2014

In accordance with Rules 1.4 and 11.1 of the California Public Utilities Commission (PUC) Rules of Practice and Procedure, the South Coast Air Quality Management District (SCAQMD) submits this request for Party Status in the above-captioned proceeding. This motion is filed concurrently with and separately from the SCAQMD's motion to file comments after the August 29, 2014, deadline identified in the Order Instituting Rulemaking to Consider Alternative-Fueled Vehicle Programs, Tariffs, and Policies, R.13-11-007.

I. REQUEST FOR PARTY STATUS

The SCAQMD is the sole and exclusive local agency with responsibility for comprehensive air pollution control in the South Coast Air Basin (Basin). The Basin continues to have the worst ozone air quality in the nation and also exceeds the federal air quality standards for particulates, causing substantial health impacts in a region with over 16 million residents. The SCAQMD has a duty to represent the residents of the Basin in influencing decisions of other public and private agencies whose actions might impact air quality.

The Clean Air Act establishes ambient ozone standards which must be attained in the Basin by 2022, 2023 and 2032. Attainment will require substantial reductions in regional emissions of nitrogen oxides (NOx). Effective air pollution control in our region will require the broad deployment of zero and near zero emission vehicles in order to meet federal standards. The electrification of vehicles and increased use of other clean fuels, such as natural gas, light-duty vehicles first then eventually medium- and heavy-duty vehicles to follow, will provide significant air quality benefits as heavy-duty trucks are the single largest contributor of NOx emissions.

Creating a robust market for zero emission vehicles includes developing a critical mass of charging station infrastructure. The SCAQMD's ability to attain federal ambient air quality standards by advancing vehicle electrification will be impacted by the direction of policies

developed by the PUC during this proceeding and will be more attainable if the PUC can reduce regulatory barriers, thus allowing electric utilities to play a greater role in supporting vehicle electrification, including vehicles used in passenger and in freight transport.

This proceeding will impact the SCAQMD's ability to realize a key component of our region's air quality strategy and the residents of the Basin have a strong interest in the outcome. Accordingly, the SCAQMD respectfully requests that the PUC grant this motion for Party Status.

II. NOTICE

For purposes of communications and service, please add the following contact to the service list for this proceeding:

Matt Miyasato, Ph.D.
Deputy Executive Officer, Science & Technology Advancement
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-0940
(909)396-3249
mmiyasato@aqmd.gov

III. CONCLUSION

For the reasons set forth above, SCAQMD requests that the PUC grant this motion for Party Status.

Dated: September 4, 2014

Respectfully submitted,

Barry R. Wallerstein, D.Env.
Executive Officer

/s/ BARRY R. WALLERSTEIN
SOUTH COAST AIR QUALITY
MANAGEMENT DISTRICT
21865 Copley Drive
Diamond Bar, CA 91765
909.396.2100
bwallerstein@aqmd.gov