OFFICIAL
EXHIBITS

FILED
February 26, 2020
INDIANA UTILITY
REGULATORY COMMISSION

STATE OF INDIANA

INDIANA UTILITY REGULATORY COMMISSION

PETITION OF DUKE ENERGY INDIANA, LLC, FOR APPROVAL OF AN ELECTRIC TRANSPORTATION PILOT PROGRAM	)))	**CAUSE NO. 45253 S2**

IURC
PUBLIC'S
EXHIBIT NO. 3
4-9-20 AT
DATE REPORTER

INDIANA OFFICE OF UTILITY CONSUMER COUNSELOR

CONSUMER COMMENTS – PUBLIC'S EXHIBIT NO. 3

FEBRUARY 26, 2020

Respectfully submitted,

Jason Haas

T. Jason Haas
Attorney No. 34983-29
Deputy Consumer Counselor

Rivera, Olivia

From: Dan Bowerson <Dbowerson@autosinnovate.org>
Sent: Thursday, February 20, 2020 5:00 PM
To: UCC Consumer Info
Subject: Cause Number 45253 S2 - Duke Energy Indiana Pilot Proposal
Attachments: Joint Automaker Support Letter_Duke Energy Indiana_Cause No 45253 S2_200220.pdf

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Good afternoon,

My name is Dan Bowerson and I am the Director of Environment and Energy for the Alliance for Automotive Innovation, the trade association representing 99% of light duty car and truck manufacturers. I am submitting the attached letter of support for Duke Energy Indiana's Transportation Electrification Pilot Program, Cause Number 45253 S2.

Please let me know if you have any questions or need additional information.

Thank you in advance for your assistance.

Dan Bowerson
Director, Environment & Energy
O: 248.327.1777 C: 734.718.7011
Alliance for Automotive Innovation
2000 Town Center, Ste 625, Southfield, MI 48075
autosinnovate.org - twitter - linkedin

ALLIANCE
FOR AUTOMOTIVE
INNOVATION

February 20, 2020

Ms. Mary Becerra
Secretary of the Commission
Indiana Utilities Regulatory Commission
101 W Washington Street, Suite 1500E
Indianapolis, IN 46204

RE: Duke Energy Indiana's Electric Transportation Pilot Programs – Cause No: 45253 S2

The Alliance for Automotive Innovation, Ford Motor Company, Mercedes-Benz USA, BMW of North America LLC, Hyundai Motor Company, Kia Motors Corporation, General Motors LLC, and American Honda Motor Company Inc (collectively referred to as "Joint Automakers") thank you for the opportunity to provide this letter in support of Duke Energy Indiana's (DEI) Electric Transportation Pilot Programs. Duke Energy Indiana's proposed program would drive transportation electrification for individuals, fleets, and transit agencies by adding infrastructure for charging in the home, at the workplace, and in public spaces.

Our association and companies are invested in and support the electrification of vehicles, and our companies are working diligently to expand offerings, including plug-in and fuel cell electric vehicles, in a variety of ranges, price points and vehicle types to meet all customers' needs and further the reduction of transportation-related carbon emissions.

Indiana is an important state in the value chain of the automotive industry, with over 190,000 automotive jobs in the state[1]. DEI's proposal offers an opportunity for Indiana to keep this workforce strong while growing the electric vehicle (EV) market. Currently, Indiana is in the lower half of states for plug-in and fuel cell vehicles[2], and lack of EV charging infrastructure continues to be one of the main reasons listed by consumers for not purchasing an EV. We are supportive of DEI's proposed program that will help eliminate this as a reason for not purchasing an EV. Delaying approval of this application will only slow the state's response to the need for electrification infrastructure.

The program proposed by DEI comes at an important time, as it represents an opportunity to increase charging stations and equipment. These are both critical components to building a robust market for electric vehicles and to encouraging people to drive EVs. More specifically, expanding infrastructure will ultimately support an increase in the number of EVs in Indiana.

The proposed program addresses several specific objectives, all of which are important to increasing the amount of electric vehicle infrastructure available to accommodate the growing number of EVs entering the market. We want to specifically comment on Direct Current (DC) Fast Charging, proposed residential rebates, and commercial EV charging for fleets. We also see value in school bus and transit electrification given the broad benefits for diverse communities, but have no comments at this time on the specific pilots for those sectors. Finally, we want to highlight the value of education and outreach in all transportation electrification-related efforts.

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[1] https://autoalliance.org/in-your-state/IN
[2] https://autoalliance.org/energy-environment/advanced-technology-vehicle-sales-dashboard/

DC fast charging allows EV customers to get a "quick charge", similar to stopping for gasoline in a conventional internal combustion engine vehicle. DEI's proposal for 30 locations throughout the state will help enable a more seamless journey across the state for both residents and visitors, while also bringing fast charging capability to additional communities. The DC fast charging proposal is a good first step for DEI to understand the market, site locations, and consumer behavior.

Residential charging continues to be the main charging source for EV customers. DEI's proposed $500 rebate for the installation of qualified L2 electric vehicle service equipment (EVSE) for 500 residential units will reduce some of the cost burden of the installation of such equipment for EV customers. Reducing the cost burden of EVSE can also make the purchase of EVs more appealing for potential customers, hence increasing the EV market in Indiana. Additionally, DEI has included an innovative pilot program with quarterly participation payments for customers allowing utility management of home charging during defined hours. In addition to providing customer savings, this should yield valuable data to inform future efforts.

Fleets with the right operational characteristics and requirements can provide excellent opportunities for transportation electrification. Fleets regularly return daily to "home base", which allows for charging to occur at a time that is most beneficial to the fleet and the utility grid. DEI's proposal for a $2,500 per unit rebate up to 1,000 units, along with time-of-use rates, will increase the value proposition for fleets to make the switch to electrified vehicles.

Finally, we recommend consideration – either in this program or in future efforts – of an "Education and Outreach Plan". This is a critical element because utilities have an existing, wide, and broad network for reaching customers. They also have the right level of information to assist customers in understanding important concepts like home charging set-ups, rates, and advantageous times to charge. For example, in the State of California, utilities have long played a role in distributing information, offering competitive charging rates, and working directly with consumers to provide rebates for chargers and charging, all of which result in increased customer awareness and enhanced customer experience; these efforts have greatly contributed to California's ever-growing EV market. Thus, we cannot underscore enough the importance of implementing a plan for customer outreach as part of DEI's proposals.

Given the broad consumer benefits, we urge the Indiana Utilities Regulatory Commission to approve Duke Energy Indiana's proposed electric transportation pilot program to assist in continuing to move Indiana on a path toward a sustainable energy future. We also encourage DEI and the Commission to consider opportunities for outreach and education to support electrification. Overall, the pilot programs DEI has proposed should provide widespread benefits from transportation electrification, and they are designed to provide valuable data to inform future efforts.

Sincerely,

Dan Bowerson
Director, Energy & Environment, Alliance for Automotive Innovation

Steve Henderson
Manager, Electrification Policy and Projects, Ford Motor Company

David M. Trebing
General Manager, State and Local Relations, Mercedes-Benz USA

Jan Freimann
Manager, Connected eMobility, BMW of North America LLC

Julie Herbert
Assistant Manager, Government Affairs, Hyundai Motor Company

Amandine Muskus
Senior Manager, Government Affairs and Branding, Kia Motors Corporation

Jamie Hall
Manager, Advanced Vehicle & Infrastructure Policy, General Motors LLC

Jessalyn Ishigo
Connected and Environmental Business Development, American Honda Motor Co., Inc.

BARTHOLOMEW CONSOLIDATED SCHOOL CORPORATION
ADMINISTRATION BUILDING
1200 CENTRAL AVENUE
COLUMBUS, INDIANA 47201

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FAX: 812-376-4486

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JULIE BILZ
PAT BRYANT
JEFF CALDWELL
KATHY DAYHOFF-DWYER
JAMES PERSINGER
JILL SHEDD
RICH STENNER

9/30/19

To Whom It May Concern;

The purpose of this letter is to share feedback on the proposed Duke Energy Rate Case and how decisions may affect our public school district. My name is Brett Boezeman, Director of Operations for the Bartholomew Consolidated School Corporation. We have more than 11,000 students in Columbus, IN and are one of the larger public school districts in south central Indiana. We are fortunate to have a long-standing positive relationship with Duke Energy at the local level. We find Duke representatives to be responsive to our needs, easy to work with on items such as rebate incentives, and forward thinking as we look to reduce our carbon footprint in Bartholomew County.

As currently planned, BCSC stands to both potentially benefit (short term) from the proposed rate case and be affected negatively (long term). BCSC has applied for, and been granted, funds from the Indiana Volkswagen's Mitigation Trust Program to utilize a full electric school bus in the 2020 calendar year. BCSC is fortunate to be able to partner with Cummins, Inc. and Duke Energy, both financially and practically as we explore this new technology. A portion of the rate case will enable Duke Energy to financially support us in this project, which is to our benefit.

Overall, however, a rate case with significant utility rate increases will negatively affect BCSC operations and expenses over time. Currently, of our 21 buildings, 18 utilize Duke Utilities and the district spends $1,720,000 annually to Duke for service. If utility rates were to increase 16% over two years, as proposed, the additional cost to the district would be $275,200 annually. This rate increase would by far negate any benefit the district is receiving toward the purchase of an electric bus.

School districts across the state are facing lean times as they look to meet the increasing needs of legislative mandates, cost of living increases, increased teacher and staff pay, rising fuel costs, and higher health insurance premiums. An increase to our operating budget of over $275,000 is significant and will not be able to be absorbed without major adjustments, likely in the scope of a reduction of programming or projects, which directly affects student learning.

Thank you for taking the time to review our position on this rate case and understand both the short term and long term implications on our district. We will monitor decisions with great awareness and concern. Should I be able to help further clarify any information I have provided, feel free to reach out.

Sincerely,

Brett J. Boezeman, Ph.D.
Director of Operations
Bartholomew Consolidated School Corporation
(812) 376-4246

BCSC
DEEPER LEARNING WORKS

Rivera, Olivia

From:	M. Cambron <mjcambron@gmail.com>
Sent:	Saturday, August 24, 2019 3:11 PM
To:	UCC Consumer Info
Subject:	Duke proposed rate increase
Categories:	aa- comment - duke

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Hello Bill Fine,

I've read Duke's paper explaining why they are proposing a rate increase and I'm writing to express my disapproval for the following reasons:

1. Duke's paper is clear that they are not making any commitments in their proposal. We should not be forced to commit to a rate increase unless Duke commits to the changes we want and need.
2. Duke is not retiring coal powered electric plants fast enough. According to the UN-IPCC we must reduce CO2 50% from 2017 levels by 2030. Duke does not address how they plan to accomplish this.
3. Duke is planning to add 1240 Megawatts of natural gas. It does not say where this natural gas will come but if it involves fracking or tar sands it's not necessarily cleaner than the coal it replaces.
4. I'm disappointed that the plan only adds 700 megawatts of wind and 1650 megawatts of solar. The plan does not seem to anticipate the much needed transition away from internal combustion engines to electric vehicles.
5. I'm disappointed the plan does not speak to the need for more electric vehicle charging stations.
6. Finally, I'm disappointed the plan does not enable electric vehicles to become part of a future smart grid. Every EV will have a minimum 40 KwH battery. Some will be 80 - 100 KwH. These batteries represent an enormous opportunity to store electricity in conjunction with wind and solar renewable energy. We need to begin to see EV's as an important component of the total electric grid infrastructure.

I would be happy to discuss these topics in greater detail at your convenience.

Respectfully,
Mike Cambron
Batesville, IN
937.830.2550

Duke Rate Case
IURC Cause No. 45253
OUCC web page - https://www.in.gov/oucc/2361.htm
OUCC press release - https://www.in.gov/oucc/files/Duke%20Rate%20Case%20NR%208-27-19.pdf
OUCC Duke web page - https://www.in.gov/oucc/2927.htm

Leslie Webb
5113 Hummingbird Circle
Carmel, IN 46033

Dear IURC,

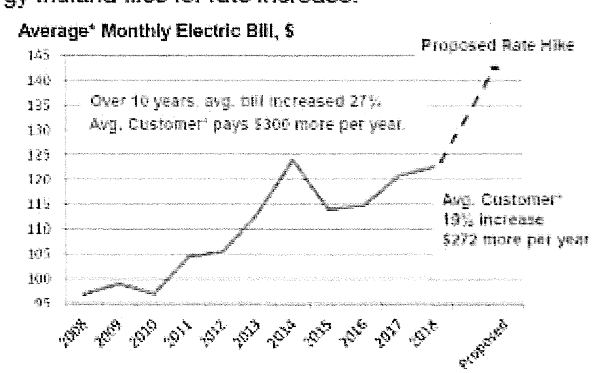
I am writing in regard to Duke's Rate Case, Cause No. 45253 for your consideration.

Making the right strategic energy decision is critically important to Indiana's future economic and environmental success. Duke's rate case comes at a pivotal time in history.

ECONOMIC BURDEN

While Duke's public relations is quick to point out that it's been 15 years since their last rate case, please consider that Duke's current proposal to increase residential rates by 19% comes on top of a 27% increase over the last 10 years through "riders" that skirt the rate case process.

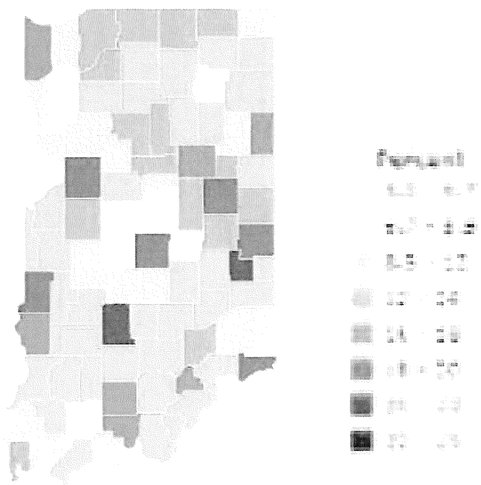
Duke Energy Indiana files for rate increase.



*Average Customer uses 1,000 kWh per month.

This represents a substantial burden on a large segment of Indiana's economy as Duke serves approximately 840,000 customers in 69 counties. In addition to the direct financial burden of higher energy costs on families, school districts, hospitals, libraries,

congregations, businesses and city, township, and county governments, please consider that these higher energy costs ultimately pass through to everyone, dragging down local economies. Please also consider that several of Indiana's poorest counties are in Duke's service territory.
https://www.indexmundi.com/facts/united-states/quick-facts/indiana/percent-of-people-of-all-ages-in-poverty#map



EDWARDSPORT TRACKER

There are 12 riders on Duke's electric bills. The largest riders come from the controversial $3.5 Billion Edwardsport plant – the most expensive coal plant in the world. I understand Duke proposes to roll these unjustified costs into the rate base, to hide them away, so they can start with a clean slate for future riders. By rolling Edwardsport riders into the base rate, the IURC would lock ratepayers into paying for this over-priced and dirty coal plant for at least more 20 yrs. We don't think you should bundle these costs into the rate base for the following reasons:

1. Experimental scale-up should not be done on the backs of ratepayers. During the Edwardsport hearings in 2007, many public comments at the time expressed opposition on the grounds that it was wrong to build the "world's first" utility-scale IGCC plant on the backs of ratepayers. As people had warned, and not surprisingly for new-to-the world, complex technology, cost overruns plagued construction, and the plant still struggles with under-performance.

2. Sadly, it has been disclosed that the process for approving the Edwardsport plan included inappropriate communications between IURC and Duke, a scandal that toppled a high-ranking state official and several Duke executives.

3. And as if that weren't bad enough, Edwardsport **was not needed to meet demand** as Duke's projected load growth used to justify this plant did not come to pass.

I bring this up as a reminder that Duke took inappropriate advantage of its influence at the statehouse and the IURC.   Some would argue the IURC made a costly mistake in approving Edwardsport. My hope is that today's IURC will not continue on this path.

Example of Duke residential billing for a customer using 1,166 kWh.
The bill covers a period of 29 days in July, 2019.

Explanation of Current Charges			
	Duke Energy		
	Rate RSN0 - Residential Service		
kWh Usage - 1,166	Connection Charge	$ 9.01	
	Energy Charge		
	300 kWh @ $ 0.08911600	26.73	
	700 kWh @ $ 0.05194800	36.36	
	166 kWh @ $ 0.04263400	7.08	
	Rider 60 - Fuel Adjustment		
	1,166 kWh @ $ 0.01413700	16.48	
	Rider 61 - Coal Gasification Adj		
	1,166 kWh @ $ 0.01427700	16.65	
	Rider 62 - Pollution Cntl Adj		
	1,166 kWh @ $ 0.00314200	3.66	
	Rider 63 - Emission Allowance		
	1,166 kWh @ $ 0.00000200cr	0.00	
	Rider 65- Infrastructure Improvement		
	1,166 kWh @ $ 0.00366700	4.28	
	Rider 66-A - Energy Eff Adj		
	1,166 kWh @ $ 0.00455700	5.31	
	Rider 67 - Tax & Merger Credit		
	1,166 kWh @ $ 0.00080400cr	0.94cr	
	Rider 68 - Midwest Ind Sys Oper Adj		
	1,166 kWh @ $ 0.00380000	4.43	
	Rider 70 - Reliability Adjustment		
	1,166 kWh @ $ 0.00057700	0.67	
	Rider 71 - Clean Coal Adjustment		
	1,166 kWh @ $ 0.00607800	7.09	
	Rider 72 - Federally Mand Cost Adj		
	1,166 kWh @ $ 0.00004700	0.05	
	Rider 73 - Renewable Energy		
	1,166 kWh @ $ 0.00038200	0.45	$ 137.31
	Total Current Electric Charges		**$ 137.31**

Explanation of Taxes			
Taxes	Indiana State Tax	$ 9.61	$ 9.61
	Total Taxes		**$ 9.61**

THE COAL LIABILITY

Of greatest concern is that even though insurance companies are <u>refusing to insure coal plants</u>, <u>Duke's 20-yr plan continues to rely on coal and fracked gas, ignoring the enormous potential of wind, solar and batteries</u>.

Please consider this strategic flaw in Duke's plan which would strap Indiana ratepayers with enormous liability that could lead to even higher rates, and does little to reduce carbon emissions which is counter to Indiana's long term interest with regard to health, ecosystems, agriculture, tourism, and more. Please also consider that the most vulnerable in our community are affected most by the increase in electricity costs and worsening environmental impacts.

Please see:
Coal is on the road to becoming completely uninsurable -
https://theconversation.com/adani-beware-coal-is-on-the-road-to-becoming-completely-uninsurable-121552
Duke clings to Fossil Fuels, Dismisses Renewables –
https://www.citact.org/energy-policy-fossil-fuels-and-nuclear-energy-renewable-energy-and-efficiency-duke-energy/duke-0
Indiana Climate Assessment –
https://ag.purdue.edu/indianaclimate/

THE CHEAPEST, CLEANEST OPTION IS RENEWABLES

As the costs for clean renewable energy come down, it make economic and environmental sense to switch away from coal as soon as possible.

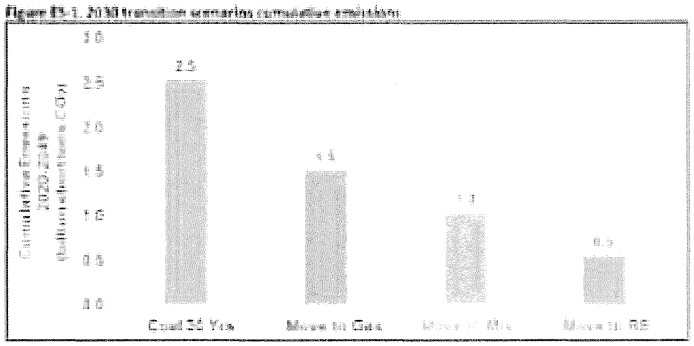
1. I urge you to review Mayor Ballard's conservative case for transitioning to renewable energy as a means of remaining competitive with other conservative states.

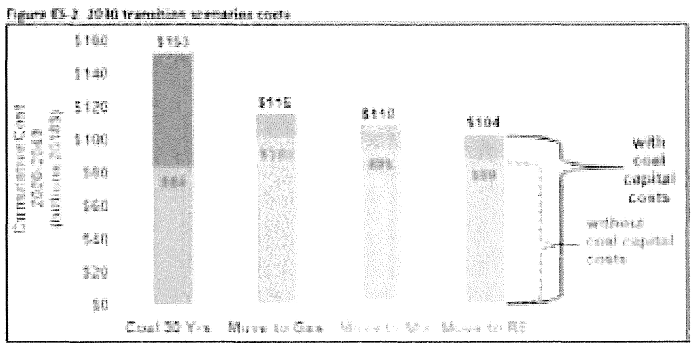
   > "Indiana, formerly known as a low-cost energy state, is now mid-range in the country for energy cost and trending downward. Only 6% of our energy is from renewable sources, one of the worst records in America. Consequently, we have some of the highest pollution rates in the nation. Conservative states like Iowa (39%), Kansas (36%), Oklahoma (36%) and North Dakota (32%) have far more electricity produced by renewable sources while also enjoying lower, or at worst similar, electricity costs… clean, renewable energy is an increasingly important reason for both businesses and talent to relocate. Investors, employees and customers are asking about a company's and a state's use of renewable energy."

2. I also urge you to review the recent economic analysis by Applied Economics Clinic which shows that relative to coal, and even relative to gas, the cheapest and cleanest option is now renewable energy.

Please see
Mayor Ballard's op-ed -
https://www.ibj.com/articles/hoosier-conservatives-ready-for-renewable-energy

Emissions and Costs of Alternative Electric Generation
https://static1.squarespace.com/static/5936d98f6a4963bcd1ed94d3/t/5dadd410611aac6dfaa4a738/1571673106146/A+Future+for+Indiana+Coal+17Oct2019+AEC.pdf





(Courtesy of the Applied Economics Clinic)

DUKE'S IRP NUMBERS DON'T ADD UP

The Duke plan appears to be incomplete as it lays out a schedule for retiring 5,302 MW of coal, but only mentions adding 2,350 MW of wind and solar, and 1,250 MW of gas which together comes to 3,600 MW, a fraction of the proposed coal retirements. It is also a fraction of Duke's solar in the MISO queue.

RENEWABLE ENERGY FIRST, THEN METERS

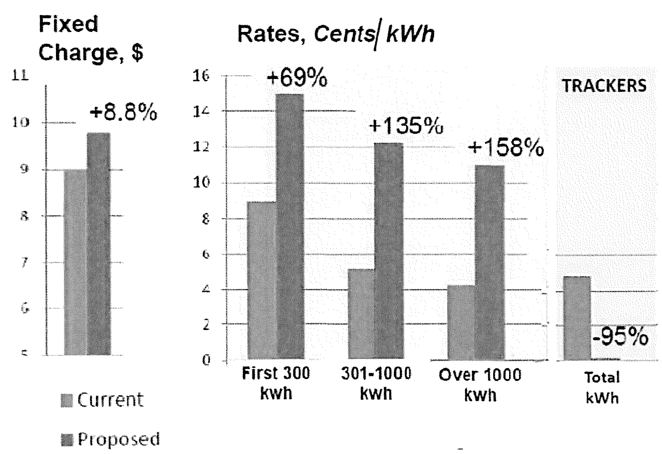
The Duke proposal includes advanced metering infrastructure (AMI) throughout its Indiana service territory. But I urge you to consider that the preferred strategic approach for Indiana should be to transition away from coal to cleaner, cheaper renewable energy as soon as possible, and then **later** invest in meters which are not "needed" now.

PLUG-IN ELECTRIC VEHICLE INCENTIVES

Even though electric vehicles are increasing in popularity on their own, and penetration is rapidly increasing, I'm not against incentivizing electric vehicles. However, **ratepayers** should not be subsidizing EVs or other appliances. If Duke wishes to offer incentives for plug-in electric vehicles which will increase their load and revenues, this investor-owned, for-profit company should pay for the subsidies themselves. Incentives for EVs needs to be removed from Duke's rate case.

DECLINING BLOCK RATE & INCREASED COST FOR EVs

Dukes proposed declining block rate structure which penalizes those who make the effort to conserve energy resources by charging a higher rate for using less. As you can see there is a 69% increase for the first 300 kWh. So for example, a low income family that tries to save by using less will actually pay at a higher rate. Duke's proposal though raises the rate most for energy used beyond 1000 kWh, 158%. This will impact customers who shift to EVs. How does Duke justify a 158% increase?



Sincerely,
Leslie Webb

Gary Isle

From: Gary Isle <garyisle@nwcable.net>
Sent: Wednesday, August 28, 2019 11:28 AM
To: '0pinion@tribstar.com'
Cc: 'uccinfo@oucc.INgov.'
Subject: RE: Duke energy proposed rate increase for Indiana rebuttal.

My name and address for the Tribune star is Gary L. Isle 1165 N. Hunters Ct. Terre Haute,In.47803 812-877-2671

From: Gary Isle <garyisle@nwcable.net>
Sent: Wednesday, August 28, 2019 11:25 AM
To: '0pinion@tribstar.com' <0pinion@tribstar.com>
Cc: 'uccinfo@oucc.INgov.' <uccinfo@oucc.INgov.>
Subject: Duke energy proposed rate increase for Indiana rebuttal.

First of all Duke energy is seeking this rate increase due to increases in their, so called operating costs per the Tribune Star 7/28/19 newspaper article.The first item on their list of reasons for the needed rate increase was"The cost of statewide implementation of their Smart Meters".Theses meters were supposed to have initially been free to customers, to better and faster acknowledge their outages and faster repairs.This should not be a cost to consumers as it is really a labor cost savings to Duke energy as many people that work at Duke will not be needed as meter readers and etc.This should be a cost of Duke doing business. The second item on their list was Ash pond closures at it's coal fired boiler facilities,this again is a cost to do business,not to be absorbed by our Consumers in a rate increase.The third item on their list was Consumers to pay for their closures of old coal fired generation facilities earlier than they expected,This is not the Consumers responsibility to pay for,this is another cost of Duke doing business.The fourth item on their fantasy list is to have, Consumers cover their cost to cover tree trimming and vegetation removal,another cost of doing business.The fifth item on Duke's reasons for a rate hike was, the consumer should pay more per month to cover Plugin electric vehicles incentives and additional improvements throughout the Utility's Indiana transmission and distribution system,including line sensors and additional grid technology.Again this would be a cost to do business in Indiana,not more rate increases, for a company already making millions of dollars profit, with the rates they already are charging.Enough is enough,Please attend the meeting scheduled for Sept. 23 2019 at the South Vigo High School Auditorium at 5;45pm to discuss your concerns about this rate hike proposal. Thanks

SEP 3 AM 8:46

Rivera, Olivia

From:	Nathan Mundy <nmundy42@gmail.com>
Sent:	Friday, September 13, 2019 7:03 AM
To:	UCC Consumer Info
Subject:	Fwd: Reject Cause #45253
Categories:	aa- comment - duke

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Hello,

Please reject Cause #45253, the Duke Energy rate increase proposal.

Duke, a for-profit energy company, has demonstrated their capability of operating at a profit by steadily increasing their profits for years. They are not in need of this increase in rates.

It appears this increase is justified by the need to pay for a marginal or failed investment in a new power station and infrastructure improvements such as the advanced metering infrastructure, which benefits Duke by decreasing operating costs for meter reading already. It also appears Duke is taxing the public they serve for using the incentive programs they provide, participation in which often benefit Duke in the form of increased sales, such as the plug-in vehicle incentive, or a decrease in costs, such as needing to account for less power factor correction due to increased general efficiency of always-on loads like refrigerators or air conditioners/furnace blowers or being able to use the energy storage those plug-in electric vehicles provide to the grid at little to no cost to the electric company. Duke already sees financial benefit from their consumers'participation in such programs. Why should those consumers need to pay twice?

Also, if Duke cares about energy conservation why do they currently charge the most for the smallest amount of energy consumption per kWh? This proposed rate increase exacerbate the issue by nearly doubling the rate in the first block. If energy conservation is a focus of theirs the block rates should be in the opposite order to encourage conservation. Instead they are encouraging consumption because the more I use the less impact it has on my bill. For example, in the past year I have had bills where I used roughly 500 kWh and paid nearly $0.18 per kWh and another where I used as much as 1700 kWh and paid less than $0.11 per kWh on average.

We, as consumers, do not have the same options or abilities to affect change in how this company affects our lives as we do with our consumption of other goods. In most other cases we can choose to either do business with another provider or go without entirely. We cannot choose what power company services our home and we cannot go without power.

Thank you,
Nathan Mundy
18 E Greyhound Pass
Carmel, IN 46032

OCT 21 PM 3:57

October 19, 2019

Barbara Homrighous
693 Vassar Street
#711
Carmel, IN 46032

OUCC Consumer Services Staff
115 W. Washington St., Suite 1500 South
Indianapolis, IN 46204

To Whom It May Concern:

I am writing with great concern regarding Duke Energy wanting to increase consumer rates by approximately 15.5% adding an additional annual cost increase of $271.80 to my bill. I already spent at least half that amount this year by having to replace groceries spoiled due to an extended power outage.

Although I understand the need to update infrastructure, this has significant impact on my budget as I am 87 years old and on a fixed income. I do not drive so the plug-in electric vehicle incentives are of no concern to me.

Perhaps Duke Energy should look at cost-saving measures other than placing the burden of capital improvement costs onto consumers.

Let it be known I am in opposition to this much of a rate increase.

Sincerely,
Barbara A. Homrighous

Barbara Homrighous

CERTIFICATE OF SERVICE

The undersigned hereby certifies that the foregoing was served by electronic mail on February 26, 2020 to the following:

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T. Jason Haas
Deputy Consumer Counselor

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