Columbia Exhibit No.

BEFORE
THE PUBLIC UTILITIES COMMISSION OF OHIO

In the Matter of the Annual Application of Columbia Gas of Ohio, Inc. for an Adjustment to Rider IRP and Rider DSM Rates.	))))	Case No. 20-1712-GA-RDR

PREPARED DIRECT TESTIMONY OF
ERIC SLOWBE
ON BEHALF OF COLUMBIA GAS OF OHIO, INC.

COLUMBIA GAS OF OHIO, INC.

John R. Ryan, Sr. Counsel
(00900607)
290 W. Nationwide Blvd.
P.O. Box 117
Columbus, Ohio 43216-0117
Telephone: (614) 285-2220
Email: johnryan@nisource.com

Attorney for
COLUMBIA GAS OF OHIO, INC.

February 25, 2021

PREPARED DIRECT TESTIMONY
OF ERIC SLOWBE

Q. Please state your name and business address.

A. My name is Eric Slowbe and my business address is 290 W. Nationwide Blvd., Columbus, Ohio 43215.

Q. By whom are you employed?

A. I am employed by Columbia Gas of Ohio, Inc. ("Columbia"). My current title is Principal Engineer.

Q. Please summarize your educational background and experience.

A. I have a Bachelor of Science degree in Industrial Engineering from the University of Toledo, in Toledo, Ohio, a Professional Engineering Certification from the State of Ohio, a Masters of Business Administration from Southern New Hampshire University, and a Project Management Professional Certification from the Project Management Institute. In 2008, I began my career with Columbia as a Field Engineer. As a Field Engineer, I was responsible for tasks including design and management of gas pipe construction projects, winter operations planning, and emergency response support in addition to providing technical assistance for various company activities. In 2014, I accepted a position as a Principal Engineer with responsibilities for Ohio and Kentucky.

Q. What are your responsibilities as Principal Engineer?

A. As Principal Engineer my responsibilities include assisting in collection and analysis of data for regulatory filings, managing engineering training materials and learning requirements, internal process evaluation standardization and improvement, and providing a variety of technical support for various teams and initiatives within NiSource/Columbia. I facilitate updates and changes to company policies and procedures, and assist with quality and accuracy evaluations related to engineering activities.

Q. Have you previously testified before this Commission?

A. Yes, I have testified in Case Nos. 16-2236-GA-RDR, 17-2374-GA-RDR, 18-1701-GA-RDR, and 19-1940-GA-RDR.

Q. What is the purpose of your testimony?

A. The purpose of my testimony is to explain the management, engineering, and construction practices of Columbia as they relate to the various components of Rider IRP, included in this filing, for the 2020 calendar year. I will also discuss Columbia's performance with respect to its accelerated main replacement program and hazardous service line replacement program.

Q. Please summarize Rider IRP and its components included in this filing.

A. Rider IRP is an infrastructure tracker that captures cumulative plant investment over a specified period of time and provides for a return on and the return of all program costs. The program components that make up Columbia's IRP are: (1) the Accelerated Main Replacement Program ("AMRP"); and (2) the replacement of hazardous service lines; and (3) the Automated Meter Reading Device ("AMRD") program.

Q. Please describe the AMRP and replacement of hazardous service line programs.

A. Columbia's AMRP targets certain types of main for replacement over the course of approximately 25 years. The types of gas main included in the AMRP are unprotected bare steel, unprotected coated steel, wrought iron, and cast iron. These types of main ("Priority Pipe" or "Priority Main") typically have a greater probability to leak due to their material type, protection, age, and other characteristics. Also included in the AMRP is the replacement of all metallic service lines and associated appurtenances.

Columbia also has responsibility of all maintenance, repair, and replacement of customer-owned service lines that have been determined by Columbia to present an existing or probable hazard to persons or property or require a scheduled repair or replacement based on severity or location.

Q. Please summarize the AMRP and hazardous service line performance portions of Rider IRP for 2020.

A. For the 2020 AMRP filing, Columbia has included costs for projects associated with the retirement of Priority Pipe totaling approximately $182.9 million. The total footage abandoned or retired from service for each type of main is as follows:

Bare Steel:	664,148 feet
Iron/Other:	25,312 feet
Pre-1955 Unprotected Coated Steel:	0 feet
Pre-1955 Ineffectively Coated Steel:	150,433 feet
Post-1954 Coated Steel:	42,564 feet
Plastic:	133,740 feet

In 2020, Columbia replaced 6,213 hazardous customer service lines for a total cost of approximately $29.7 million.

Q. Has Columbia included the costs to replace segments of plastic and coated steel mains in this filing?

A. Columbia has included the costs of retiring these portions of non-priority pipe main in conjunction with its infrastructure replacement projects in this tracker. As part of the Joint Stipulation and Recommendation in Case No. 11-5515-GA-ALT approved by the Commission in its Opinion and Order dated November 26, 2012, Columbia clarified the scope of the AMRP to include interspersed non-priority main, first generation plastic main, and ineffectively coated steel main. Columbia has also added Pre-1955 Ineffectively Coated Steel to accurately identify the type of pipe replaced in that vintage.

The Opinion and Order issued in 11-5515-GA-ALT provided for recovery of investment related to interspersed sections of nonpriority pipe contained within the bounds of priority pipe replacement projects where it is more economical to replace such pipe based on the pipe diameter and length of main. These replacement metrics are set forth in the Commission's Order dated November 26, 2012.

The Opinion and Order further allowed for the inclusion and recovery of investment related to the replacement of first generation plastic pipe or Aldyl-A plastic pipe when such pipe is associated with priority pipe in replacement projects not to exceed 5% of the total pipe replaced. For 2020, Columbia's retirement of first generation non-interspersed plastic pipe installed prior to 1982 associated with an AMRP totaled 38,598 feet of pipe, which was 3.80% of the total retirement footage.

Columbia's AMRP was also clarified to expressly include ineffectively coated steel pipe installed before 1955 which was considered ineffectively coated without further testing. Columbia also tested segments of post-1954 coated steel pipe that were retired with replacement projects. Segments of post-1954

coated steel pipe that were determined to be ineffectively coated were included in the IRP. Columbia retired a total of 18,365 feet of post-1954 coated steel pipe that was found to be ineffectively coated.

Q. The Joint Stipulation and Recommendation in Case No. 11-5515-GA-ALT also included restrictions on certain types of projects related to system betterment and municipal improvement. What has Columbia done to ensure compliance with those requirements?

A. Columbia has put processes in place to ensure that the cost of projects such as system betterment designed for future growth and municipal improvement projects where Columbia was required to move its facilities were not included in the AMRP filing if they did not meet the requirements contained within the Joint Stipulation and Recommendation approved by the Commission in Case No. 11-5515-GA-ALT. One such process is the monthly review of all active job orders through a Pre-Closeout Report. With this report, a list of all active job orders are provided monthly to Columbia's field engineering leaders to review with their respective engineering team members. Key information that is provided includes the estimated footage of priority pipe that is expected to be retired, the project accounting code (indicates whether the job order is an AMRP project), and whether the project accounting code was entered correctly. This monthly review helps to ensure that AMRP related job orders are properly entered into our Work Management System. Additionally, Columbia has a comprehensive training module in its learning management system for new and existing engineering employees that provides clear instructions on what is included in the AMRP, and how to properly code projects for inclusion in its annual filing. In 2020, the Columbia Engineering Department reviewed and updated the AMRP projects included and excluded in the monthly reviews. These efforts help to reinforce the importance Columbia places on this program and helps to ensure compliance to the Joint Stipulation.

Q. How did Columbia determine which mains were to be replaced as part of its AMRP in 2020?

A. In 2020, Columbia utilized Optimain DS™ to help evaluate and rank pipe segments system-wide against a range of environmental conditions (e.g. population density, building class, surface cover type, etc.), risk factors (pipe segment leak history, pipe condition, pitting depth, depth of cover, etc.) and economic factors. Generally, we identified, ranked and selected projects based on the level of relative risk score that would be removed from the system per every thousand feet of pipe that would be abandoned with the project. We

also considered the level of relative risk score that would be removed from the system per every $100,000 dollars of capital spent. This evaluation and risk ranking of pipe segments was then reviewed by the engineering and operations departments to assess whether that data was consistent with what has been observed in the field. Additionally, Columbia worked collaboratively with local and state governments in areas where public improvement work was to occur. Columbia reviewed plans and identified areas of Priority Pipe within the scope of pending public improvement work. Columbia used both sets of information listed above to help determine which sections of main were the best candidates to select for replacement.

Q. Please describe Columbia's process for determining the resources to be used in conjunction with the AMRP projects.

A. The majority of all Columbia's capital work is performed by contractors under "blanket" contracts. This approach allows Columbia to maintain highly skilled contract resources and encourages these contractors to expand their businesses in Ohio. Local Columbia employees may perform work on some smaller projects when they are available. Columbia evaluates each project on a variety of criteria to determine who will perform the work.

Q. What percentage of contractors working on AMRP projects in 2020 consisted of Ohio labor?

A. As part of the Stipulation in Case No. 08-0072-GA-AIR, *et al.*, approved by the Commission on December 3, 2008, Columbia agreed to encourage its AMRP contractors to use their best efforts to retain Ohio labor to perform AMRP related services. In the Joint Stipulation and Recommendation in Case No. 09-0006-GA-UNC, filed on June 2, 2009, and approved by the Commission on June 24, 2009, Columbia agreed to continue to encourage its AMRP contractors to use Ohio labor, and to report on Ohio labor participation in the AMRP program. Columbia has added language to its bid packages stating a preference that Ohio labor be used whenever possible as long as the price and quality of work is not negatively impacted. For 2020, 92% of contractor labor workforce on AMRP projects was from Ohio.

Q. Do contractors typically replace Columbia's hazardous customer service lines?

A. Contractors do replace some hazardous service lines in a few locations, but the majority of hazardous service lines are replaced by local Columbia employees.

Q. Did the various components included in this filing produce any other significant benefits for customers in 2020?

A. Yes. Customer safety has been improved significantly due to the replacement of more than 6,213 hazardous service lines. With the retirement of 689,460 feet of Priority Pipe, Columbia was able to eliminate the chance of water entering these lines and freezing meters off in the winter. Additionally, Columbia was able to retire distribution mains where it repeatedly has had to go in and dig up to repair the mains.

Q. What are Columbia's construction plans for 2021?

A. Columbia expects to spend approximately $265.1 million on the various components of Rider IRP in 2021. Columbia currently estimates it will spend approximately $30.0 million on hazardous service lines, and $235.1 million on replacing infrastructure. Priority Pipe projects will be constructed throughout the year. Many of these projects have either not yet been identified or involve third party coordination the schedules for which cannot be confirmed at this time. These projects will address existing hazards and/or eliminate risky pipe in conjunction with public works projects. A current listing of Columbia's largest planned infrastructure projects is shown below.

Project Name	City	Project Cost
State Road AMRP	Parma	$5,471,573
Goodale & Thomas AMRP	Grandview	$4,524,954
Martins Ferry Phase 1 AMRP	Martins Ferry	$4,442,976
2nd Avenue AMRP	Chesapeake	$3,807,273
Warren Street Ph 3 AMRP	Cadiz	$3,669,558
Atlas Drive AMRP	Lorain	$3,625,556
Cline Street AMRP	Magnolia	$3,559,282
Pleasant Street AMRP	Norwalk	$3,483,821
Canton Road Phase 3 AMRP	Wintersville	$3,387,898
Court AMRP	Urbana	$3,335,348
Fair Park AMRP	Berea	$3,173,244
Hildreth & Ohio AMRP	Columbus	$3,023,492
Oxford Avenue AMRP	Elyria	$2,929,894
Old Pleasant Valley AMRP	Middleburg Heights	$2,911,621
Toledo Avenue AMRP	Lorain	$2,777,032
Riverside AMRP	Mt Vernon	$2,666,700

Project Name	City	Project Cost
California Avenue AMRP	Sebring	$2,655,003
Hickory Street AMRP	Fremont	$2,639,066
Belle Center AMRP	Belle Center	$2,609,784
Shields Phase 1 AMRP	Newark	$2,588,646
Dresden Phase 2 AMRP	Dresden	$2,563,332
Laskey AMRP	Toledo	$2,552,340
Maryland & Kellner AMRP	Columbus	$2,514,873
Oberlin Elryria Road AMRP	Elyria	$2,437,822
Porter Street AMRP	Malvern	$2,424,488
College & Astor AMRP	Bexley	$2,382,348
Olers Lima Avenue Ph 1 AMRP	Findlay	$2,334,728
Olers Lima Avenue Ph 2 AMRP	Findlay	$2,284,755
Market Street AMRP	Cadiz	$2,251,337
Moore Buckeye AMRP	Bellevue	$2,231,134
Amazon & Milton AMRP	Columbus	$2,208,254
Virginia North AMRP	Toledo	$2,201,312
Ella Street Bridge AMRP	Tiffin	$2,171,350
Hickory Avenue AMRP	Beach City	$2,146,828
Bellville AMRP	Bellville	$2,138,800
Long Main AMRP	Willard	$2,132,512
Grantley AMRP	Toledo	$2,090,016
Front Street Phase 1 AMRP	Logan	$2,039,023
Port Washington AMRP	Port Washington	$2,030,272
Virginia South AMRP	Toledo	$2,010,658
Mason AMRP	Toledo	$1,991,625
Alvin AMRP	Toledo	$1,983,139
Columbus & Bulen AMRP	Columbus	$1,973,410
Islington AMRP	Toledo	$1,969,266
Lathrop & Jackson AMRP	Columbus	$1,950,218
Chippewa Lake Phase 1 AMRP	Chippewa Lake	$1,935,594
Cambridge & Club AMRP	Upper Arlington	$1,907,906
Pythian AMRP	Springfield	$1,886,912
Monster Greenlee AMRP	Mansfield	$1,869,506
Pittsburgh Street AMRP	Columbiana	$1,861,715

Project Name	City	Project Cost
Haddington AMRP	Toledo	$1,849,873
Adams Street AMRP	Port Clinton	$1,841,804
Shields Phase 2 AMRP	Newark	$1,839,382
Tulane & Sunset AMRP	Columbus	$1,839,078
Avondale AMRP	Springfield	$1,822,516
Adelphi AMRP	Adelphi	$1,813,714
Walnut & Harrison AMRP	Mt Vernon	$1,777,114
Cleveland & Starr AMRP	Columbus	$1,769,266
Franklin & Orchid AMRP	Newark	$1,751,694
Grape Street AMRP	Gallipolis	$1,702,135
20th & Bryden AMRP	Columbus	$1,688,868
Main Street AMRP	Zanesville	$1,683,510
3rd & Grandview AMRP	Grandview	$1,678,138
Devon & Roxbury AMRP	Upper Arlington	$1,665,762
Federal AMRP	Toledo	$1,613,822
College & Cherry AMRP	Woodville	$1,605,806
5th & Lansing AMRP	Columbus	$1,552,994
Hartford & Stafford AMRP	Worthington	$1,522,588
Woodland Avenue AMRP	Columbiana	$1,516,777
Shiloh Phase 1 AMRP	Shiloh	$1,494,429
Haskins AMRP	Bowling Green	$1,489,210
Sprague Road AMRP	Parma	$1,396,585
Palmer Phase 2 AMRP	Toledo	$1,388,200
Hawthorne Street AMRP	Elyria	$1,386,451
Evergreen AMRP	Lodi	$1,384,933
Kennedy Street AMRP	Bergholz	$1,377,462
Creston AMRP	Creston	$1,365,115
Fowler Street Phase 2 AMRP	New Lexington	$1,337,840
Main & Monroe AMRP	Columbus	$1,336,116
Park Boulevard AMRP	East Liverpool	$1,277,647
Steel AMRP	Toledo	$1,228,694
Pennsylvania Duke AMRP	Mansfield	$1,224,827
1st Street AMRP	Cambridge	$1,217,678
Dresden Ave AMRP	East Liverpool	$1,210,644

Project Name	City	Project Cost
Marion & Norton AMRP	Mt Vernon	$1,160,454
Forest AMRP	Springfield	$1,110,972
High & Russell AMRP	Columbus	$1,053,740
Main & Holtzman AMRP	Columbus	$990,682
Oakbridge AMRP	Toledo	$987,707
Waller Street AMRP	Portsmouth	$874,486
Roosevelt AMRP	Mount Vernon	$860,828
Lick Run Phase 2 AMRP	Wheelersburg	$854,497
Glenbrook AMRP	Toledo	$830,396
Sandusky & Weiser AMRP	Delaware	$756,891
6th Street AMRP	Cambridge	$751,458
Laskey Phase 2 AMRP	Toledo	$717,703
Ohio & Madison AMRP	Columbus	$672,136
South Phase 1 AMRP	Mount Vernon	$624,698
Marilyn AMRP	Rossford	$574,632
Bruesville AMRP	Bridgeport	$514,136

Q. Does this complete your Prepared Direct Testimony?

A. Yes. However, I reserve my right to supplement this testimony.

CERTIFICATE OF SERVICE

The Public Utilities Commission of Ohio's e-filing system will electronically serve notice of the filing of this document on the parties referenced on the service list of the docket card who have electronically subscribed to the case. In addition, the undersigned hereby certifies that a copy of the foregoing document is also being served via electronic mail, on the 25th day of February, 2021 upon the parties listed below.

/s/ *John R. Ryan*
John R. Ryan

Attorney for
COLUMBIA GAS OF OHIO, INC.

SERVICE LIST

Kyle Kern
Thomas Lindgren
Assistant Attorney General
Public Utilities Section
180 East Broad Street
Columbus, Ohio 43215
Email: Kyle.Kern@ohioattorneygeneral.gov
Thomas.lindgren@ohioattorneygeneral.gov

Ambrosia Logsdon
Amy Botschner O'Brien
Office of the Ohio Consumers' Counsel
65 East State Street, Suite 700
Columbus, Ohio 43215
Email: ambrosia.logsdon@occ.ohio.gov
Amy.botschner.obrien@occ.ohio.gov

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Summary: Testimony Testimony of Eric Slowbe electronically filed by Mr. John R Ryan on behalf of Columbia Gas of Ohio