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April 28, 2021

Via Electronic Filing

Ms. Rosemary Chiavetta, Secretary
Pennsylvania Public Utility Commission
Commonwealth Keystone Building, 2nd Floor
400 North Street
Harrisburg, PA 17120

**Re: Duquesne Light Company – Tariff Electric - PA P.U.C. No. 25; Supplement No. 23
Replacement Pages and Request for Waiver of 60-Day Notice Period
Docket No. P-2020-3019522**

Dear Secretary Chiavetta:

Enclosed for filing, please find redline and final copies of four (4) Replacement Pages to Supplement No. 23 to Duquesne Light Company’s (“Duquesne Light” or the “Company”) Tariff Electric - PA. P.U.C. No. 25, and supporting documentation. Supplement No. 23 was issued April 1, 2021 as a compliance filing to implement the Commission’s Order entered January 14, 2021 in this proceeding, and has an effective date of June 1, 2021. For the reasons discussed herein, the Company respectfully requests that the Commission allow the Replacement Pages to become effective June 1, 2021, on less than 60 days’ notice, pursuant to 52 Pa. Code §§ 53.31, 53.101-102.

The enclosed Replacement Pages amend the names of the time periods applicable to the Electric Vehicle Time-of-Use (“EV-TOU”) default supply rate option, which will first become available on June 1, 2021, as follows:

Time Period	Original Terminology	Amended Terminology
1 pm – 9 pm	On-Peak	Peak
6 am – 1 pm; 9 pm – 11 pm	Shoulder	Off-Peak
11 pm – 6 am	Off-Peak	Super Off-Peak



This change is to terminology only. The Replacement Pages would make no substantive change to the upcoming new EV-TOU rate or program.

As further discussed in the attached supporting documentation, the Company is proposing this amended terminology for consistency with other utilities' three-period TOU rate options, and in response to customer polls indicating a preference for the amended terminology. Both of these factors suggest that the amended terminology may aid customer understanding of the EV-TOU rate and program.

The Company is requesting that the Commission allow the Replacement Pages become effective June 1, 2021, when the EV-TOU rate first becomes available, to avoid the need for mid-program terminology changes. On April 19, 2021, the Company advised parties to this proceeding of its intent to make this request to amend the EV-TOU time period names; as of the filing date, no parties have indicated objection.

Please do not hesitate to contact me with any questions.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Michael Zimmerman".

Michael Zimmerman
Senior Counsel, Regulatory

Enclosures

Cc: Certificate of Service

CERTIFICATE OF SERVICE

I hereby certify that a true and correct copy of the foregoing has been served upon the following persons, in the manner indicated, in accordance with the requirements of 52 Pa. Code § 1.54 (relating to service by a participant):

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On behalf of MAREC Action

Date: April 28, 2021



Michael Zimmerman

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DUQUESNE LIGHT COMPANY
Responses to 52 Pa. Code § 53.52 (a)
Tariff Electric – PA. P.U.C. No. 25

§ 53.52 **Applicability; public utilities other than canal, turnpike, tunnel, bridge and wharf companies.**

(a) **Whenever a public utility other than a canal, turnpike, tunnel, bridge or wharf company files a tariff, revision or supplement effecting changes in the terms and conditions of service rendered or to be rendered, it shall submit to the Commission, with the tariff, revision, or supplement, statements showing all of the following:**

(1) **The specific reasons for each change.**

Response:

Duquesne Light Company (“Duquesne Light” or “Company”) is proposing a tariff revision, comprising four (4) replacement pages to Tariff Electric – PA. P.U.C. No. 25, Supplement No. 23 (“Replacement Pages”), to become effective on June 1, 2021.

The changes reflected in the Replacement Pages are for the sole purpose of amending the terminology associated with its upcoming Electric Vehicle Time-of-Use (“EV TOU”) default supply option, included as part of Rider No. 8 – Default Service Supply (“Rider No. 8”) of the Company’s Tariff.

Pursuant to the Commission’s Order entered January 14, 2021, at Docket No. P-2020-3019522 (“Order”), the Company’s EV-TOU supply rate option will become effective and available June 1, 2021. The EV-TOU supply rate option provides different supply rates in each of three time periods. The Order, and the Company’s compliance filing (Supplement No. 23, issued April 1, 2021 at Docket No. P-2020-3019522), refer to these time periods as “On-Peak,” “Shoulder,” and “Off-Peak.”

The Replacement Pages amend these time period names as follows:

Time Period	Original Terminology	Amended Terminology
1 pm – 9 pm	On-Peak	Peak
6 am – 1 pm; 9 pm – 11 pm	Shoulder	Off-Peak
11 pm – 6 am	Off-Peak	Super Off-Peak

DUQUESNE LIGHT COMPANY
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Specifically, the Replacement Pages will revise the Electric Vehicle Time-of-Use Pilot Program time period names and abbreviations as follows for Rider No. 8 Default Service Supply Rate Schedule on page No. 98, No. 98A, No. 99, and No. 104A:

- “On-Peak” will become “Peak,” abbreviated “PK”
- “Shoulder” will become “Off-Peak,” abbreviated “OFF”
- “Off-Peak” will become “Super Off-Peak,” abbreviated “SUP”

This change would become effective on the same date Supplement No. 23 and the EV-TOU rate become effective; i.e., June 1, 2021.

The purpose of this change is to make the EV TOU time period terminology more understandable to customers based on customer feedback. This is a brand-new rate option and the Company’s customers have had limited exposure to TOU rates previously, so the Company wants to offer the rate with customer-preferred terms.

Please see the List of Modifications in Tariff No. 25 for further detail regarding these changes.

(2) The total number of customers served by the utility.

Response:

Approximately 606,000.

(3) A calculation of the number of customers, by tariff subdivision, whose bills will be affected by the change.

Response:

Since the EV-TOU rate has not yet been implemented, no customer bills will be affected by this change.

(4) The effect of the change on the utility’s customers.

Response:

Since the EV-TOU rate has not yet been implemented, the proposed change will have no effect on the Company’s customers.

(5) The effect, whether direct or indirect, of the proposed change on the utility’s revenues and expenses.

Response:

DUQUESNE LIGHT COMPANY
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The proposed change will have no effect on the Company's revenues and expenses.

(6) The effect of the change on the service rendered by the utility.

Response:

The proposed change will have no impact on the service rendered by the utility.

(7) A list of factors considered by the utility in its determination to make the change. The list shall include a comprehensive statement as to why these factors were chosen and the relative importance of each. This subsection does not apply to a portion of a tariff change seeking a general rate increase as defined in 66 Pa. C.S. § 1308 (relating to voluntary changes in rates).

Response:

Customer comprehension is the top priority. The Company considered whether the change would benefit customers by improving their understanding of the EV TOU rate. This is particularly important because the EV-TOU rate is a new rate option, and the Company's customers may have had limited prior experience with time-of-use rates.

The Company also considered consistency with other EDCs' terminology when evaluating this change. Such consistency can aid customer comprehension, particularly for those customers who move from one EDC's service territory to another, as well as for other stakeholders.

(8) Studies undertaken by the utility in order to draft its proposed change. This paragraph does not apply to a portion of a tariff change seeking a general rate increase as defined in 66 Pa. C.S. § 1308.

Response:

In addition to the customer polls discussed below, the Company reviewed peer utility websites to evaluate commonly used terminology to describe TOU time and pricing periods. The Company determined that the terminology "peak," "off-peak," and "super off-peak" was more consistent with other EDCs' nomenclature for three-period time-of-use rate programs, including PECO's Smart Time Pricing TOU rate program. *See* Docket No. P-2020-3019290, Opinion and Order entered December 3, 2020.

(9) Customer polls taken and other documents which indicate customer acceptance and desire for the proposed change. If the poll or other

DUQUESNE LIGHT COMPANY
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documents reveal discernible public opposition, an explanation of why the change is in the public interest shall be provided.

Response:

The Company conducted a customer survey between March 24, 2021 and March 29, 2021 and asked customers about EV-TOU rate terminology.

When asked which name best described the medium rate window (currently listed in the tariff as “Shoulder”) (n=1,231):

- 42% of customers selected “Off-Peak”
- 35% of customers selected “No preference”
- 23% of customers selected “Shoulder”

When asked which grouping of names they preferred to describe the rate windows (n=1,175):

- 46% of customers selected “Super Off-Peak, Off-Peak, On-Peak”
- 35% of customers selected “Off-Peak, Shoulder, On-Peak”
- 19% of customers select “No Preference”

These polls indicate a comparative customer preference for the proposed terminology in the Replacement Pages.

(10) Plans the utility has for introducing or implementing the changes with respect to its ratepayers.

Response:

Upon filing the Replacement Pages, the Company will update the clean version of Supplement No. 23 currently hosted on its public website (<https://duquesnelight.com/service-reliability/service-map/rates/tariff-resources>) under the “Pending Supplements” section, where it will be maintained until final Commission order on this matter.

(11) F.C.C., F.E.R.C., or Commission orders or rulings applicable to this filing.

Response:

Other than the Commission’s Order entered January 14, 2021, at Docket No. P-2020-3019522 approving the EV-TOU rate, the Company is not aware of any F.C.C., F.E.R.C., or Commission orders or rulings applicable to this filing.

**BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

Petition of Duquesne Light Company	:	
for Approval of Its Default Service Plan	:	Docket No. P-2020-3019522
for the Period From June 1, 2021	:	
through May 31, 2025	:	

VERIFICATION

I, Sarah Oleksak, hereby state that the facts set forth above are true and correct to the best of my knowledge, information and belief, and I expect to be able to prove the same at a hearing held in this matter. I understand that the statements herein are made subject to the penalties of 18 Pa.C.S. § 4904 (relating to unsworn falsification to authorities).



Dated: April 28, 2021

STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 8 – DEFAULT SERVICE SUPPLY

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

Default Service Supply (“DSS”) provides residential, commercial, industrial and lighting customers on the applicable rate schedules with a default service supply rate that is determined based on competitive auctions to acquire the energy to serve the load of customers taking service under the provisions of this Rider. Small and medium commercial and industrial customers are defined in Rate Schedules GS/GM and GMH. For purposes of this rider, medium customers are those customers with a monthly metered demand that is at least 25 kW and less than 200 kW, on average, in a twelve (12) month period. For purposes of assigning customers not being served by an Electric Generation Supplier (“EGS”) to the applicable supply rate, Duquesne Light shall evaluate the customer’s twelve (12) most recent months of monthly billing demand for that customer available in October of the preceding year. If the customer’s average monthly billing demand is less than 25 kW in the twelve (12) months, then that customer shall be assigned to the supply rate for small commercial and industrial customers effective with their January billing. If the customer’s average monthly demand is greater than or equal to 25 kW but less than 200 kW in the twelve (12) month period, then that customer shall be assigned to the supply rate for medium commercial and industrial customers effective with their January billing.

(C)

Eligible customers may elect to enroll in the Company’s Electric Vehicle Time-of-Use Pilot Program (“EV-TOU”). The Electric Vehicle Time-of-Use Pilot Program is available to customers that (i) are served under Rate Schedules RS, RH, RA, GS/GM, or GMH; (ii) own or lease a highway-capable plug-in battery electric vehicle or plug-in hybrid electric vehicle, or operate electric vehicle charging facilities at the service location; (iii) are not enrolled in the Company’s Customer Assistance Program, budget billing, or virtual meter aggregation; (iv) have not de-enrolled from the Electric Vehicle Time-of-Use Pilot Program, for any reason, within the last twelve (12) months; and (v) comply with any other applicable Electric Vehicle Time-of-Use Pilot Program rules established at Docket No. P-2020-3019522 or subsequent proceeding. Customers enrolled in the Electric Vehicle Time-of-Use Pilot Program will be moved to the applicable Electric Vehicle Time-of-Use Pilot Program supply rate.

(C)

DEFAULT SERVICE SUPPLY RATE

Residential

(Rate Schedules RS, RH and RA)

Application Period	Supply Charge - ¢/kWh	Electric Vehicle Time-of Use Pilot Program⁽¹⁾		
		Supply Charge - ¢/kWh		
		On-Peak	Shoulder Off-Peak	Super Off-Peak
June 1, 2021 through November 30, 2021	5.4595	9.0063	3.5396	2.5610
December 1, 2021 through May 31, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2022 through November 30, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2022 through May 31, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2023 through November 30, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2023 through May 31, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2024 through November 30, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2024 through May 31, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX

(C)

(I) (C)

⁽¹⁾ The Electric Vehicle Time-of-Use Pilot Program is year-round, seven (7) days per week, including holidays. **On-Peak** Hours are 1:00 PM to 9:00 PM. **Shoulder Off-Peak** Hours are 6:00 AM to 1:00 PM and 9:00 PM to 11:00 PM. **Super Off-Peak** Hours are 11:00 PM to 6:00 AM.

(C) – Indicates Change

(I) – Indicates Increase

ISSUED: APRIL 1, 2021

EFFECTIVE: JUNE 1, 2021

STANDARD CONTRACT RIDERS - (Continued)

(C)

RIDER NO. 8 – DEFAULT SERVICE SUPPLY - (Continued)

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

DEFAULT SERVICE SUPPLY RATE - (Continued)

Small Commercial and Industrial customers with monthly metered demand less than 25 kW.

(Rate Schedules GS/GM and GMH and Rate Schedule UMS⁽¹⁾)

(C)

Application Period	Supply Charge - ¢/kWh	Rate Schedules GS/GM and GMH Electric Vehicle Time-of Use Pilot Program ⁽²⁾		
		Supply Charge - ¢/kWh		
		On-Peak	Shoulder-Off-Peak	Super-Off-Peak
June 1, 2021 through November 30, 2021	5.2649	8.3225	3.7053	2.6448
December 1, 2021 through May 31, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2022 through November 30, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2022 through May 31, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2023 through November 30, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2023 through May 31, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2024 through November 30, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2024 through May 31, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX

(I) (C)

⁽¹⁾ Rate Schedule UMS is not eligible for the Electric Vehicle Time-of-Use Pilot Program.

⁽²⁾ The Electric Vehicle Time-of-Use Pilot Program is year-round, seven (7) days per week, including holidays. **On-Peak** Hours are 1:00 PM to 9:00 PM. **Shoulder-Off-Peak** Hours are 6:00 AM to 1:00 PM and 9:00 PM to 11:00 PM. **Super-Off-Peak** Hours are 11:00 PM to 6:00 AM.

STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

DEFAULT SERVICE SUPPLY RATE – (Continued)

Medium Commercial and Industrial customers with monthly metered demand equal to or greater than 25 kW and less than 200 kW.

(Rate Schedules GS/GM and GMH)

Application Period	Supply Charge - ¢/kWh	Electric Vehicle Time-of Use Pilot Program ⁽¹⁾		
		On-Peak	Shoulder Off-Peak	Super Off-Peak
June 1, 2021 through August 31, 2021	5.2045	8.3911	3.7188	2.6492
September 1, 2021 through November 30, 2021	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2021 through February 28, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2022 through May 31, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2022 through August 31, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2022 through November 30, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2022 through February 28, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2023 through May 31, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2023 through August 31, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2023 through November 30, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2023 through February 29, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2024 through May 31, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2024 through August 31, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2024 through November 30, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2024 through February 28, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2025 through May 31, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX

⁽¹⁾ The Electric Vehicle Time-of-Use Pilot Program is year-round, seven (7) days per week, including holidays. On-Peak Hours are 1:00 PM to 9:00 PM. Shoulder Off-Peak Hours are 6:00 AM to 1:00 PM and 9:00 PM to 11:00 PM. Super Off-Peak Hours are 11:00 PM to 6:00 AM.

Lighting

(Rate Schedules AL and SE)

Application Period	Supply Charge - ¢/kWh
June 1, 2021 through November 30, 2021	3.0953
December 1, 2021 through May 31, 2022	X.XXXX
June 1, 2022 through November 30, 2022	X.XXXX
December 1, 2022 through May 31, 2023	X.XXXX
June 1, 2023 through November 30, 2023	X.XXXX
December 1, 2023 through May 31, 2024	X.XXXX
June 1, 2024 through November 30, 2024	X.XXXX
December 1, 2024 through May 31, 2025	X.XXXX

(C) – Indicates Change

(I) – Indicates Increase

(D) – Indicates Decrease

STANDARD CONTRACT RIDERS - (Continued) (C)

RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

CALCULATION OF RATE – (Continued)

CALCULATION OF RATE – ELECTRIC VEHICLE TIME-OF-USE PILOT PROGRAM (C)

DSS Electric Vehicle Time-of-Use Pilot Program (“DSS EV-TOU”) rates shall be supplied via the same fixed price, full requirements (“FPFR”) products that provide default service supply for the applicable customer class. The DSS EV-TOU rates will be distinguished by three time periods throughout the year. The Super Off-Peak Period will consist of all hours every day from 11:00 PM through 6:00 AM. The On-Peak Period will consist of all hours every day from 1:00 PM through 9:00 PM. All other hours will be included in the Shoulder-Off-Peak Period. The same On-Peak, Off-Peak, and Shoulder-Super Off-Peak Periods will be applicable to all eligible DSS EV-TOU service customers. (C)

The DSS EV-TOU rates shall be filed with the Commission no less than sixty (60) days prior to the start of the next Application Period as defined under the Default Service Supply Rate section of this Rider. Rates are reconciled on a semi-annual basis in accordance with the Default Service Supply Rate section of this Rider. The rates shall include an adjustment to reconcile revenue and expense for each Application Period. The DSS EV-TOU shall be determined to the nearest one-thousandth of one (1) mill per kilowatt-hour and shall be applied to all kilowatt-hours billed for DSS EV-TOU rates provided during the billing month. (C)

During the pilot program, the DSS EV-TOU rates will apply to all load associated with the applicable meter. (C)

$$DSS = [(CA + SLR + (DSS_a + E)/S) * F * TOU F + (DSS_b/S)] * [1/(1 - T)]$$
 (C)

Where: (C)

DSS = Default Service Supply rate as defined above, with the addition of the EV-TOU Rate Factors. (C)

TOU F = EV-TOU Rate Factors (as defined below), updated annually when DSS rates are updated, to become effective June 1st of each year, will be utilized to derive the On-Peak, Shoulder-Off-Peak, and Super Off-Peak rates for the customer class based on its respective energy consumption patterns and capacity requirements, as approved in the Company’s most recent DSP proceeding at Docket No.P-2020-3019522. (C)

Electric Vehicle Time-of-Use Rate Factors									
Application Period	Residential RS, RH, RA			Small C&I ⁽¹⁾ GS, GM<25, GMH<25			Medium C&I GM & GMH ≥ 25kW < 200 kW		
	<u>ON</u> ⁽²⁾ <u>PK</u>	<u>SH</u> <u>OFF</u> ⁽³⁾	<u>OFF</u> <u>SUP</u> ⁽⁴⁾	<u>ON</u> ⁽²⁾ <u>PK</u>	<u>SH</u> <u>OFF</u> ⁽³⁾	<u>OFF</u> <u>SUP</u> ⁽⁴⁾	<u>ON</u> ⁽²⁾ <u>PK</u>	<u>SH</u> <u>OFF</u> ⁽³⁾	<u>OFF</u> <u>SUP</u> ⁽⁴⁾
June 1, 2021 through May 31, 2022	1.65	0.65	0.47	1.58	0.70	0.50	1.61	0.71	0.51
June 1, 2022 through May 31, 2023	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
June 1, 2023 through May 31, 2024	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
June 1, 2024 through May 31, 2025	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX

⁽¹⁾Rate Schedule UMS is not eligible for the Electric Vehicle Time-of-Use Pilot Program.

⁽²⁾Denotes On-Peak

⁽³⁾Denotes Shoulder-Off-Peak

⁽⁴⁾Denotes Super Off-Peak

(C) – Indicates Change

STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 8 – DEFAULT SERVICE SUPPLY

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

Default Service Supply (“DSS”) provides residential, commercial, industrial and lighting customers on the applicable rate schedules with a default service supply rate that is determined based on competitive auctions to acquire the energy to serve the load of customers taking service under the provisions of this Rider. Small and medium commercial and industrial customers are defined in Rate Schedules GS/GM and GMH. For purposes of this rider, medium customers are those customers with a monthly metered demand that is at least 25 kW and less than 200 kW, on average, in a twelve (12) month period. For purposes of assigning customers not being served by an Electric Generation Supplier (“EGS”) to the applicable supply rate, Duquesne Light shall evaluate the customer’s twelve (12) most recent months of monthly billing demand for that customer available in October of the preceding year. If the customer’s average monthly billing demand is less than 25 kW in the twelve (12) months, then that customer shall be assigned to the supply rate for small commercial and industrial customers effective with their January billing. If the customer’s average monthly demand is greater than or equal to 25 kW but less than 200 kW in the twelve (12) month period, then that customer shall be assigned to the supply rate for medium commercial and industrial customers effective with their January billing. (C)

Eligible customers may elect to enroll in the Company’s Electric Vehicle Time-of-Use Pilot Program (“EV-TOU”). The Electric Vehicle Time-of-Use Pilot Program is available to customers that (i) are served under Rate Schedules RS, RH, RA, GS/GM, or GMH; (ii) own or lease a highway-capable plug-in battery electric vehicle or plug-in hybrid electric vehicle, or operate electric vehicle charging facilities at the service location; (iii) are not enrolled in the Company’s Customer Assistance Program, budget billing, or virtual meter aggregation; (iv) have not de-enrolled from the Electric Vehicle Time-of-Use Pilot Program, for any reason, within the last twelve (12) months; and (v) comply with any other applicable Electric Vehicle Time-of-Use Pilot Program rules established at Docket No. P-2020-3019522 or subsequent proceeding. Customers enrolled in the Electric Vehicle Time-of-Use Pilot Program will be moved to the applicable Electric Vehicle Time-of-Use Pilot Program supply rate. (C)

DEFAULT SERVICE SUPPLY RATE

Residential

(Rate Schedules RS, RH and RA)

Application Period	Supply Charge - ¢/kWh	Electric Vehicle Time-of Use Pilot Program⁽¹⁾		
		Supply Charge - ¢/kWh		
		Peak	Off-Peak	Super Off-Peak
June 1, 2021 through November 30, 2021	5.4595	9.0063	3.5396	2.5610
December 1, 2021 through May 31, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2022 through November 30, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2022 through May 31, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2023 through November 30, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2023 through May 31, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2024 through November 30, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2024 through May 31, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX

⁽¹⁾ The Electric Vehicle Time-of-Use Pilot Program is year-round, seven (7) days per week, including holidays. Peak Hours are 1:00 PM to 9:00 PM. Off-Peak Hours are 6:00 AM to 1:00 PM and 9:00 PM to 11:00 PM. Super Off-Peak Hours are 11:00 PM to 6:00 AM.

(C) – Indicates Change

(I) – Indicates Increase

ISSUED: APRIL 1, 2021

EFFECTIVE: JUNE 1, 2021

STANDARD CONTRACT RIDERS - (Continued)

(C)

RIDER NO. 8 – DEFAULT SERVICE SUPPLY - (Continued)

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

DEFAULT SERVICE SUPPLY RATE - (Continued)

Small Commercial and Industrial customers with monthly metered demand less than 25 kW.

(Rate Schedules GS/GM and GMH and Rate Schedule UMS⁽¹⁾)

(C)

Application Period	Supply Charge - ¢/kWh	Rate Schedules GS/GM and GMH Electric Vehicle Time-of Use Pilot Program ⁽²⁾		
		Supply Charge - ¢/kWh		
		Peak	Off-Peak	Super Off-Peak
June 1, 2021 through November 30, 2021	5.2649	8.3225	3.7053	2.6448
December 1, 2021 through May 31, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2022 through November 30, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2022 through May 31, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2023 through November 30, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2023 through May 31, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2024 through November 30, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2024 through May 31, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX

(I) (C)

⁽¹⁾ Rate Schedule UMS is not eligible for the Electric Vehicle Time-of-Use Pilot Program.

⁽²⁾ The Electric Vehicle Time-of-Use Pilot Program is year-round, seven (7) days per week, including holidays. Peak Hours are 1:00 PM to 9:00 PM. Off-Peak Hours are 6:00 AM to 1:00 PM and 9:00 PM to 11:00 PM. Super Off-Peak Hours are 11:00 PM to 6:00 AM.

STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

DEFAULT SERVICE SUPPLY RATE – (Continued)

Medium Commercial and Industrial customers with monthly metered demand equal to or greater than 25 kW and less than 200 kW.

(Rate Schedules GS/GM and GMH)

<u>Application Period</u>	<u>Supply Charge - ¢/kWh</u>	<u>Electric Vehicle Time-of Use Pilot Program⁽¹⁾</u>		
		<u>Supply Charge - ¢/kWh</u>		
		Peak	Off-Peak	Super Off-Peak
June 1, 2021 through August 31, 2021	5.2045	8.3911	3.7188	2.6492
September 1, 2021 through November 30, 2021	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2021 through February 28, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2022 through May 31, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2022 through August 31, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2022 through November 30, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2022 through February 28, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2023 through May 31, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2023 through August 31, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2023 through November 30, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2023 through February 29, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2024 through May 31, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2024 through August 31, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2024 through November 30, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2024 through February 28, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2025 through May 31, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX

⁽¹⁾ The Electric Vehicle Time-of-Use Pilot Program is year-round, seven (7) days per week, including holidays. Peak Hours are 1:00 PM to 9:00 PM. Off-Peak Hours are 6:00 AM to 1:00 PM and 9:00 PM to 11:00 PM. Super Off-Peak Hours are 11:00 PM to 6:00 AM.

Lighting

(Rate Schedules AL and SE)

<u>Application Period</u>	<u>Supply Charge - ¢/kWh</u>
June 1, 2021 through November 30, 2021	3.0953
December 1, 2021 through May 31, 2022	X.XXXX
June 1, 2022 through November 30, 2022	X.XXXX
December 1, 2022 through May 31, 2023	X.XXXX
June 1, 2023 through November 30, 2023	X.XXXX
December 1, 2023 through May 31, 2024	X.XXXX
June 1, 2024 through November 30, 2024	X.XXXX
December 1, 2024 through May 31, 2025	X.XXXX

(C) – Indicates Change

(I) – Indicates Increase

(D) – Indicates Decrease

STANDARD CONTRACT RIDERS - (Continued)

(C)

RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

CALCULATION OF RATE – (Continued)

CALCULATION OF RATE – ELECTRIC VEHICLE TIME-OF-USE PILOT PROGRAM

(C)

DSS Electric Vehicle Time-of-Use Pilot Program (“DSS EV-TOU”) rates shall be supplied via the same fixed price, full requirements (“FPFR”) products that provide default service supply for the applicable customer class. The DSS EV-TOU rates will be distinguished by three time periods throughout the year. The Super Off-Peak Period will consist of all hours every day from 11:00 PM through 6:00 AM. The Peak Period will consist of all hours every day from 1:00 PM through 9:00 PM. All other hours will be included in the Off-Peak Period. The same Peak, Off-Peak, and Super Off-Peak Periods will be applicable to all eligible DSS EV-TOU service customers.

(C)

The DSS EV-TOU rates shall be filed with the Commission no less than sixty (60) days prior to the start of the next Application Period as defined under the Default Service Supply Rate section of this Rider. Rates are reconciled on a semi-annual basis in accordance with the Default Service Supply Rate section of this Rider. The rates shall include an adjustment to reconcile revenue and expense for each Application Period. The DSS EV-TOU shall be determined to the nearest one-thousandth of one (1) mill per kilowatt-hour and shall be applied to all kilowatt-hours billed for DSS EV-TOU rates provided during the billing month.

(C)

During the pilot program, the DSS EV-TOU rates will apply to all load associated with the applicable meter.

(C)

$$DSS = [(CA + SLR + (DSS_a + E)/S) * F * TOU F + (DSS_b/S)] * [1/(1 - T)]$$

(C)

Where:

(C)

DSS = Default Service Supply rate as defined above, with the addition of the EV-TOU Rate Factors.

(C)

TOU F = EV-TOU Rate Factors (as defined below), updated annually when DSS rates are updated, to become effective June 1st of each year, will be utilized to derive the Peak, Off-Peak, and Super Off-Peak rates for the customer class based on its respective energy consumption patterns and capacity requirements, as approved in the Company’s most recent DSP proceeding at Docket No.P-2020-3019522.

(C)

Electric Vehicle Time-of-Use Rate Factors									
Application Period	Residential RS, RH, RA			Small C&I ⁽¹⁾ GS, GM<25, GMH<25			Medium C&I GM & GMH ≥ 25kW < 200 kW		
	PK ⁽²⁾	OFF ⁽³⁾	SUP ⁽⁴⁾	PK ⁽²⁾	OFF ⁽³⁾	SUP ⁽⁴⁾	PK ⁽²⁾	OFF ⁽³⁾	SUP ⁽⁴⁾
June 1, 2021 through May 31, 2022	1.65	0.65	0.47	1.58	0.70	0.50	1.61	0.71	0.51
June 1, 2022 through May 31, 2023	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
June 1, 2023 through May 31, 2024	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
June 1, 2024 through May 31, 2025	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX

(C)

(C)

⁽¹⁾Rate Schedule UMS is not eligible for the Electric Vehicle Time-of-Use Pilot Program.

⁽²⁾Denotes Peak

⁽³⁾Denotes Off-Peak

⁽⁴⁾Denotes Super Off-Peak

(C) – Indicates Change

ISSUED: APRIL 1, 2021

EFFECTIVE: JUNE 1, 2021