

STATE OF INDIANA

INDIANA UTILITY REGULATORY COMMISSION

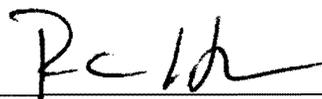
VERIFIED PETITION OF INDIANAPOLIS)
POWER & LIGHT COMPANY, AN INDIANA)
CORPORATION, FOR APPROVAL OF)
ALTERNATIVE REGULATION PLAN FOR)
EXTENSION OF DISTRIBUTION AND SERVICE)
LINES, INSTALLATION OF FACILITIES AND)
ACCOUNTING AND RATEMAKING OF COSTS)
THEREOF FOR PURPOSES OF THE CITY OF)
INDIANAPOLIS' AND BLUEINDY'S ELECTRIC)
VEHICLE SHARING PROGRAM PURSUANT TO)
IND. CODE 8-1-2.5-1 ET SEQ.)

CAUSE NO 44478

INDIANA OFFICE OF UTILITY CONSUMER COUNSELOR NOTICE
OF REQUEST FOR PUBLIC FIELD HEARING AND WRITTEN
CONSUMER COMMENTS

The Indiana Office of Utility Consumer Counselor (OUCC), by counsel, respectfully submits the attached notice for public field hearing and written consumer comments it has received in the above-captioned Cause. The comments were collected by the OUCC through its website, electronic mail, facsimile, and U.S. Mail regarding the above-captioned Cause with the Indiana Utility Regulatory Commission.

Respectfully submitted,



Randall Helmen, Attorney No.8275-49
Chief Deputy Consumer Counselor

CERTIFICATE OF SERVICE

This is to certify that a copy of the foregoing *Office of Utility Consumer Counselor Notice of Request for Public Field Hearing and Written Consumer Comments* has been served upon the following counsel of record in the captioned proceeding by electronic service and/or by depositing a copy of same in the United States mail, first class postage prepaid, on June 20, 2014.

Teresa Morton Nyhart
Jeffrey M. Peabody
BARNES & THORNBURG LLP
11 South Meridian Street
Indianapolis, Indiana 46204
Email: tnyhart@btlaw.com
jeffrey.peabody@btlaw.com

Chris W. Cotterill
Faegre Baker Daniels LLP
300 N. Meridian St., Suite 2700
Indianapolis, IN 46204
Email: chris.cotterill@faegrebd.com

Jennifer A. Washburn
Citizens Action Coalition of Indiana, Inc.
603 East Washington Street, Suite 502
Indianapolis, Indiana 46204
Email: jwashburn@citact.org

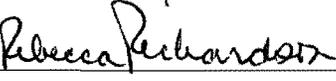
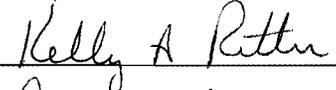
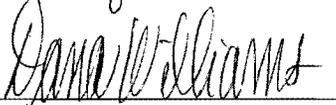
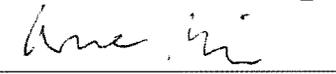
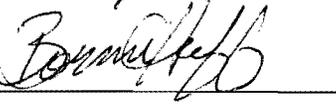
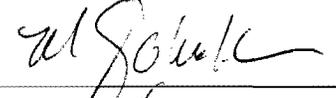


Randall C. Helmen
Chief Deputy Consumer Counselor

INDIANA OFFICE OF UTILITY CONSUMER COUNSELOR
115 West Washington Street
Suite 1500 South
Indianapolis, IN 46204
infomgt@oucc.in.gov
317/232-2494 – Phone
317/232-5923 – Facsimile

IPL is requesting a rate increase to fund the car sharing program between the City of Indianapolis and the French company Bollore'.

We, the undersigned request a public field hearing in IURC cause #44478

Printed Name	Signature	Address	Phone Number	Email
Rebecca Richardson		6103 Crittenden	317-446-8169	beckyr99@att.net
Kelly A Ritter		1913 E Thompson Rd	317-784-1274	Kritters8@ATT.net
Dana Williams		6033 Manning Road	317-809-8100	danay101@gmail.com
Dolores Scelsney		9538 greenleaf st	317-496-6408	d_scelsney@sbcglobal.net
Anne Miller		6111 Crittenden	317-259-7128	indy.miller@me.com
MARGARET JOHNSON		6102 CRITTENDEN	317-257-3906	JOHNSON6102@YAHOO.COM
Bonnie Huff		1831 E 61st St	317-257-1345	bhuff.be@sbcglobal.net
M. Keefe		6106 Crittenden	317-283-5966	NONE
David Stewart		7522 Carlton Arnold	317-418-9421	stewart58@yahoo.com
DAVID J. BERTARELLO		6047 CRITTENDEN AVE	317-475-0580	DBERTARELLO@PROOILY.NET

STATE OF INDIANA
HOUSE OF REPRESENTATIVES
THIRD FLOOR STATE HOUSE
INDIANAPOLIS, INDIANA 46204

CHERRISH S. PRYOR
200 WEST WASHINGTON STREET
INDIANAPOLIS, IN 46204
1.800.382.9842
H94@IN.GOV

COMMITTEES:
LOCAL GOVERNMENT, RMM
WAYS AND MEANS
ROADS AND TRANSPORTATION

June 16, 2014

Indiana Office of Utility Consumer Counselor
David Stippler
115 W. Washington Street
Suite 1500S
Indianapolis, IN 46204
uccinfo@oucc.in.gov

re: Cause Number 44478

Dear Counselor Stippler:

As an advocate for my constituents, all of whom reside within Indianapolis Power and Light service territory, I write asking you to oppose the proposed rate increase for the BlueIndy car share program.

While I cannot say this is a bad program, my opposition stems from the fact that the City of Indianapolis is asking IPL ratepayers to subsidize private industry. Perhaps the most important consideration is that electric ratepayers should not be expected to pay for electric cars, which have absolutely nothing to do with delivering safe, affordable and reliable electricity. Utilities, particularly electric and water are essential needs. And ratepayers should pay for utility service and investments that **benefit** the utility system, **solely**. Utility charges should only consist of charges related to what a ratepayer actually use. This request does not meet that standard. It does however meet the standard of greed.

I read through the testimony submitted by IPL and City of Indianapolis witnesses. I was deeply disappointed to see that the City of Indianapolis spearheaded the rate increase request. No one gave a cohesive justification as to why this would be a good program for ratepayers. Several significant things were missing to make a justification for the rate increase. They include:

1. Independent analysis on data collection demonstrating:
 - a. Projected use of the program
 - b. Projected car rental tax that would go the City of Indianapolis and the State of Indiana
 - c. How sites were chosen
 - d. Ratepayers demand for use of the system
 - e. A potential decrease in purchasing cars, as stated in testimony from Mayor Greg Ballard, because BlueCar could replace a person's personal car (Mayor Ballard A19)
2. Independent analysis on fiscal items listed below:
 - a. An impact analysis on savings to ratepayers
 - b. An impact analysis on environmental quality
 - c. A cost-benefit analysis
 - d. Timeline showing the cost recovery period and when the cost-sharing with the City will begin
 - e. Breakdown of the City's investment, including loss of funds from parking meters

3. Cost of the service to the user, (based on the prices from Paris, it would cost more to use a BlueCar for two hours than it would be to rent a regular car.)
4. A comparison of use between Indianapolis and Paris, as Paris' transportation system is vastly different than Indianapolis and the United States
5. Independent analysis on impact of the project if it is successful and if it fails
6. Who controls future increases for use of the BlueCar
7. Who controls future increases on the IPL bill as it relates to the Alternative Regulatory Plan, for example carrying cost, if this is approved

Additionally, clarification was not provided on the following items. These items should also be answered:

1. Who pays if the driver is involved in an accident, gets injured and does not have driver's or health insurance
2. If IPL service is disconnected, will the BlueIndy rate be assessed with all of the normal IPL fees and costs associated with a disconnection? If so, who gets those fees and how are those fees accounted for in their budgets
3. What Fund would the BlueIndy profit for the City of Indianapolis go into, and does the money get distributed and appropriated by the City County Council
4. Are these car rentals subjected to the rental car tax
5. What happens if the cars don't meet US Department of Transportation tests and specifications, and does not get approved for use in the United States (Muller testimony A28)
6. What does the City of Indianapolis propose to use the federal grant dollars for, if they receive the grant
7. How will driver's licenses be verified as valid
8. What items in the contracts might cost ratepayers additional dollars such as the 'mutual delay'.

Many things in the testimony and the rollout of the project disturbed me. Clearly, businesses and non-profits have been made aware of the program, but ratepayers have been left in the dark. Not only have there not been public meetings to get feedback, but local media, and elected officials have been left in the dark about details as well. But, the City has requested the rate increase decision be expedited. This sends a signal that the City is requesting the rate increase behind the backs of ratepayers and without giving them an opportunity to provide input. Working with IPL and Bollore, the City could have asked for an explanation, survey of the program and cost be included in an IPL bill. That type of transparency instills confidence in ratepayers about what is being discussed.

Additionally, a lot of focus by the City was placed on downtown and as Mayor Ballard and Mr. Paul Mitchell discussed, "top talent" and catering "to particular customer segments" respectively (Mayor Ballard testimony A19-22; Mitchell testimony A36). Clearly since all IPL ratepayers are being asked to incur a rate increase all segments of the community should receive equal attention. These statements send a clear message that all are expected to pay, but not all are welcome to the use the service.

The distribution of charging stations and when they are rolled out further demonstrate the lack of interest in "particular customer segments" of our community. The stations are not slotted for the low income and minority areas of the city. And no consideration on the impact of the rate increase to low income, elderly or the disabled was given. As a matter of fact no minority owned newspaper was listed as an advertisement of the notice for the rate increase according to documents filed with the IURC. A notice was placed in Boone, Shelby, Hamilton, Hancock, Hendricks, Johnson, Owen, Morgan and Putnam counties along with the Indianapolis Star in Marion County.

It's my understanding IPL has received approval for more than \$1.7 Billion in cost recovery in the last four years alone. In fact, IPL customers' bills have already increased significantly in the last ten years, as much as 50% depending on customer's monthly usage. This in addition to extraordinary increases in water and sewer bills that have proved burdensome to Marion County residents. For example the water bill for my collective housing addition paid approximately \$1,000 per month ten years ago, today we pay over \$3,000 per month.

Meanwhile, incomes have been trending downward, leaving Marion County residents asking to do more with far less and struggling to make ends meet. According to the most recent data, annual household incomes in Indianapolis have declined nearly \$7,000 since 2005 and are continuing to decline. (<http://www.deptofnumbers.com/income/indiana/indianapolis/>)

It's no doubt that Hoosiers' costs are increasing. Everything costs more and income has decreased. It is immoral to assume that Hoosiers in my district can bear the brunt of these increases for the sake of the profitability of a French Fortune 500 corporation. Sadly, those asking for a rate increase to benefit this company, have not stepped up to ask for a minimum wage increase for their employees or others. None were at the State Capitol this session asking to keep the Energize Indiana program which helps to lower electric bills. Many of the businesses and organizations were at the Statehouse asking for another tax increase to pay for mass transit however.

While some may feel \$0.44 per month is not much, it is for those on fixed income. A penny is a lot of money if you don't have it to pay for a purchase. And, it will cause your utility to be disconnected if you are short on the payment.

No documentation or proof was given showing this will be a success. In fact Mr. David Rosenberg stated in his testimony that ' there is no guarantee the program will be profitable (Rosenberg A26). Gut feelings should not be used as a standard when asking for people's hard earned dollars. As a matter of fact, if the advocates of this program were so sure of the success then they would be confident with moving forward with this program without asking ratepayers to subsidize the project. If BlueIndy proves to be profitable, the Bollore Group and private businesses will reap the benefit of their investment. Saddling ratepayers with the uncertainty of the BlueIndy venture is simply the wrong thing to do.

I urge you to oppose the City's request for \$16 Million from these captive customers in Cause Number 44478 as this is not an appropriate use of ratepayer money.

I do not feel the City should make IURC compelled to approve the rate increase by saying we will lose the project if approval is not granted (Mayor Ballard A34). Taxpayers have been told this time and time again to get projects approved, in some instances the projects moved forward and still fell apart. In this case with the strong feelings from the advocates that this will be a success, even without adequate data, there should be no reason Bollore couldn't move forward as it will be profitable. .

This request would start a terrible precedent. Ratepayers currently pay for service they use. This request, if approved tells businesses they don't need to take on any fiscal risk because ratepayers and/or taxpayers will foot the bill. This is a capitalist county and government should allow and treat businesses as such. As a legislator I constantly hear businesses complain about government, but it never fails that they ask government for tax dollars or ways to pass on their costs and risks to ratepayers. In our country good ideas become successful.

The bottom line is that a lot of assumptions have been made without data to back up any of those claims. It is unfortunate that the ratepayers, many of whom are on fixed or low income, are being asked to assume the risk of a business project because those businesses refuse to take on the full risk of an unproven and potentially profit-losing venture. This should be a customer demand driven model not a business supply model in which ratepayers take on the risk and the loss. This request is not justified.

I recommend the following:

1. OUCC oppose the rate increase in its entirety
2. IURC deny the rate increase
3. The City of Indianapolis conduct a feasibility analysis of such a project in conjunction with Bollore and IPL
4. Public hearings be held around the city asking for feedback on the project, funding ideas, terms of the contract and risk to ratepayers
5. If the project moves forward there are several other ways in which this project can be carried out without burdening all ratepayers with the cost such as:
 - a. Bollore paying the cost, they are a \$13B Fortune 500 company in Europe and is in a much better fiscal situation to pay the costs than my constituents, many of whom are on fixed income
 - b. The City listed many businesses and entities who support the program, those businesses could pay the build-out cost, just as they've paid for many innovative ideas in the past like commitments to get the Super Bowl
 - c. The cost could be recouped from those whom will actually use the service and therefore the cost could be a part of their rental charge
 - d. The City could seek funding from foundations and/or endowments.
6. A clear vetting with the public of the contracts related to this project.
7. Require all pricing to be made before a decision is rendered and require the City to have a signed agreement with Bollore and IPL regarding future increases. The City should approve all increases
8. The IURC hold a rate case hearing
9. The City of Indianapolis answer all questions in this letter and share them and other information with the public before a decision is made.

Lastly, I urge you to convey in your comments that IPL, nor any utility, should be allowed to continue using ratepayers as economic development tools for any initiative beyond safe and reliable utility service and investments that benefit utility ratepayers and the utility system.

Thank you for your attention to this urgent matter.

Sincerely,



Cherrish S. Pryor
State Representative
House District 94

Cc: Commissioner Carolene Mays, IURC

Swinger, Anthony

From: Michael J. McQuillen [Michael@politicalparade.com]
Sent: Wednesday, June 11, 2014 9:10 PM
To: UCC Consumer Info
Cc: mike@mikemcquillen.com
Subject: IURC Cause No. 44478

June 11, 2014

Indiana Office of Utility Consumer Counselor
115 W. Washington Street
Suite 1500 South
Indianapolis, Indiana 46204

Re: IURC Cause No. 44478

To Whom It May Concern:

As a grandfather, member of the Indianapolis City-County Council, and utility ratepayer, I am in full support of IPL's filing regarding the BlueIndy car share initiative (IURC Cause No. 44478).

Initiatives such as these help solidify the future of our great city and state. BlueIndy and the Bolloré Group are bringing a direct, foreign investment of \$35 million and discussions have been ongoing about other potential opportunities for the Bolloré Group throughout our entire state.

BlueIndy is the first all-electric car share service in North America. Car share adds to the quality of life and transportation solutions for our residents, is a unique amenity for visitors, and will help save the city and business fleets money.

Indianapolis Power & Light (IPL) is the correct entity to install the infrastructure necessary and should be allowed to potentially recover certain costs through rates. The expansion of electric infrastructure will help the community at large, outside of the incredible benefits the service brings. Further, the data that IPL is able to gain through this initiative will benefit utilities throughout the entire state in regards to electric vehicles.

Thus, I offer my full support of the BlueIndy initiative and IPL in IURC Cause No. 44478.

Thank You,

Michael J. McQuillen
Councillor
District 12
mike@mikemcquillen.com

Swinger, Anthony

From: Steven L. Tuchman [STuchman@lewis-kappes.com]
Sent: Thursday, May 08, 2014 5:44 PM
To: UCC Consumer Info
Subject: IPL Electric Vehicle Case

I live at 3952 E. 79th St., Indianapolis, IN 46240 and am an IPL customer at that address. My more specific contact information is found below.

I have never been in contact with the OUCC or the IURC.

I typically note in the press matters that will affect utility rates and think that they are relevant and that the commission and the adversary process will sort out the details in a manner consistent with the best interests of the public.

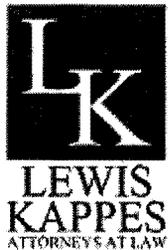
I am outraged at even the attempt to pass on the so-called shortfall costs of the Blueindy project onto the rate payers. I have no problem with experimenting with electric cars for share in our community. But not if a private enterprise needs to soak every rate payer to line its pockets for a service that will be used by an overwhelming minority of both customers and non-customers of IPL.

Indianapolis is an urban center that is becoming more interesting and economically diverse by leaps and bounds. If a community is needed as a guinea pig to make this project work, let them find another more gullible location and let the company return when it has its business model figured out. It should be irrelevant how much politicians, chambers of commerce, lobbyists and otherwise bray that the project can't happen without ratepayer subsidy. If the project needs such a subsidy any proffered justification is just smoke and mirrors in an attempt to support the unjustifiable. Upon balance, there is no public interest being served.

But in the meantime, please, not at my expense.

Cordially,
Steven L. Tuchman

[website](#) | [map](#)



Steven L. Tuchman

Director

LEWIS KAPPES

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Indianapolis, IN 46282

P: 317.639.1210

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-----Original Message-----

From: Web Form Poster [mailto:e007@msn.com]

Sent: Thursday, April 24, 2014 10:13 AM

To: UCC Consumer Info

Subject: Website Contact Form

Title: Mr.

First Name: Ernest

Last Name: Wilson

Email: e007@msn.com

Street Address: 7924 Vineyard Dr

City: Indianapolis

State: IN

Zip: 46260

Phone: (317)258-0821 ext.

Type: home

No Phone Service:

Case Number: IPL - 44478

Comments: IPL is seeking a rate increase to provide a new electric car program. I am opposed to this increase. I don't own or plan on owning an electric vehicle and should not be charged for a service I don't or won't use. If IPL wants to charge the users of this service to recoup their costs so be it. But please dont increase my fees for a service that I have no interest in using.

Swinger, Anthony

From: Ali Finkelmeier [afinkelm@gmail.com]
Sent: Wednesday, June 11, 2014 5:04 PM
To: UCC Consumer Info
Subject: IURC Cause No. 44478

To Whom It May Concern:

My name is Alison Finkelmeier. I live at 355 E. Ohio Street, #122, Indianapolis, IN 46204. My email is afinkelm@gmail.com, and my daytime phone number is (317) 413-6622.

I believe that the BlueIndy contract is immensely beneficial to the community of Indianapolis. As a downtown resident, I was extremely excited to hear that there will be another option for transportation around the county, and I love that the company uses electric vehicles only. I think the fact that Indianapolis cares about the environment will attract more youthful residents to the city. Moreover, I believe that it will be another compelling reason for those choosing sites for conventions and events to choose Indianapolis. Like the bike share, I believe that BlueIndy will take off in the same way and be extremely successful. I absolutely support BlueIndy coming to Indianapolis.

Thank you for your time.

Swinger, Anthony

From: Andrew Spohn [andrewspohn@gmail.com]
Sent: Wednesday, June 11, 2014 5:49 PM
To: UCC Consumer Info
Subject: IURC Cause No. 44478

My name is Andrew Spohn and I live in Indianapolis at 2400 W. 42nd St. 46228.

I think the BlueIndy program seems like a great idea and it is something that allows for energy independence. The fuel industry causes a lot of global conflict and fossil fuels are not renewable. Something has to change, and I think the car share model is fantastic. It cuts down on the number of noisy vehicles in our city and it reduces pollution as well. I wish we had more solar and wind power to create the electricity for the vehicles, but we can progress to that in the future. There is no way to create fossil fuels out of the wind or sun. I am willing to pay much more than \$.044 per month to help BlueIndy to start.

Contact me if there is any other way I can support this car share program.

--

Andrew Spohn
765-580-2445

Swinger, Anthony

From: andy@bigcar.org on behalf of Andy Fry [andymfry@gmail.com]
Sent: Wednesday, June 11, 2014 2:22 PM
To: UCC Consumer Info
Subject: IURC Cause No. 44478

I just wanted to send a letter in full support of the electric car share program, BlueIndy.

Thanks!

Andy Fry & Emily Watkins
1323 Wright Street
Indianapolis 46203

Swinger, Anthony

From: Bill Lovejoy [blovejoy123@yahoo.com]
Sent: Friday, June 13, 2014 9:54 AM
To: UCC Consumer Info
Subject: IURC Cause No. 44478

Dear IURC,

I'm writing to express my strong support for the BlueIndy electric car program. Along with being an innovative option vs. gas-burning cars, thus helping our air quality, it's a great example of how our city can lead in the development of safe, clean transportation alternatives that also help reduce our dependence on foreign oil.

I believe this program would be beneficial to the Indianapolis metropolitan area and I hope you will continue and expand it. Thank you.

Sincerely,

Bill Lovejoy

Bill Lovejoy
829 Greer Street
Indianapolis, IN 46203
H - 317-491-1985 C - 317-409-4747

Swinger, Anthony

From: Billie Scott [billiescottpr@sbcglobal.net]
Sent: Wednesday, June 11, 2014 4:38 PM
To: UCC Consumer Info
Subject: IURC Cause No. 44478

Dear Commissioners,

I am writing to encourage approval of the BlueIndy contract by the Indiana Utility Regulatory Commission. Although I reside on the northern edge of Marion County and may not be a regular user of the BlueIndy electric car share service, I can see so many benefits that would greatly outweigh any downside that might potentially arise. Notably:

- Our city's most dominant shopping facilities are outside the downtown area, although we do have a nice mall in Circle Centre. Since we are such a strong convention city and many conventions have spouse programs which may include shopping excursions, it is important that there be transportation options outside of taxis or (ugh) IndyGo.
- There are other cultural attractions outside the downtown area that are likewise quite appealing to out-of-town visitors, notably Conner Prairie, the IMA, the IMS, Broad Ripple and other districts that cannot be accessed via foot. Again, the only real option for out-of-town visitors are taxis.
- I must mention, too, that there are numerous fine restaurants along the 86th Street corridor near Keystone that might receive an economic boost from out-of-town visitors if there were a way to travel there without incurring the expense of a round-trip taxi ride.
- I occasionally must travel outside the downtown area (where my office is located) during the business day and would almost prefer to take a BlueIndy vehicle as opposed to a very lengthy walk to and from my car to drive to those appointments.
- I realize there is an every-growing downtown residential population who will probably advocate approval of this contract on their own. I have spoken to many of them, who are very excited about the prospects of the BlueIndy service which may eliminate the need to own two vehicles and which may, in the long run, reduce the amount of unnecessary vehicular traffic in the downtown area.

I appreciate the opportunity to share my point of view and want to emphasize, in closing, that this is a step for our community that makes infinite sense and will leapfrog us forward to join the ranks of other cities throughout the U.S. who are taking serious steps to step up sustainability efforts.

Best regards,

Billie J.(Scott) Fouts, APR, PMP
8528 Olde Mill Cir., E. Dr.
Indianapolis, IN 46260
317.442.7147
Email: billiescottpr@sbcglobal.net
LinkedIn: www.linkedin.com/in/billiescott

Swinger, Anthony

From: Bob Bryant [bbryant@500festival.com]
Sent: Thursday, June 12, 2014 5:32 PM
To: UCC Consumer Info
Subject: IURC Cause No. 44478

To whom it may concern,

I am in favor of the BlueIndy electric car service and believe it is a relevant public transportation option that also has a positive impact on energy efficient and pollution-free transportation alternatives. Not only is the service a viable public transportation opportunity but also one which further influences community and personal choices which are better for the environment. I strongly encourage positive consideration of this new service.

Sincerely,

Bob Bryant

President & CEO

500 Festival, Inc.

500 Festival Foundation

21 Virginia Ave., Suite 500

Indianapolis, IN 46204

Phone: (317) 614-6134 (Asst.- Lisa Velasquez)

Cell: (317) 910-4182

Fax: (317) 614-6163

Email: bbryant@500festival.com

Indiana resident:

11121 E. Lakeshore Dr.

Carmel, IN 46033

Swinger, Anthony

From: Robert Meyer [robert.meyer@comcast.net]
Sent: Thursday, June 12, 2014 5:53 PM
To: UCC Consumer Info
Cc: hmuller@ier.aero; Brian Rust
Subject: IURC Cause No. 44478

Indianapolis needs BlueIndy

Hello,

My wife and I feel strongly that Indy will greatly benefit from the BlueIndy initiative and that our public institutions should do all they can to support the electric car rental program.

Please accept these bullet points as an efficient way to list why we feel as we do:

- Short term car rentals negate searching for parking and mean our city eventually can diminish the amount of real estate it devotes to parking lots and parking structures. More productive uses for these areas would benefit Indy.
- Electric rental cars would be an attraction for the young, well educated knowledge worker that Indy must compete to for. Electric cars enable our city to stand out and make a statement that Indianapolis adapts and helps integrate new technologies into its citizens lives.
- Young people are demonstrating their lack of interest, and perhaps their economic inability, to own cars. Yet they still need affordable transportation. Short term car rentals enable them to avoid insurance, maintenance, licensing, gas, titling, financing, parking, etc. That money can instead be spent in ways that far better improve their young lives than car ownership.
- We suspect experience will show that short-term car rental will do much to increase public transportation usage. (An area in which Indianapolis needs improvement.) Transportation can be “multi-modal” where a car rental is only the first step in reaching a destination. Public transportation (bus and even taxi) may integrate with and be supported by short term electric car rental.
- Electric cars are a clean, quiet and emission-free mode of transportation. By-products of their use are concentrated at the generating source where their capture can be done efficiently.
- Electric cars make for a more pleasant urban environment. Less noise and noxious order.

Finally and on a more personal level, my wife and I, who are retired and live in Washington Township, have an all-electric, plug-in car which we now both greatly prefer over our other vehicle. That second car, which is an upscale, low mileage conventional gas vehicle, previously kept us very happy, and by any other measure would be considered a highly desirable vehicle. Now neither of us wish to drive it as we are so in love with our electric alternative. We even schedule our activities such that we can share the electric and to avoid the gas one. Conceivably we might sell the gas car, only own the electric, and rent BlueIndy vehicles during the instances where we both must drive separately to different locations at the same time.

We urge you to take those policy and financial steps which will enable BlueIndy to begin a modern, clean and efficient addition to Indy’s transportation structure. Please feel free to contact me should you wish to discuss this further.

Thank you for taking the time to consider our thoughts.

Bob & Gayle Meyer

3625 Bay Road North Drive
Indianapolis, IN 46240
317-432-3371, cell & text
robert.meyer@comcast.net

Swinger, Anthony

From: Web Form Poster [Chris.Reading@cummins.com]
Sent: Wednesday, June 11, 2014 2:42 PM
To: UCC Consumer Info
Subject: 44478 - Chris Reading

Title: Mr.
First Name: Chris
Last Name: Reading
Email: Chris.Reading@cummins.com
Street Address: 1513 Fletcher Ave
City: Indianapolis
State: IN
Zip: 46203
Phone: (812)377-5747 ext.
Type: work
No Phone Service:
Case Number: IURC Cause No. 44478

Comments: I support electric car share program -- IURC Cause No. 44478. Announcement of this service was part of our decision to become a one-car household (we sold our other car); our thinking is electric car is available to rent if we both need car at the same time. Typically we use alternate transportation: bicycle, bus, walk, CIRTAsponsored commuter van. Electric car service means (for our household) one less car owned in Indianapolis. This helps resolve parking concerns and many other issues faced as we become more densely populated. This service needs to manifest as a viable opportunity for this trend to continue; if this is not realized others will not give up cars; we may need to purchase a second car; others moving to town may need to purchase a car and park it somewhere if electric car service is not in place. I support electric car share service since this will support the development of Indianapolis as a whole.

Swinger, Anthony

From: Web Form Poster [jeff030167@hotmail.com]
Sent: Thursday, June 12, 2014 8:21 PM
To: UCC Consumer Info
Subject: 44478 - Jeff Miller

Title: Mr.

First Name: Jeff

Last Name: Miller

Email: jeff030167@hotmail.com

Street Address: 558 Fletcher Ave

City: Indianapolis

State: IN

Zip: 46203

Phone: (317)917-0545 ext.

Type: home

No Phone Service:

Case Number: IURC Cause No. 44478

Comments: I am fully in support of the BlueIndy electric vehicle program and am hopeful it can move forward. Thanks for your consideration!

Swinger, Anthony

From: Jeff Wood [Jeff_Wood@tomwood.com]
Sent: Thursday, June 12, 2014 3:02 PM
To: UCC Consumer Info
Subject: Support for BlueIndy EV Car Share Program (IURC Cause # 44478)

Support Requested for BlueIndy EV Car Share Programs: (IURC Cause # 44478)

This is in response to the support of Indiana Power & Light's rate change request of 0.5%, to help facilitate the City of Indianapolis's proposal to create an electric vehicle share program for public use in conjunction with the Bollorè Group.

As a local business within the Indianapolis area, we view this as the advancement in electrification transportation and a closer step in the right direction towards the reduction of foreign energy supply dependency. We would like to state our support for this funding and program as we believe that the city will benefit from this venture, setting the precedence nationwide as a leader in energy conservation. We look forward to its success.

Sincerely,

Jeff

Jeff Wood, President

Tom Wood Automotive Group
3003 E. 98th Street, Suite 201
Indianapolis, IN 46280
317-574-2342 phone
317-573-9895 fax
www.tomwood.com

Swinger, Anthony

From: Web Form Poster [john@johnbragg.com]
Sent: Wednesday, June 11, 2014 12:20 PM
To: UCC Consumer Info
Subject: Website Contact Form

Title: Mr.

First Name: John

Last Name: Bragg

Email: john@johnbragg.com

Street Address: 12 E. Ray St.

City: Indianapolis

State: IN

Zip: 46225

Phone: (317)972-8171 ext.

Type: work

No Phone Service:

Case Number: IURC Cause No. 44478

Comments: I am in full support of the BlueIndy car share program. I would like to see cars installed in the Stadium Village area around Lucas Oil Stadium.

Swinger, Anthony

From: Web Form Poster [bethanyandkelly@gmail.com]
Sent: Wednesday, June 11, 2014 3:04 PM
To: UCC Consumer Info
Subject: 44478 - Kelly Weger

Title: Mrs.
First Name: Kelly
Last Name: Weger
Email: bethanyandkelly@gmail.com
Street Address: 1621 Lexington Ave.
City: indianapolis
State: IN
Zip: 46203
Phone: (734)320-5908 ext.
Type: mobile
No Phone Service:
Case Number: 44478
Comments: I am writing in support of Indy's new BlueIndy Car Share program. This is a natural next step after the introduction of the wonderful bikeshare program.

By creating a comprehensive network of transportation options that reduce the reliance on individually owned and operated vehicles, Indy is stepping into the 21st century. These types of programs are growing rapidly in cities around the world, and are especially critical where the mass transit system is lacking. Knowing that you can easily gain access to a car downtown if needed means that more people will be willing to bike or bus into downtown, without risk of being stranded.

I hope that this is a stepping stone, and the next piece should include an overhaul of IndyGo to make it a more reliable, comprehensive, and expedient system for people of all walks of life.

Sincerely,

Kelly Weger, RA, LEED AP

Swinger, Anthony

From: Linda Jackson, APR [linda.jackson@borshoff.biz]
Sent: Friday, June 13, 2014 6:27 AM
To: UCC Consumer Info
Subject: IURC Cause No. 44478

Good morning,

As a downtown worker and a member of a family who has more drivers than cars, I would like to express my support for the BlueIndy electric car share program. Not only will the program benefit me personally, because it would provide transportation on days my husband and I both need a car to get to client meetings, it would also allow us to save money on transportation. I also believe this is the right thing for Indianapolis to do. It puts our city in a national spotlight, and shows that Indianapolis can be forward-thinking and a desirable place to live.

Thanks for your consideration.

Best regards,
Linda Jackson
10896 Weston Drive
Carmel IN 46032
(317) 631-6400

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Swinger, Anthony

From: Marty Rosenberg [mrosenberg@corner-enviro.com]
Sent: Thursday, June 12, 2014 9:32 AM
To: UCC Consumer Info
Subject: IURC Cause No. 44478

To Whom It May Concern:

I am sending this note in support of BlueIndy. What a great way to enhance transportation in the downtown area while reducing the demand of fossil fuel. There has been a great "buzz" about the program since it was announced. Many companies and individuals are excited to have this service for business and personal use available and are looking forward to utilizing it.

I am very excited about the BlueIndy program and hope that your committee sees the many benefits that a service like this will bring to our City.

Sincerely,

Martin Rosenberg
3410 Boxwood Drive
Indianapolis, IN 46227

317/701-0277
mrosenberg@corner-enviro.com

Swinger, Anthony

From: Web Form Poster [aelrod@indychamber.com]
Sent: Thursday, June 12, 2014 3:47 PM
To: UCC Consumer Info
Subject: 44478 - Michael Huber

Title: Mr.
First Name: Michael
Last Name: Huber
Email: aelrod@indychamber.com
Street Address: 111 Monument Circle, Suite 1950
City: Indianapolis
State: IN
Zip: 46204
Phone: (317)464-2241 ext.
Type: work
No Phone Service:
Case Number: IURC Cause No. 44478
Comments: Please find the following statement of support:

June 12, 2014

â BlueIndy sends a message to the global business community: Indy is a strategic trendsetter. Moving our community toward clean energy usage is not only an important initiative led by Mayor Ballard, but is also an industry that the Indy Chamber focuses on growing in our ongoing economic development efforts. Adding an all-electric car sharing program gives us a spot in the limelight and shows young professionals that Indy is a destination for innovation and success. We encourage the business community to support IPL's proposed changes in its rates and charges to sustain this project.â

Michael Huber
President and CEO
Indy Chamber

Additionally, I am resubmitting the following letter originally submitted on behalf of the Indy Chamber in support of the BlueIndy car share program, dated December 12, 2013.

Indiana Utility Regulatory Commission
PNC Center
101 West Washington Street
Suite 1500 E
Indianapolis, IN 46204

Dear Commissioners:

I hope this letter finds each of you well; I am writing today to offer the Indy Chamber's support of the proposed electric car-sharing system announced by the City of Indianapolis in June of this year.

Throughout the administration of Mayor Greg Ballard, our city government has pursued innovative ways for private enterprise to enhance public services. The expansion of Bolloré's subsidiary IER's Autolib car-sharing program into Indianapolis would continue this trend toward saving citizens money and improving the quality of life in our city.

Indianapolis was one of five municipalities considered by IER for initial U.S. investment because of an ongoing commitment to reducing dependence on foreign oil â a commitment highlighted by the mayorâ s previous decision to convert the cityâ s entire fleet of 3100 vehicles to alternative energy sources by 2025. Over several visits, IER was impressed by the shared commitment of city officials, businesses, universities, non-profit leaders and residents to make this program succeed for both the permanent downtown population and an increasing amount of visitors hosted by Indianapolis each year.

In advance of the programâ s launch, the city continues to engage IER in selecting sites that will maximize visibility and use of the service. As you know, Indianapolis Power & Light has also been a strong partner in working to install the charging infrastructure and connect the equipment to the existing power grid. The car-sharing program highlights the tremendous capability of different sectors to work together in the name of the public good and economic development.

I am appreciative of the work you have done thus far to implement this ground-breaking initiative. The IURC has a unique opportunity to diversify transportation options available in Indianapolis and place our city on the leading edge of car-sharing technology. The Indy Chamber urges the commission to capitalize on it.

Respectfully,

Michael Huber
President and CEO
Indy Chamber
mhuber@indychamber.com
317.464.2210

Swinger, Anthony

From: Web Form Poster [molly@indyhub.org]
Sent: Thursday, June 12, 2014 10:52 PM
To: UCC Consumer Info
Subject: 44478 - Molly Chavers

Title: Mrs.
First Name: Molly
Last Name: Chavers
Email: molly@indyhub.org
Street Address: 5345 N Delaware St
City: Indianapolis
State: IN
Zip: 46220
Phone: (317)508-3128 ext.
Type: mobile
No Phone Service:
Case Number: Electric car share
Comments: I am writing in support of the Indianapolis car share program as proposed by the Bollore Group. Thank you.

Swinger, Anthony

From: Peter J. Schubert [deepsky137@gmail.com]
Sent: Thursday, June 12, 2014 1:54 PM
To: UCC Consumer Info
Subject: IURC Cause No. 44478

From: Peter J. Schubert, Ph.D., P.E.
540 E MIAMI ST., Indianapolis, IN
Day phone 317-278-0812

Dear Commissioners,
Please accept my support for the BlueIndy project. As a resident of the Lockerbie Square neighborhood I walk or bike to work and to most errands, needing a car only occasionally. It would be a great convenience to me, and a cost savings as well, to sell my existing gasoline powered car, and use the BlueIndy cars for those errands and trips needing 4 wheels. It would also please me to use locally-sourced energy instead of petroleum for my mobility. I believe many others in our community would find similar positive benefits to this new program.

Thank you for your favorable consideration,
Peter



June 3, 2014

PEOPLE FOR URBAN PROGRESS

Consumer Services Staff
Indiana Office of Utility
Consumer Counselor
115 W. Washington Street, Suite 1500 South
Indianapolis, Indiana 46204

Re: IURC Cause no. ~~4478~~ 44478

Ladies and Gentlemen:

I am writing on behalf of People for Urban Progress 501(c) 3 to support the IPL application for a rate increase to create the infrastructure for the BlueIndy electric car sharing program in Indianapolis.

Independent studies show that a single carsharing vehicle can serve numerous visitors and as many as 6-10 households, thus helping reduce parking needs and traffic congestion.

The results of a June 2010 study (Greenhouse Gas Emission Impacts of Carsharing in North America, Elliot W. Martin, Ph.D. and Susan A. Shaheen, Ph.D) show that North American "carsharing has provided: (1) mobility to thousands of carless households with some increase in emissions and (2) a mobility alternative to urban households that can adapt to a less auto-intensive lifestyle. The net effect of these two trends is an overall reduction in annual emissions".

An electric car-sharing program in Indianapolis would help deter emission increases, providing a viable alternative to carless households. It also promotes and supplements Indianapolis' planned multi-modal transportation network, emphasizing options and connectivity as critical to the success of our city's future.

We would very much appreciate an affirmative vote to support the spending for the infrastructure improvements necessary for the all-electric BlueIndy carsharing program.

Sincerely,

Michael Bricker
Chief Innovator, Co-Founder

Gary Reiter
BMO Harris, PUP Board Member

PEOPLEUP.ORG

1043 VIRGINIA AVE
STE. 213
INDIANAPOLIS,
INDIANA 46203

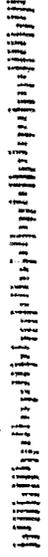


135 N. Pennsylvania Street
Suite 1000
Indianapolis, IN 46204-2404



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06 JUN 04 2014

Consumer Services Staff
Indiana Office of Utility
Consumer Counselor
115 W. Washington Street
Suite 1500 South
Indianapolis, IN 46204



46204240418

Trace cause # 94478

Swinger, Anthony

From: Elizabeth Prout [prout.twin@gmail.com]
Sent: Tuesday, June 10, 2014 4:35 PM
To: UCC Consumer Info
Subject: Oppose IPL's request for 16 million in cause number 44478

I oppose IPL's request for 16 million in cause number 44478. It's an egregious use of ratepayer money to subsidize private industry.

Rate increases in these kinds of utilities are a thing that can have grave consequences for working families. Everyone who has ever been a member of the working poor has been unable to afford a utility bill or two, and though many people manage through utility shut offs, it's not safe to live in that kind of environment. Rate increases should not be enacted willy-nilly and especially not to produce venture capital. If a private venture is strong, it should be able to attract its own capital. If it's not strong, then we shouldn't reward the cut-rate businesspeople behind the idea.

We've had enough of ethics violations surrounding our energy industry in this state and we need regulators to set appropriate boundaries. These shady deals embolden corrupt, self-serving politicians and demoralize the public. We're counting on you. Don't let this happen.

Thank you,
Elizabeth Prout
2650 putters lane
Indianapolis, IN 46222

Amanda Stricker

4819 Crestview Ave

Indianapolis IN 46205



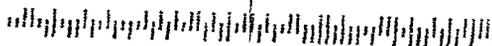
Counselor Stippler:

Please oppose IPL's request for \$16 million in Cause Number 44478.

This is NOT an appropriate use of ratepayer money! Ratepayers pay for utility service and investments that BENEFIT the utility system!

Those who can afford to invest in, and who stand to benefit from, Indy's car share program should be the ones to pay for it!

41875

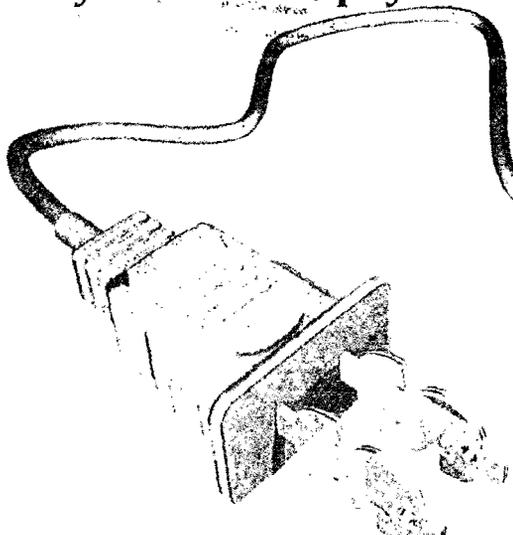


Indiana Office of
Utility Consumer Counselor
Attn: David Stippler

115 W. Washington St., Ste 1500S

Indianapolis, IN 46204

Electric utility customers pay for electricity...



... not for car share programs!

David L. Whistler
1410 S. New Jersey
Indpls., IN 46225



Counselor Stippler:

Please oppose IPL's request for \$16 million in Cause Number 44478.

This is NOT an appropriate use of ratepayer money! Ratepayers pay for utility service and investments that BENEFIT the utility system!

Those who can afford to invest in, and who stand to benefit from, Indy's car share program should be the ones to pay for it!

Indiana Office of
Utility Consumer Counselor
Attn: David Stippler

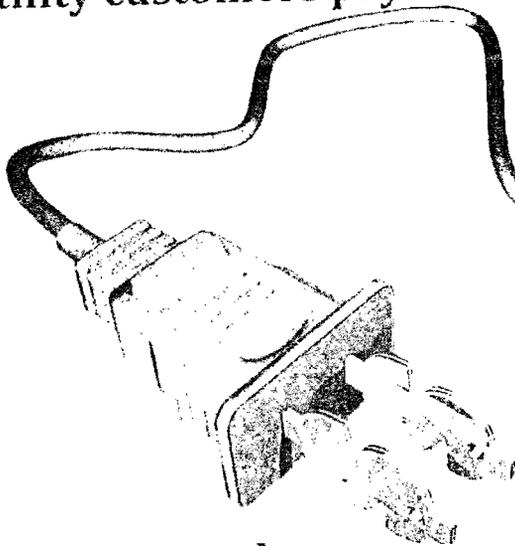
115 W. Washington St., Ste 1500S

Indianapolis, IN 46204

04341875



Electric utility customers pay for electricity...



... not for car share programs!

Swinger, Anthony

From: Alan Jung [acjung@comcast.net]
Sent: Tuesday, June 17, 2014 9:55 PM
To: UCC Consumer Info
Subject: IPL ELECTRIC VEHICLE CASE

I am a customer and ratepayer of IPL. As you can see by my address below, I do not live in Indianapolis. I am a resident of Hancock County. I am disturbed by the fact that my electric rate will increase to support the electric car-sharing program in Indianapolis.

Why will non-residents receive an increased rate to support a system that is not available to them?

Why aren't the construction costs built into the electric car rental fees?

Why aren't the construction costs borne by the city of Indianapolis, IPL and the Bollore Group?

When will the rate increase to cover the construction costs end? There is no mention in the petition on how long the Alternative Regulation Plan will be in effect.

I resent that the mayor of Indianapolis and IPL are forcing non-residents to support for an Indianapolis program.

As Rep. Cherrish Pryor, D-Indianapolis is quoted in the Indianapolis Star on June 17, 2014, "I believe that is the living definition of taxation without representation."

Alan Jung
407 Hickory Dr
Greenfield, IN 46140
acjung@comcast.net
317-490-4295

Swinger, Anthony

From: Web Form Poster [coonsteach@sbcglobla.net]
Sent: Thursday, May 22, 2014 8:31 AM
To: UCC Consumer Info
Subject: Website Contact Form

Title: Mrs.

First Name: Susan

Last Name: Collins

Email: coonsteach@sbcglobla.net

Street Address: 4812 Young Avenue

City: Indianapolis

State: IN

Zip: 46201

Phone: (317)902-7267 ext.

Type: mobile

No Phone Service:

Case Number: 44478

Comments: I have read with concern that rate payers will pay .44 per month for the electric car program in Downtown Indy. Indianapolis rate payers include a broad swath of low income residents, retirees, and others who must pay for a service that they may never use. Because the electric car program is primarily available for those living in Downtown or visiting the city, they should be the ones paying for the service. It's a low blow to sock someone with a charge for the benefit of others who are willing and able to pay! Perhaps solar panels could offset the cost of charging these vehicles. Further, it seems a ridiculous expense for residents to pay for the electric car program when our streets and highways are filled with potholes, violent gangs roam our neighborhoods, and our parks go untended. I believe that the electric car program would be suitable only if electric car users paid for the service, only if electricity charging was offset with solar or other alternative means, and only if there was a clear profit for city residents in this deal.

Swinger, Anthony

From: Web Form Poster [beckyr99@att.net]
Sent: Monday, April 28, 2014 1:50 PM
To: UCC Consumer Info
Subject: Website Contact Form

Title: Ms.

First Name: Rebecca

Last Name: Richardson

Email: beckyr99@att.net

Street Address: 6103 Crittenden

City: Indianapolis

State: IN

Zip: 46220

Phone: (317)446-8169 ext.

Type: mobile

No Phone Service:

Case Number: 44478

Comments: I am writing to strongly disagree with the request from IPL to increase our rates to pay for the ride sharing program. This request is so egregious, ridiculous and outrageous, sneaky and underhanded. I can't even believe they have the nerve! It is one thing for us to pay for a rate hike for the electric we use daily in our homes and benefit from but this will only benefit corporations, government, people with no car, people with ECars and the Bollere Group. The news articles with quotes from the Mayor's office have stated this. They should have had the funding sources in place before entering into any agreement to provide a service to this program. The plan should be to add what they have funds to cover now and use the revenue from that to add more. Asking for \$16 million up front removes any accountability for IPL and Bollere Group to be fiscally responsible. We as individuals must live within our means. We have no one to request free money from. This is an example where they should also live within their means.

While it is great to be green, get away from oil and foreign dependency, this will not benefit the majority of Marion County Citizens. This will also continue the dependency on a foreign company.

Bollere Group is only adding 100 jobs and will be benefitting financially while the majority of Marion County residence will not. Marion County should not have to foot the bill for this. How do we even know that this is even necessary? Will our bills be reduced at some point? That's right. No. They will continue to charge us monthly.

You just approved a \$14 increase for Citizens Energy for much needed infrastructure work. This is hard for those of us on fixed income to pay but we will all benefit unlike this car sharing.

Stop rubber stamping these requests! Make the utilities accountable by supplying documentation to demonstrate the need to the public. Get public input on these requests. Just to be clear. I am very much opposed to this request. I hope you do the right thing and refuse this request.

Swinger, Anthony

From: Eric Strickland [strickland@rileyarea.org]
Sent: Friday, June 13, 2014 6:04 PM
To: UCC Consumer Info
Subject: IURC Cause No. 44478

Categories: KMH - to be entered

Dear Consumer Services Staff, Indiana Office of Utility Consumer Counselor

This email is in support of IURC Cause No. 44478, the BlueIndy car share program.

As a Community Development Corporation working in the area near the center of Marion County, Riley Area Development Corporation understands first-hand how increased access to transportation options can directly improve today's neighborhood development needs and improve individual residents' quality of life.

BlueIndy car share will offer a unique option for residents in the service area of the program, while further promoting the use of alternative energy in the Central Indiana market. While other peer cities like Austin , TX have strong advocacy programs and incentives in the form of rebates, www.pluginAustin.org, BlueIndy will provide turnkey program with both equipment and stations for use.

This program will stand out amongst our peer cities as Indianapolis competes for future jobs and talented workers.

Please consider this email as our support for this program and the IURC Case.

Thank you

Eric

Eric Strickland

Executive Director
Riley Area Development Corporation
875 Massachusetts Ave., Suite 101
Indianapolis, IN 46204

Email: strickland@rileyarea.org
Cell: (317) 809-6960
Office: (317) 637-8996 x201
Fax: (317) 637-9235
www.rileyarea.org

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June 12, 2014

Indiana Utility Regulatory Commission
PNC Center
101 West Washington Street
Suite 1500E
Indianapolis, IN 46204

RECEIVED

JUN 16 2014

INDIANA UTILITY
REGULATORY COMMISSION

Dear Commissioners,

On behalf of our network of Indy's twenty and thirty-somethings, we write today in support of the electric car sharing program proposed by IER Bollore Group.

Research shows that Millennials crave multimodal transit options. IndyHub's 2013 Indianapolis network survey indicates that Indy's young professional community is in favor of more transit options in our city. The proposed plan is a great compliment to our bike share program, as well.

Indy has proven itself in our ability to be a pioneer and the electric car share will be no exception. The chance to showcase the first such program of its kind in the U.S. is a testimony to our innovative nature and desire to go the extra mile to provide an excellent customer experience for our residents and visitors alike.

IndyHub's mission is to attract, engage and motivate young professionals of all varieties to make Indianapolis a better place to live, work and play. We look forward to becoming even more of a talent magnet thanks to initiatives like the electric car program that will allow new residents the mobile flexibility to connect, explore and engage with our community without the need to own a car.

Thank you for your consideration of this letter of support.

Best regards,

A handwritten signature in black ink, appearing to read "Molly".

Molly Wilkinson Chavers
Executive Director

Swinger, Anthony

From: Web Form Poster [joh47@aol.com]
Sent: Thursday, June 19, 2014 8:21 PM
To: UCC Consumer Info
Subject: Website Contact Form

Title: Mr.
First Name: JIM
Last Name: O'HARA
Email: joh47@aol.com
Street Address: 1410 SHANNON AVE.
City: INDIANAPOLIS
State: IN
Zip: 46201
Phone: ()317-3229331 ext.
Type: home
No Phone Service:

Case Number: IPL ELECTRIC CAR SUB STATIONS

Comments: I AM WRITING YOU TO OPPOSE THE PROPOSED RATE HIKE TO PAY FOR ELECTRIC CAR SUB STATIONS FOR INDIANAPOLIS. IT IS MY BELIEF THAT THOSE WHO WANT THESE SUB STATIONS SHOULD START A PRIVATE COMPANY AND INVEST THERE OWN MONEY. THE COST OF ELECTRICITY IN THE NEXT FEW YEARS IS SET TO SKYROCKET DO TO EPA REGULATIONS. WE NEED TO DO EVERY THING WE CAN TO KEEP ELECTRICITY AFFORDABLE FOR THE POOR AND ELDERLY. joh47@aol.com