STATE OF CALIFORNIA EDMUND G. BROWN JR., *Governor*



PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE

SAN FRANCISCO, CA 94102-3298

March 17, 2017

To: Parina Parikh

Regulatory Affairs

San Diego Gas & Electric

pparikh@semprautilities.com

From: Junaid A. Rahman

Senior Regulatory Analyst

junaid.rahman@cpuc.ca.gov

415-703-3372

Risk Assessment

Safety and Enforcement Division

California Public Utilities Commission

**Data Request: SED SDG&E DR1701020-001**

**Re: SDG&E 2017 Transportation Electrification Proposals**

**Due Date: March 31, 2017**

Dear Ms. Parikh,

The California Public Utilities Commission's (CPUC) Safety and Enforcement Division (SED) requests information as described below.

Enclosed with this letter is a data request. I recognize that this is a short deadline, so if it is infeasible, please contact me to discuss.

**In light of the Prehearing Conference held on March 16, 2017; the Administrative Law Judge may instruct Applicants to formally file their Data Responses.**

Please feel free to call me for any questions. Thank you for your cooperation.

Sincerely,

Junaid A. Rahman

cc: Arthur O’Donnell, CPUC, SED, Supervisor, Risk Assessment and Safety Advisory section, ao1@cpuc.ca.gov

cc: Amy Mesrobian, CPUC, Energy Division amy.mesrobian@cpuc.ca.gov

**SED SCE DR1701021-001**

The Assigned Commissioner’s Ruling dated September 14, 2016 for R.13-11-007 states in Section 3.4.2 that Transportation Electrification (TE) Applications should seek to conform to the following guidelines:

* Promote driver, customer and worker safety (Section 3.8)
* Identify a Vehicle Grid Integration Communication Standard. (Section 3.10)

Please coordinate with the other IOU Applicants such that the responses can be used to work towards a joint safety plan for the Transportation Electrification proposals.

1. Per Section 3.8, how is the IOU ensuring that the construction, interconnection, and operation of projects in their TE portfolio are accounting for the safety of utility workers, the electricity customer, and the drivers of the TE technology?
2. Specifically, how is the IOU’s ensuring VGI programs that schedule the recharging or discharge of a driver’s vehicle batteries are designed with technologies that treat the preservation of customer’s mobility preferences as a paramount safety concern?
3. How is the IOU addressing any safety related issues in relation to conforming their Electric Rule 21 to accommodate Society of Automotive Engineers Standards for certifying the safety of grid-connected electric vehicles in order to reduce barriers that prevent electric transportation from acting as storage devices?
4. What have the IOUs learned about safety from previously adopted programs, and how should safety guidance be revised for these new programs in this application?
5. What are the relevant safety considerations for the proposed programs? How does the utility assess and rank risks related to TE programs? Can you develop a reasonable worst case scenario as used in RAMP and GRC proceedings and are there specific mitigations that should be considered?