



BEFORE THE PUBLIC UTILITY COMMISSION
OF OREGON
UM 1810

In The Matter of)
)
PacifiCorp)
)
)
)
)
Application for Transportation Electrification Programs)

REPLY TESTIMONY
OF
FORTH

October 24, 2017

- I. Introduction and Summary
- II. Purpose of Testimony
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1 **I. Introduction and Summary**

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3 **Q. Please state your names and positions with Forth.**

4 **A.** My name is Jeff Allen. I am the Executive Director for Forth. My qualifications appear in Section V of
5 this testimony. My name is Jeanette Shaw. I am Forth’s Director of Government Relations. My
6 qualifications appear in Section V of this testimony.

7 **Q. Is Witness Jeff Allen the same Jeff Allen who testified on behalf of Forth in Forth/100?**

8 A. Yes.

9 **Q. Does Witness Jeanette Shaw accept the written testimony of Jeff Allen as filed in Forth/100?**

10 A. Yes.

11 **II. What is the purpose of your testimony?**

12 A. Forth’s testimony responds to the October 4, 2017, Opposition to Stipulation of David Packard
13 (ChargePoint/200) and Ms. Anne Smart (ChargePoint/300). And, addresses concerns as detailed in
14 Stipulating Parties/101, specifically regarding PacifiCorp proposed Public Charging Limited-Term
15 Transportation Electrification Pilot Program.

16 **Q. Has Forth, objected to the proposed Public Charging Limited-Term Transportation**
17 **Electrification Pilot Program (Public Charging Pilot)?**

18 A. No. The proposed Public Charging Limited-Term Pilot Program is widely supported by the industry.
19 Eight electric vehicle charging equipment and service providers support PacifiCorp’s proposed

20 electrification pilots as how in Forth/102.

21 **III. SB 1547 Criteria, Innovation & Competition**

22 **Q. Is the Public Charging Pilot consistent with Senate Bill (SB) 1547?**

23 The Legislative Assembly found, among other things, that transportation electrification is “...necessary”
24 and “...requires that electric companies increase access to the use of electricity as a transportation fuel.”

25 The clear language of SB 1547 requires utilities to submit plans “...for programs to accelerate
26 transportation electrification.” There are a number of provisions elsewhere in the statute that the

27 Commission is directed to consider when reviewing these plans, most notably six specific criteria; but,

28 ***the fundamental, primary purpose of these plans should be to accelerate transportation***

29 ***electrification.*** The Pilot as identified will accelerate transportation in PacifiCorp’s Oregon service

30 territory, which is predominately rural and underserved by private charging companies, by providing

31 new electric vehicle charging choices to customers and increasing access to electricity as a

32 transportation fuel. A pilot such as this will encourage public and private investment and stimulate

33 innovation and competition. The valuable data generated as port of the pilot will be used to review and

34 access future transportation electrification programs and to possibly help manage the grid. Forth does

35 not believe the Public Charging Pilot will stifle competition or innovation as Mr. Packard asserted in

36 PAC/302. Mr. Packard did not provide any data to support his assertion. Given the limited amount of

37 charging currently available in PacifiCorp’s territory, it is hard to imagine how PacifiCorp owning public

38 charging equipment at up to seven locations could permanently distort the public charging market.

39 The Public Charging Pilot will create new vehicle charging options for drivers where few options exist
40 today in PacifiCorp's territory. Increasing the number of miles driven on electricity will help build the
41 market for public charging services. Thus, the Public Charging Pilot assists in fulfilling the Legislature's
42 intent to accelerate transportation electrification. Within the stipulation discussion, PacifiCorp stated
43 that they are not merely looking for the lowest-cost option, but rather looking for the best combination
44 of features and costs to support the objectives of the Pilot Program. The Pilot includes a phased roll-out
45 over a two-year period and charging companies such as ChargePoint are encouraged to submit
46 responses. PacifiCorp stated they will take advantage of market feedback and technological
47 advancements to ensure PacifiCorp stays innovative.

48 **IV. Conclusion**

49 Forth recommends the Commission approve PacifiCorp's modified stipulation regarding proposed
50 transportation electrification pilot programs. Forth supports the stipulation. Forth's charging members
51 (Forth/102), Plug-In Electric Vehicle Collaborative (Forth/103), General Motors (Forth/104) and
52 Center for Sustainable Energy (forth 105) support PacifiCorp's Public Charging Pilot Program as it is
53 consistent with the intent of SB 1547.

54 **V. Qualifications**

55 **Q. Mr. Allen, please state your educational background and experience.**

56 A. I received a Bachelor of Arts with High Honors from the University of Michigan and a Master of Public
57 Policy from UC Berkeley. I have worked in the energy and environmental field for over 25 years,
58 including ten years as Executive Director of the Oregon Environmental Council, and I currently serve on

59 the Board of Directors of PECL. I have served as the Executive Director of Forth (which was originally
60 known as Drive Oregon) since its founding in 2011. Forth is a non-profit trade association working to
61 accelerate the growth of the electric and “smart” mobility industry and provide great adoption of these
62 technologies. Forth is recognized as a global leader on electric mobility issues; has designed and
63 implemented several leading demonstration and pilot projects; has been the nation’s leading recruiter
64 of workplace charging partners through the USDOE Workplace Charging Challenge; and organizes the
65 nation’s leading annual conference on the subject, the Roadmap Conference.

66 Q. Ms. Shaw, please state your educational background and experience.

67 A. I received a Bachelor of Science with High Honors from the University of California, Santa Barbara
68 and an Executive MBA from Stanford University. I have worked in the transportation and energy field
69 for over 25 years as a high-speed rail transportation policy aide to a state elected official and county
70 elected official and spend over 20 years in technology working on semiconductors, sensors, LED and
71 solar and grid integration. I have been Forth’s Director of Government Relations for approximately one
72 year and manage transportation related issues.