

**BEFORE**

**THE PUBLIC UTILITIES COMMISSION OF OHIO**

In the Matter of the Application of Duke )  
Energy Ohio, Inc., for Authority to Adjust ) Case No. 19-1750-EL-UNC  
its Power Forward Rider. )

In the Matter of the Application of Duke )  
Energy Ohio, Inc., for Approval to Change ) Case No. 19-1751-GE-AAM  
Accounting Methods. )

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**DIRECT TESTIMONY OF**

**TIMOTHY J. DUFF**

**ON BEHALF OF**

**DUKE ENERGY OHIO, INC.**

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September 24, 2019

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### **Attachment:**

TJD-1 – Photographs - Multi-use Poles

**I. INTRODUCTION AND PURPOSE OF TESTIMONY**

1   **Q.   PLEASE STATE YOUR NAME AND BUSINESS ADDRESS.**

2   A.   My name is Timothy J. Duff. My business address is 400 South Tryon Street,  
3       Charlotte, North Carolina 28202.

4   **Q.   BY WHOM ARE YOU EMPLOYED AND IN WHAT CAPACITY?**

5   A.   I am employed by Duke Energy Business Services LLC, an affiliate of Duke  
6       Energy Ohio, Inc., (Duke Energy Ohio, or Company) as General Manager,  
7       Customer Solutions, Regulatory Strategy & Evaluation.

8   **Q.   PLEASE SUMMARIZE YOUR EDUCATION AND PROFESSIONAL**  
9       **QUALIFICATIONS.**

10  A.   I graduated from Michigan State University with a Bachelor of Arts in Political  
11       Economics and a Bachelor of Arts in Business Administration, and received a  
12       Master of Business Administration from the Stephen M. Ross School of Business  
13       at the University of Michigan. I started my career with Ford Motor Company and  
14       worked in a variety of roles within the Company's financial organization. After five  
15       years with Ford Motor Company, I began work with Cinergy in 2001, providing  
16       business and financial support to plant operating staff. Eighteen months later, I  
17       joined Cinergy's Rates Department, where I provided revenue requirement  
18       analytics and general rate support for the company's transfer of three generating  
19       plants. After my time in the Rates Department, I spent a short period of time in the  
20       Environmental Strategy Department, and then I joined Cinergy's Regulatory and  
21       Legislative Strategy Department. After Cinergy merged with Duke Energy in 2006,  
22       I worked for four years as Managing Director, Federal Regulatory Policy. In this  
23       role, I was primarily responsible for developing and advocating Duke Energy's

1 policy positions with the Federal Energy Regulatory Commission. I assumed my  
2 current position in 2010.

3 **Q. HAVE YOU PREVIOUSLY TESTIFIED BEFORE THE PUBLIC**  
4 **UTILITIES COMMISSION OF OHIO?**

5 A. Yes. I have provided testimony in previous cases related to energy efficiency, a  
6 revenue decoupling pilot, and Duke Energy Ohio's SmartGrid deployment.

7 **Q. WHAT IS THE PURPOSE OF YOUR TESTIMONY IN THIS**  
8 **PROCEEDING?**

9 A. The purpose of my testimony in this proceeding is to support the Company's  
10 proposal for a Smart Cities Infrastructure Acceleration Program for inclusion  
11 within the Company's infrastructure modernization plan that was authorized by the  
12 Commission in Case No. 17-32-EL-AIR, *et al.* (Infrastructure Modernization  
13 Plan).<sup>1</sup> In doing so, I explain the purpose of the Smart Cities Infrastructure  
14 Acceleration Program and why it should be included as part of the Company's  
15 Infrastructure Modernization Plan for recovery under component three (3) of the  
16 previously approved Power Forward Rider (Rider PF).

## II. BACKGROUND

17 **Q. PLEASE BRIEFLY DESCRIBE THE COMPANY'S RIDER PF AND THE**  
18 **INFRASTRUCTURE MODERNIZATION PLAN.**

19 A. As more fully explained by Duke Energy Ohio witness, Amy B. Spiller, the Rider  
20 PF was approved by the Commission as part of a global settlement of numerous  
21 proceedings that were pending before the Commission, including but not limited to

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<sup>1</sup> *In the Matter of the Application of Duke Energy Ohio, Inc., for an Increase in its Electric Distribution Rates, et al.*, Opinion and Order, pp. 84-85 (December 19, 2018)

1 a base electric rate case, an electric security plan, and several other dockets  
2 (Consolidated Cases).<sup>2</sup> The purpose of Rider PF was to recover costs associated  
3 with the “evolution of the distribution grid and an enhanced customer experience.”<sup>3</sup>  
4 Rider PF was designed to have three distinct components, the third of which is an  
5 Infrastructure Modernization Plan.

6 **Q. PLEASE EXPLAIN WHY DUKE ENERGY OHIO IS REQUESTING THE**  
7 **APPROVAL OF THE SMART CITIES INFRASTRUCTURE**  
8 **ACCELERATION PROGRAM AS PART OF ITS INFRASTRUCTURE**  
9 **MODERNIZATION PLAN.**

10 A. The Smart Cities Infrastructure Acceleration Program is consistent with the goal of  
11 the Infrastructure Modernization Plan in that it will further the evolution of both  
12 the distribution grid and enhancement of the customer experience. The Smart Cities  
13 Infrastructure Acceleration Program enables Duke Energy Ohio to innovate and  
14 modernize the outdoor lighting infrastructure of its distribution system to help the  
15 cities and the customers located in those cities, to enjoy the benefits of a smart city.

16 As stated in PowerForward: A Roadmap to Ohio’s Electricity Future, “The  
17 PUCO has shifted its focus to the distribution system and, specifically, how the  
18 distribution system can be improved through innovation to better the lives of  
19 Ohioans. Hence, PowerForward. PowerForward is the PUCO’s grid modernization  
20 endeavor built upon the pairing of two pillars: (i) innovation; and the concept that

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<sup>2</sup> Id.

<sup>3</sup> Id. at 84.

1       this innovation should serve to (ii) enhance the customer electricity experience.”<sup>4</sup>  
2       The Smart Cities Infrastructure Acceleration Program will further both of these  
3       Commission-established pillars by providing an adaptable digital electric delivery  
4       infrastructure capable of supporting Smart City technologies that are desired by our  
5       municipal partners throughout the Company’s southwestern Ohio service territory.  
6       This approach embraces the platform concept described in PowerForward “a stable  
7       collection of components . . . provide[s] fundamental or commonly needed  
8       capabilities and services to a variable set of uses or applications.”<sup>5</sup> Duke Energy  
9       Ohio will provide a platform—the street lighting infrastructure—that will enable  
10      each individual city to adopt the applications necessary to address that city’s unique  
11      circumstances and priorities.

12   **Q.   PLEASE EXPLAIN WHAT DUKE ENERGY MEANS BY “SMART**  
13   **CITIES” AS DISCUSSED IN YOUR TESTIMONY IN THIS PROCEEDING.**

14   A.   The term “smart cities” can mean different things to different people, but for the  
15   purposes of my testimony, I am referencing cities that employ new technologies to  
16   operate more safely, efficiently, and effectively. Some examples of technologies  
17   associated with this term include but are not limited to:

- 18               • Security/Safety Cameras
- 19               • Pedestrian counters
- 20               • Traffic control devices
- 21               • Environmental sensors (air quality, temperature, hazardous gases, etc.)

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<sup>4</sup> Ohio Public Utilities Commission, *PowerForward: A Roadmap to Ohio’s Electricity Future* (Aug. 29, 2018) (PowerForward Roadmap), available at <https://www.puco.ohio.gov/industry-information/industry-topics/powerforward/powerforward-a-roadmap-to-ohios-electricity-future/>

<sup>5</sup> *Id.* at 14.

- 1 • Waste management sensors
- 2 • Gunshot detection sensors
- 3 • Parking space monitoring
- 4 • Digital banners
- 5 • Wi-Fi networks
- 6 • Small cell wireless

7 **Q. HOW DOES DUKE ENERGY OHIO'S INFRASTRUCTURE**  
8 **ACCELERATION PROGRAM ASSIST THESE TECHNOLOGIES?**

9 A. As I explain later in my testimony, the Company's proposal is to replace existing  
10 Company-owned utility pole/streetlighting infrastructure with new infrastructure  
11 that can support these technologies. Municipalities that are currently taking tariffed  
12 streetlighting service on Company-owned poles, and that desire upgrading to LED  
13 lighting and/or deploying smart city technologies, would be responsible for  
14 upgrading the infrastructure to accommodate these new attachments. Currently, this  
15 additional cost to municipalities discourages such deployment. The Company's  
16 proposal will facilitate the replacement of the old equipment with updated  
17 infrastructure. This new infrastructure will be in the form of multi-use poles that  
18 are capable of supporting far more than the standard streetlighting pole. These  
19 multi-use poles will have the capability and strength to hold multiple attachments  
20 that are heavier than what standard wooden or metal street lighting structures are  
21 capable of handling.

1   **Q.   PLEASE EXPLAIN HOW DUKE ENERGY OHIO'S SMART CITIES**  
2       **INFRASTRUCTURE ACCELERATION PROGRAM WILL ASSIST ITS**  
3       **COMMUNITIES IN ACHIEVING THEIR INDIVIDUALIZED SMART**  
4       **CITY GOALS.**

5   A.   The market for Smart City technologies is only just developing. While many  
6       communities have expressed interest in taking advantage of these technologies, few  
7       have the funds necessary to initiate deployment. The Company's program is  
8       intended help kick start the deployment of these technologies for our communities.  
9       The Smart Cities Infrastructure Acceleration Program provides an opportunity for  
10      communities interested in, and committing to, participation in this program, by  
11      defraying a portion of the infrastructure upgrade costs necessary to support the  
12      various technologies. And as more of these technologies are deployed over time, it  
13      is anticipated that such investments for our communities will become more  
14      economic, thereby leading to greater deployment.

15               While implementing smart city technologies can help advance a city's goals  
16      with respect to public safety, economic development, and urban renewal, many  
17      cities are struggling to initiate efforts to launch smart cities due to the large capital  
18      investment required. Many smart cities technologies require investing in street  
19      infrastructure so that the smart city devices can be appropriately placed to gain the  
20      optimum benefit. The most versatile and practical type of street infrastructure is  
21      street lighting poles.

22               Street lighting poles provide the ideal locations, height, and power  
23      availability that smart cities technologies require and form the backbone of any



1 smart cities initiatives. Poles are increasingly improving in style and functionality.  
2 Newer poles, particularly multi-use poles, are sufficiently sturdy to support a larger  
3 amount of weight than what more traditional lighting poles could bare. These newer  
4 poles enable a far greater number of attachment potential, from meters to other  
5 heavier attachments such as digital banners or small cell wireless enabling devices.

6 A recent Forbes article stated, "Smart street lighting is being recognized by  
7 many city leaders as a first step toward the development of a smart city. In addition  
8 to increasing the energy efficiency of the city and reducing energy costs, carbon  
9 emissions, and maintenance costs, intelligent lighting can also provide a backbone  
10 for a range of other city applications, including public safety, traffic management,  
11 smart parking, environmental monitoring, and extended Wi-Fi and cellular  
12 communications."<sup>6</sup> By providing smart street lighting with lighting poles that can  
13 serve as a supportive backbone of infrastructure for infinite combinations of other  
14 smart technologies, Duke Energy Ohio will remove the financial barrier associated  
15 with being a lead mover and enable cities within its Ohio service territory to adopt  
16 the smart cities concepts most suitable to serve their individual priorities.

17 **Q. HAVE OTHER CITIES USED STREET LIGHTING INFRASTRUCTURE**  
18 **INVESTMENTS TO ADVANCE THEIR SMART CITY DEPLOYMENTS?**

19 A. I am aware of a number of cities that are in the process of using street lighting  
20 infrastructure as a means to transform to a Smart City. However, widespread  
21 adoption and deployment of these technologies in Duke Energy Ohio's service  
22 territory has not yet come to fruition as other areas in the Country. Los Angeles,

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<sup>6</sup> Eric Woods," From Connected Street Lights to Smart Cities," Forbes, April 6, 2018  
(<https://www.forbes.com/sites/pikeresearch/2018/04/06/smart-cities/>)

1 California, for example, is in the process of deploying thousands of smart poles that  
2 offer energy efficient LED street lighting as well as accommodating wireless  
3 communication technology to facilitate a number of smart city monitoring  
4 technologies. In fact, as the city prepares to host the 2028 Olympics, it will soon  
5 will be installing a "signature" Olympic-specific smart pole that will contain remote  
6 monitoring cameras and sensors to contribute to safety for everyone coming to LA;  
7 sensors for people flow levels of light around Olympic venues can be adjusted;  
8 digital banners to provide information; Wi-Fi connectivity; USB chargers; EV  
9 chargers, and more.

10 Additionally, the city of San Diego, California has begun installing smart  
11 multi-use poles to spur its Smart City transition. When talking about the recent  
12 decision to not just upgrade the lights on its street light poles but rather upgrade the  
13 city's street lighting infrastructure, David Graham, the City of San Diego's deputy  
14 Chief Operating Officer said, "Since we were going to be investing and creating a  
15 more efficient infrastructure, we asked ourselves how could we also use  
16 communications and connectivity to have world-class infrastructure to help us  
17 achieve more goals than just the purpose for which the infrastructure was intended.  
18 That brings us to another big thing for San Diego, which is our focus on  
19 sustainability and climate action. If you take the problem of under-investment in  
20 infrastructure, the need to replace those assets, and a key focus on sustainability,  
21 street lighting is a perfect place to accomplish many of those goals and leapfrog  
22 traditional technologies around illumination."<sup>7</sup> (Andrews, 2018)

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<sup>7</sup> <https://news.itu.int/san-diego-smart-lighting/> Last accessed September 17, 2019.

### **III. PROGRAM DESCRIPTION**

1   **Q.   PLEASE DESCRIBE THE SMART CITIES INFRASTRUCTURE**  
2       **ACCELERATION PROGRAM THE COMPANY IS REQUESTING BE**  
3       **APPROVED BY THE COMMISSION.**

4   A.   As mentioned previously, street lighting poles are an essential component of the  
5       deployment of smart technologies and Duke Energy Ohio already owns and  
6       operates existing street lighting pole infrastructure in many of the desirable  
7       locations for smart cities technologies to be deployed. Therefore, Duke Energy  
8       Ohio can more easily and economically accommodate a city's needs regarding the  
9       city's desired smart cities technologies attachments. Specifically, Duke Energy  
10      Ohio can utilize the existing locations and replace the existing streetlight only poles  
11      with enhanced, multi-use street lighting poles that are more robust than standard  
12      lighting poles. These multi-use poles can easily accommodate smart cities  
13      attachments such as 5G, cameras, sensors, and more in an efficient and aesthetically  
14      pleasing manner.

15   **Q.   PLEASE EXPLAIN IN MORE DETAIL HOW THE MULTI-USE STREET**  
16       **LIGHT POLES ARE CRITICAL TO SMART CITY DEVELOPMENT.**

17   A.   In many ways, I think the deployment of smart street lighting infrastructure is  
18       analogous to the development of the smartphone. Originally, cell phones solely  
19       sought to provide mobile voice communications, just as street light poles have  
20       traditionally served the sole purpose of providing illumination in outdoor areas.  
21       However, as cell phones began to develop into Smart Phones, they became a  
22       platform for a multitude of applications that a user could choose from to customize

1 the "smart" benefits of a mobile device (in addition to mobile voice  
2 communications, which cell phones continued to provide all along). In a similar  
3 vein, "smart" street lighting poles will continue to provide illumination, but will  
4 also enable a multitude of new attachments that can allow the city to develop and  
5 adopt its own specific Smart City vision. Similar to early adopters of smartphones,  
6 cities who adopt smart street lighting infrastructure early will serve a critical role:  
7 they will demonstrate to other cities that such infrastructure (1) is a viable platform  
8 for developing new technology and attachments and (2) yields tremendous benefits  
9 for city residents, visitors and business located there.

10 **Q. PLEASE DESCRIBE THE SCOPE OF THE COMPANY'S PROPOSAL.**

11 A. Typically, busy urban areas such as shopping centers, malls, city centers, and  
12 commercial business centers are ideal areas to install multi-use poles, as well as  
13 near arenas that host sporting, music, and other events where large numbers of  
14 people gather. Ultimately, participating cities will decide where to locate their  
15 multi-use poles and what attachments to install. But as a preliminary means to  
16 estimate the scope of the program, Duke Energy Ohio evaluated its existing street  
17 lighting infrastructure in the five largest cities within its service territory and  
18 determined there are approximately 200 general locations within city centers and  
19 major commercial areas that would be potential locations for installing multi-use  
20 poles to showcase the value of Smart City applications and facilitate the  
21 proliferation of smart cities devices. From its analysis, the Company determined a  
22 reasonable scope to enable the deployment of capital to facilitate the proposed

1 infrastructure modernization to support multiple Smart City applications  
2 throughout the Company's service territory.

3 Based on its preliminary evaluation, Duke Energy Ohio has had initial  
4 conversations with the city of Middletown about being the first participant in the  
5 pilot and deploying up to 30 multi-use poles within the city footprint. Depending  
6 upon the scope of other proposals that may be proffered by municipalities in the  
7 Company's service territory, the remaining funds in the "pilot" would be available  
8 in a similar manner. The Company estimates, assuming each installation requires a  
9 multi-use pole upgrade, approximately 170 multi-use poles will be available to  
10 other cities on a first come first serve basis until all of them are deployed and  
11 showcasing the benefits of Smart Cities.

12 Duke Energy Ohio will collaborate with cities interested in deploying Smart  
13 City technologies. In order to participate, cities will need to develop a proposal and  
14 commit to deploy technologies to (1) identify and replace existing streetlight poles  
15 in strategic locations that would benefit most from multi-use poles or other  
16 infrastructure upgrades necessary to accommodate Smart City technologies and (2)  
17 ensure that the infrastructure is suitable to support the desired Smart City  
18 technologies. Once the cities develop a plan, the Company and the City together  
19 will come to the Commission with details on the deployment.

20 **Q. WHY DOES THE COMPANY NEED TO REPLACE INFRASTRUCTURE**  
21 **TO SUPPORT SMART CITY TECHNOLOGIES?**

22 A. Multi-use poles capable of supporting Smart City Technologies are a relatively  
23 recent development. In many instances, the streetlighting infrastructure that is

1 currently in place pre-existed the development of these Smart City devices and thus  
2 is not capable of supporting the advanced technologies, either from a wiring  
3 perspective, or from a physicality perspective. Many advanced technologies, such  
4 as digital banners and small cell devices are heavy and not structurally supportable  
5 with existing infrastructure. In some cases, if feasible, the Company will work with  
6 the cities to use the funds on other types of pole upgrades that could satisfy the  
7 incorporation of the desired smart city functionality short of replacement with a  
8 multi-use pole.

9 **Q. PLEASE DESCRIBE THE APPEARANCE AND FUNCTIONALITY OF**  
10 **THE PROPOSED INSTALLATIONS.**

11 A. The new poles would be “attachment ready” as well as aesthetically pleasing,  
12 matching the “look” of the surrounding area while providing the necessary  
13 attachment capability for wireless, cameras, and other smart city associated  
14 technologies. Attachment TJD-1, includes photographs of examples of multi-use  
15 poles that host and conceal the wireless radios and the associated wiring and  
16 attachment equipment via internal raceways. Some raceways inside these poles are  
17 dedicated for electrical circuits while others are for communication wiring. These  
18 poles also easily accommodate additional attachments such as cameras. Duke  
19 Energy has already begun discussing with multi-use pole vendors how they might  
20 customize poles to match the appearance of some of our most popular decorative  
21 street light poles, so as to better thereby accommodate the various aesthetic needs  
22 of each city.

1   **Q.    AS PART OF THIS PILOT WILL DUKE ENERGY OHIO ALSO PROVIDE**  
2       **THE ATTACHMENTS AND SMART CITY COMPONENTS YOU**  
3       **DESCRIBED?**

4    A.   No. This proposal is solely to ensure the infrastructure is available for these cities  
5       to support the technologies. Given the broad array of technologies and attachments  
6       available and an individual city's Smart City objectives, the city itself will have the  
7       flexibility to choose the desired technology, whether it is shot spotting, traffic  
8       control, small cell, etc., as well as conducting the process to select the provider that  
9       is going to supply these services. The Company recommends that the cities  
10      interested in participating would use an RFP process to help drive awareness and  
11      market participation for the technologies. The vendors selected by the cities, or the  
12      cities themselves will simply attach the devices to the infrastructure and the devices  
13      will be powered in accordance with the Company's applicable tariffs.

14   **Q.    WILL DUKE ENERGY OHIO MONITOR OR MANAGE THE TYPES OF**  
15       **ATTACHMENTS?**

16   A.   Yes, consistent with the protocols associated with its existing street lighting  
17       infrastructure, Duke Energy Ohio will monitor the attachments to its poles to ensure  
18       that the integrity of the pole is not compromised. Additionally, in order to ensure  
19       the poles remain structurally safe in terms of the number of attachments, the  
20       municipalities will enter into an attachment agreement with negotiated attachment  
21       rates based upon the type and number of attachments desired per pole. To the extent  
22       the attachments require electricity, each will be placed upon the appropriate tariffed  
23       rate for the attachment.

1   **Q.    PLEASE DISCUSS THE COSTS ASSOCIATED WITH THE PROPOSED**  
2       **SMART CITIES INFRASTRUCTURE ACCELERATION PROGRAM**  
3       **THAT THE COMPANY IS PROPOSING AS A COMPONENT OF ITS**  
4       **POWER FORWARD RIDER.**

5   **A.**   The Company is proposing to include \$5 million in its Infrastructure Modernization  
6       Plan for recovery under Rider PF associated with the Smart Cities Infrastructure  
7       Acceleration Program. This projected cost will include the planning, design, project  
8       management, construction, as well as the multi-use pole itself. The actual cost per  
9       location will vary based on the specific location of the installation. Where a lighting  
10      pole already exists in the desired location for smart city infrastructure, the cost of  
11      the multi-use pole will include the removal of the existing street light only pole  
12      because street light only poles are incapable of supporting the weight of wireless  
13      attachment equipment and cannot accommodate other types of smart cities  
14      attachments. Where a desired location does not already host an existing light pole,  
15      the pilot will include the necessary costs associated with meeting the power  
16      requirements at the location. These are just some of the variables that will lead to  
17      significant differences in cost by location, which is why detailed engineering  
18      planning, design and project management will be required to manage these multi-  
19      use pole installations. Should the costs of a multi-use pole deployment exceed  
20      \$25,000, the city would be expected to pay the additional costs.



1   **Q.    HOW WILL DUKE ENERGY IMPLEMENT THE SMART CITIES**  
2   **INFRASTRUCTURE ACCELERATION PROGRAM?**

3    A.    After receiving Commission approval for the proposal, the Company will continue  
4           to work with Middletown to make its initial deployment of the multi-use poles and  
5           will reach out to other key city leaders within its service territory to identify  
6           additional potential deployment opportunities. The Company will then work  
7           closely with interested cities to define the scope of their smart cities' needs and  
8           priorities, including determining the exact spots within these general locations in  
9           which they wish to place multi-use poles to support smart attachments. Cities will  
10          have to commit to a deployment scope and have a plan for the technologies they  
11          wish to have implemented. This may require city-issued requests for proposals of  
12          third parties to provide the services desired. The Company will collaborate with  
13          cities to ensure their proposals are feasible given the multi-use poles and locations  
14          selected.

15                 After the cities select exact locations, Duke Energy will engage its lighting  
16                 design team to create the overall project plan and timeline for each city with the  
17                 detailed project components scoped out. Duke Energy will conduct field  
18                 inspections to determine the complexity involved in the work at each site, as well  
19                 as an evaluation of the existing surrounding area lighting infrastructure to determine  
20                 the multi-use poles that will provide the best possible "look" and "fit" to the areas.  
21                 Once the lead times for the installation of appropriate type of multi-use poles are  
22                 determined, as well as the electrical design and site work requirements for the sites,

1           then the project timelines can be completed and this information will be shared with  
2           the cities.

3   **Q.   HOW DOES THE COMPANY PROPOSE TO RECOVER COSTS FOR**  
4   **THIS PROGRAM?**

5   A.   Duke Energy Ohio witness Jay Brown will explain how such costs will be  
6       recovered in rates.

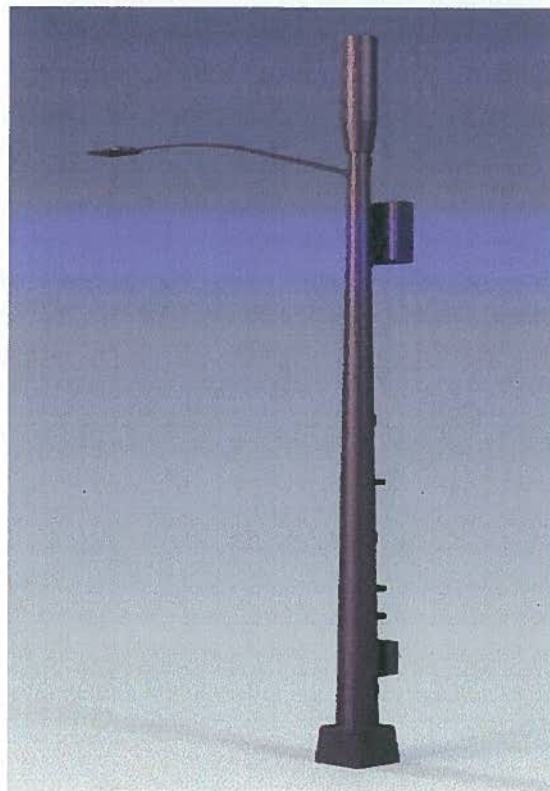
IV.       **CONCLUSION**

7   **Q.   WAS ATTACHMENT TJD-1 PREPARED BY YOU AND UNDER YOUR**  
8   **DIRECTION AND CONTROL?**

9   A.   Yes.

10  **Q.   DOES THIS CONCLUDE YOUR TESTIMONY?**

11  A.   Yes, it does.



**This foregoing document was electronically filed with the Public Utilities**

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**in**

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Summary: Testimony Direct Testimony of Timothy J. Duff electronically filed by Mrs. Debbie L Gates on behalf of Duke Energy Ohio Inc. and D'Ascenzo, Rocco O. Mr. and Kingery, Jeanne W and Watts, Elizabeth H and Vaysman, Larisa