

**BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

Docket No. R-2024-3046523

Duquesne Light Company

Statement No. 14

Direct Testimony of David B. Ogden

**Subjects: Revenue Allocation, Rate Design, Bill Impact,
Proof of Revenue, and Tariff Changes**

Date: March 20, 2024

1 I began my career at Duquesne Light in 2008 as the Supervisor of Derivative Accounting
2 and Special Projects. Over the last fifteen years, I have held supervisory and managerial
3 positions within the Company's Accounting, Financial Planning and Analysis and
4 currently the Rates and Tariff Services Departments.

5 Prior to joining Duquesne Light, I was a senior audit associate in the Pittsburgh office of
6 PricewaterhouseCoopers LLP, a public accounting firm, where I performed attestation,
7 advisory and compliance services for clients throughout the United States. Prior to joining
8 PricewaterhouseCoopers, I held audit positions within the Allegheny County Controllers
9 Office.

10
11 **Q. Have you previously testified before the Pennsylvania Utility Commission?**

12 A. Yes. I have testified in the Company's Default Service Plan ("DSP VIII") proceeding at
13 Docket No. P-2016-2543140, the Company's Distribution System Improvement Charge
14 ("DSIC") proceeding at Docket No. P-2016-2540046, the Company's 2018 base rate
15 proceeding at Docket No. R-2018-3000124, the Company's Default Service Plan ("DSP
16 IX") proceeding at Docket No. P-2020-3019522, the Company's 2020 Phase IV Energy
17 Efficiency and Conservation Plan (EE&C) proceeding at Docket No. P-2020-3015228, and
18 the Company's 2021 base rate proceeding at Docket No. R-2021-3024750.

19
20 **Q. Are you sponsoring any exhibits, parts of exhibits or responses to the Commission's**
21 **filing requirements as part of your direct testimony?**

22 A. Yes. I am sponsoring the following exhibits:

- 1 • Exhibit DBO-1, which is the proposed tariff supplement to the currently
2 effective Tariff Electric Pa. P.U.C. No. 25 implementing the proposed rates,
3 riders, and tariff revisions in this proceeding. Certain of the tariff revisions
4 included in Exhibit DBO-1 are addressed by other Company witnesses, namely:
 - 5 ○ Proposed Rule No. 8.1 – Customer-Generator Pre-Application and
6 Rule No. 8.2 – Large Load Study Deposit and the revised Rule No.
7 17 – Power Quality are addressed by witness Hilderbrand at DLC
8 Statement No. 4.
 - 9 ○ Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate Pilot
10 (“EV TOU Distribution Rate Pilot”) program design is sponsored
11 by Company witness Oleksak (DLC Statement No. 6) and the rate
12 design is sponsored by Company witness Coleman (DLC Statement
13 No. 15).
 - 14 ○ Rider No. 7 – Residential Managed Charging Pilot is addressed by
15 witness Oleksak at DLC Statement No. 6.
 - 16 ○ Rider No. 23 – Behavioral Load Management Pilot is addressed by
17 witness Hilderbrand at DLC Statement No. 4.
- 18 • Exhibit DBO-2, which is a redline version of Exhibit DBO-1
- 19 • Exhibit DBO-3, which is the Digest of Proposed Changes contained within
20 Duquesne Light’s proposed tariff supplement.

21 I am sponsoring Schedule D-5D of Duquesne Light Exhibits 2, 3 and 4 and also
22 sponsoring the Company’s responses to the following filing requirements:

- 23 • IV-A 1-4: Summary of Individual Rate Effects

- 1 • IV-B: Description of Proposed Tariff Changes
- 2 • IV-C: Revenue Effects and Billing Analysis for Changed Rates
- 3 • IV-D 1 and 2: Monthly Billing Effects Charts and Data
- 4 • IV-E 2: Comparisons Showing Cost and Proposed Base Rate Revenues for
- 5 Residential and Demand/Energy Rate Schedules

6

7 **Q. Please explain how these filing requirements were prepared.**

8 A. These filing requirements were prepared either by me or under my direct supervision. They
9 were prepared, to the best of my knowledge, in accordance with Commission requirements
10 and practice.

11

12 **Q. What is the purpose of your direct testimony regarding Duquesne Light’s request for**
13 **increased rates?**

14 A. The purpose of my testimony is to address the following:

- 15 1. The allocation of the proposed revenue increase among the rate classes.
- 16 2. The proposed rate design for base distribution charges.
- 17 3. The revenue impact by rate schedule.
- 18 4. The proof of revenue at current and proposed rates.
- 19 5. Proposed tariff changes.

20

21 **Q. How is your testimony organized?**

22 A. First, I will explain the Company’s goals and objectives in allocating the proposed
23 revenue increase. I will show how the proposed revenue increase was allocated among the

1 rate classes and the resulting relative rate class returns. These items are discussed in the
2 “Allocation of Proposed Revenue Increase” section.

3 Second, I will describe the rate design principles and how they were used to
4 determine the proposed rates. I will then discuss how the proposed rates, when applied to
5 forecasted billing units, achieve the target allocated revenue for each rate class. These two
6 items are discussed in the “Rate Design” section.

7 Third, I will address the proposed revenue impact by rate schedule and how the proof
8 of revenue at current and proposed rates was developed to demonstrate that the proposed
9 rates produce the target revenue for each class. These items are discussed in two sections,
10 “Revenue Impact by Rate Schedule” and “Proof of Revenue,” respectively.

11 Finally, I will discuss the proposed changes to the Company’s retail tariff to
12 implement these new rates, as well as describe those proposed changes to the Rules and
13 Regulations section and Riders of the tariff that are not addressed by other Company
14 witnesses, as discussed above.

15
16 **Q. Were all of the proposed rate design changes and tariff changes also prepared under**
17 **your direction or supervision?**

18 A. Yes. All of the rate design work was prepared by me or under my direct supervision as
19 well as all tariff changes as presented in Exhibit DBO-3, with the exception of the changes
20 to Rules 8.1, 8.2 & 17 and Rider No. 4, 7 and 23, as discussed above.

1 **I. ALLOCATION OF PROPOSED REVENUE INCREASE**

2 **Q. What were the Company's goals and objectives in allocating the revenue increase?**

3 A. The Company proposes to continue the revenue allocation objectives it established in its
4 2006, 2010, 2013, 2018 and 2021 distribution rate case proceedings. The Company's
5 primary goal in this rate case, as in its 2006, 2010, 2013, 2018 and 2021 rate cases, is for
6 the proposed revenue allocation to move each rate class closer to the proposed overall
7 return of 8.34%, which would recover the class's full cost of service (including return).
8 Each class's return at present rates is determined in the class cost allocation study
9 ("ACOS") prepared by Mr. Gorman in Exhibit 6 at DLC Statement No.13. Each class
10 relative return is equal to its return at present rates (Exhibit 6-2, line 11) divided by the
11 overall return at present rates of 5.98%. The proposed revenue allocation moves a class
12 closer to recovering its full cost of service, when its relative return moves closer to 1.0, or
13 unity.

14 The second overall revenue allocation objective is to mitigate the rate impact both on
15 rate classes and on individual customer subgroups, while continuing to progress to the rate
16 class's fully allocated cost of service. In this proceeding, the Company's goal was to limit
17 the distribution revenue increase to any one rate class to no more than 1.50 times the overall
18 system average increase on a distribution bill basis. This limitation balances the shift to
19 cost of service with concerns regarding customer bill impact.

20 The third overall revenue allocation objective, which was incorporated as part of our
21 2021 Rebuttal testimony, is to mitigate the class subsidies paid (i.e. a class is paying more
22 than the ACOS indicates) or received (i.e. a class is paying less than the ACOS indicates),
23 at present and proposed rates. This metric includes the dollar value of cross subsidies as

1 well as the revenue cost ratio metric which measures the subsidy as a percentage of the
2 class revenue requirement.

3
4 **Q. Have the revenue impacts to each rate class been calculated using the fully allocated**
5 **class cost of service results?**

6 A. Yes. As described by Mr. Gorman at DLC Statement No.13, cost allocation principles
7 were used to functionalize, classify and allocate the revenue requirement among the rate
8 classes in order to determine the fully allocated cost of service and return at present rates,
9 which set the base parameters for revenue allocation and rate design. The rate class revenue
10 requirements that reflect cost causation and serve as the starting point for revenue
11 allocation and rate design are shown in Exhibit 6-2 and 6-3. Exhibit 6-2, line 27 shows the
12 revenue increases or decreases that would be required if rates were set to recover each
13 class's fully allocated cost of service (at the Company's proposed distribution rate of return
14 of 8.34 %).

15
16 **Q. Is there an exhibit that presents the Company's proposed revenue allocation?**

17 A. Yes, Exhibit 6-10 presents the proposed distribution revenue increase by rate class.

18 The results of the ACOS, including returns at present rates and placement within the
19 tolerance band, are on lines 1-14. The revenue allocation, including the tolerance band
20 increases, the judgmental changes and the re-allocation of the net overage, is presented on
21 lines 15-20. The class returns at proposed revenue are computed on lines 21-32. The
22 relative returns at proposed revenue and progress toward unity are on lines 34-38. The
23 subsidy metrics for each class are on lines 42-50; the subsidy metric shows whether the

1 dollar subsidy paid or (received) at proposed rates is closer to zero than at present rates and
2 by how much; and whether that subsidy is smaller as a percentage of revenue at present
3 and proposed rates.

4 Class distribution revenue at proposed rates is shown on line 40. These are the
5 revenue targets that the proposed new rates will be designed to produce.
6

7 **Q. Please explain how the revenue increase has been allocated across rate classes.**

8 A. The Company has established a tolerance band, representing returns from 90 to 110 percent
9 of the overall system return of 5.98% at current rates, equal to returns of 5.38 to 6.58
10 percent. The use of the tolerance band allows the Company to rely on the class cost
11 allocation study results as a guide to allocate the increased revenue requirement fairly,
12 while also promoting the goal of gradualism. The use of the tolerance band is also intended
13 to avoid conflicts resulting from minor disagreements about the allocations of costs in the
14 ACOS.

15 An overall distribution increase of \$101.05 million (exclusive of the DSIC/STAS roll
16 in) or 15.89% of distribution tariff revenue at present rates (15.44% of total distribution
17 revenue at present rates) is required to produce the proposed return of 8.34%. In Step 1 of
18 the revenue allocation (Exhibit 6-10, line 16), classes within the tolerance band (i.e.
19 GM<25, GM>25, GMH<25 combined relative return of 0.965X average return) received
20 an initial increase of 16.8% (1.06X average increase); Classes somewhat above the
21 tolerance band (i.e. RS, GS, 1.10-1.25X average return) received an initial increase of
22 14.75% (0.93X average increase). Classes somewhat below the tolerance band (i.e. RH,
23 RA, GMH>25, GL, L, 0.60-0.90X average return) received an initial increase of 17.8%

1 (1.12X average increase). Classes with returns well above the tolerance band (i.e., SE, SL,
2 1.25-5.00X average returns) received an initial increase of 13.75% (0.87X average
3 increase). Classes with returns well below the tolerance band (i.e., GLH, UMS, under
4 0.60X average returns) received an initial increase of 19.62% (1.23X average increase).
5 HVPS class received an initial increase of zero because it had a very high return at present
6 rates.

7 In Step 2 of the revenue allocation, the Company judgmentally reduced the allocation,
8 to allow for greater refinement based on the results of the ACOS. This result in RS will
9 move closer to unity at proposed rates and allowed for more tailored revenue allocation for
10 the Commercial and Industrial classes (line 19).

11
12 **Q. Does the proposed revenue allocation achieve the goals?**

13 A. As noted below within Table DBO-1, the Company substantially achieved its goals. Each
14 class moves closer to unity (line 35), which compares relative return at present rates (line
15 4) and relative return at proposed rates (line 34). The progress toward unity is on line 35.

16 In addition, with one exception, no class received an increase greater than 1.5X
17 average (line 38), the constraint which I described earlier. GLH increase is 1.557X the
18 average, which was necessary to reduce the subsidy the classes received. Lastly, the
19 Company was able to meet the subsidy measures for all classes.

Table 1 DBO										
Class	Relative increase-Proposed	Relative return-Present	Relative return-Proposed	Closer to unity?	Subsidy (receive) pay-Present	Subsidy (receive) pay-Proposed	Improved?	Subsidy % revenue-Present	Subsidy % revenue-Proposed	Improved?
RS	0.833 x	1.161 x	1.111 x	TRUE	14,275	13,759	TRUE	4.2%	3.6%	TRUE
RH	1.008 x	0.829 x	0.914 x	TRUE	(1,986)	(1,399)	TRUE	(4.9%)	(3.0%)	TRUE
RA	1.120 x	0.898 x	0.984 x	TRUE	(153)	(34)	TRUE	(3.1%)	(0.6%)	TRUE
GS	0.859 x	1.122 x	1.081 x	TRUE	532	491	TRUE	3.4%	2.8%	TRUE
GM<25	1.057 x	1.052 x	1.036 x	TRUE	679	652	TRUE	1.8%	1.5%	TRUE
GM>25	1.248 x	0.901 x	0.932 x	TRUE	(3,044)	(2,907)	TRUE	(4.0%)	(3.2%)	TRUE
GMH<25	1.024 x	1.053 x	1.030 x	TRUE	69	54	TRUE	1.8%	1.2%	TRUE
GMH>25	1.290 x	0.817 x	0.873 x	TRUE	(585)	(566)	TRUE	(7.7%)	(6.2%)	TRUE
GL	1.298 x	0.824 x	0.874 x	TRUE	(5,822)	(5,789)	TRUE	(7.5%)	(6.2%)	TRUE
GLH	1.557 x	0.443 x	0.604 x	TRUE	(2,674)	(2,646)	TRUE	(29.8%)	(23.7%)	TRUE
L	1.352 x	0.729 x	0.808 x	TRUE	(2,909)	(2,876)	TRUE	(12.1%)	(9.9%)	TRUE
HVPS	0.000 x	146.170 x	99.145 x	TRUE	347	327	TRUE	84.8%	79.9%	TRUE
SE	0.865 x	1.416 x	1.224 x	TRUE	233	175	TRUE	14.2%	9.4%	TRUE
SL	0.865 x	1.351 x	1.189 x	TRUE	1,273	953	TRUE	11.9%	7.8%	TRUE
UMS	1.235 x	0.576 x	0.745 x	TRUE	(232)	(195)	TRUE	(15.3%)	(10.8%)	TRUE

1

2

3 **Q. Was a schedule prepared showing the proposed targeted revenues for each rate class**
 4 **resulting from this revenue allocation?**

5 A. Yes. The proposed targeted revenues for each rate class that result from application of the
 6 above principles are shown in DFR IV-A, Pages 1-3 and Schedule D-5D, Exhibit 2.

7

8 **II. RATE DESIGN**

9 **Q. Please describe the goals and objectives used in designing the proposed base**
 10 **distribution rates.**

11 A. The primary goal was to design rates that, when applied to forecasted billing determinants,
 12 produce the proposed revenue increase and the proposed targeted revenues for each rate
 13 class for the fully projected future test year. In addition, the Company continued its plan
 14 described in recent rate cases to migrate toward rates that reflect the services provided by
 15 a delivery company, and that also reflect the way in which fixed costs are incurred. To
 16 achieve these goals, the Company proposes to maintain its goal of designing rates that

1 emphasize fixed monthly charges and demand based charges, where appropriate, to recover
2 costs. At the same time, the Company recognizes the potential impact on individual
3 customers by eliminating familiar rate structures, and the overall goal to keep rates
4 transparent and easy for the customer to understand. Finally, the Company has tried to
5 mitigate extreme bill impacts on customers within each class. The Company developed
6 rates for each rate class that balance these objectives.

7
8 **Q. Please describe the proposed rate design for customers on Rate RS.**

9 A. The Company proposes to continue to use a combination of fixed and energy-based rates
10 for all of the residential rate classes, i.e. Residential Service Rate RS, Residential Heating
11 Service Rate RH, and Residential Service Add-On Heat Pump Rate RA. The Company
12 proposes to increase the fixed monthly charge to \$15.00 per month, which is supported by
13 the fixed cost analysis of serving a residential customer identified in Exhibit 6-4A. I also
14 note that a higher fixed charge provides some revenue stability for the Company and cost
15 stability for customers.

16 Recovery of the remaining revenue (that is, target revenue less the amount recovered
17 through the fixed monthly charge) will be through a single volumetric charge per kWh.

18
19 **Q. Please describe the rate design for customers on Rates RH and RA.**

20 A. Rate RH and Rate RA are the Company's residential space heating rates. The current rate
21 structures use a combination of fixed and energy-based variable charges similar to Rate
22 RS, except that Rates RH and RA have a lower usage charge during the November to April
23 heating season (which is off-peak for most of the Company's customers). Currently, Rates

1 RH and RA have the same rates as Rate RS during the May through October non-heating
2 season.

3 For Rates RH and RA, the Company proposes the same fixed monthly charge as Rate
4 RS and the same usage charge as Rate RS during the non-heating months since there is not
5 a material difference in average customer load or usage of these rate classes during those
6 months.

7 The Company recognizes space heating customers use considerably more electricity
8 during the heating season than customers on basic residential service Rate RS, although
9 the costs of providing service are fixed. The Company proposes to retain the lower kWh
10 charge during the heating season, which reflects the fixed costs spread over a larger number
11 of kWh.

12
13 **Q. Is the Company proposing any revisions to the residential heating classes?**

14 A. Yes, the Company is proposing that beginning on January 1, 2025, Rate RA will no longer
15 be an available service offering to any new or current customer (served under Rate RS or
16 RH), applicant, and/or new add-on heat pump installation that has not come on-line as of
17 that date. Protections will be given to existing Rate RA customers for the foreseeable
18 future.

19
20 **Q. Beginning January 1, 2025, what rate schedule will be available for eligible new or**
21 **current customer, applicant, and/or new add-on heat pump installation to take**
22 **service under?**

1 A. Beginning January 1, 2025, eligible new or current customers, applicants, and/or new add-
2 on heat pump installations will be able to take service under either Rate Schedule RS –
3 Residential Service or Rate Schedule RH – Residential Service Heating (“Rate RH”).

4
5 **Q. How will the customers that are protected in Rate RA as of December 31, 2024 be**
6 **handled?**

7 A. Any eligible protected customer taking service under Rate RA as of December 31, 2024,
8 will be permitted to stay on Rate RA for up to six (6) years. At that point, Rate RA will be
9 sunset and fully closed to any and all customers and any remaining protected customers
10 will be granted an exception and allowed to transfer to Rate RH beginning with their next
11 bill cycle after December 31, 2030.

12
13 **Q. Why is it appropriate to close Rate Schedule RA?**

14 A. Rate RA is a legacy rate the Company added decades ago to help smooth out demand
15 following the construction of several new nuclear generation plants in Pennsylvania. At
16 that time, the Company owned the power plants, and it was assumed that add-on heat
17 pumps would increase electricity usage during the winter months. The Company will still
18 offer one residential heating class (Rate RH) that is available to eligible residential
19 customers whose primary method of heating is through electric space heating equipment
20 that is permanently installed and thermostatically controlled. The Company remains the
21 only Pennsylvania electric utility that still offers a distribution rate class tied specifically
22 to heat pumps.

1 **Q. Please describe how the rate design objectives were implemented for commercial and**
2 **industrial customers on General Service Small and Medium Rate GS/GM.**

3 A. This rate represents a diverse group of over 52,200 commercial and industrial (“C&I”)
4 customers. This group consists of approximately 26,200 non-demand-billed customers on
5 Rate GS, approximately 19,800 customers on Rate GM with monthly demand less than 25
6 kW and approximately 6,200 customers on Rate GM with monthly demand equal to or
7 greater than 25 kW. The categorization of customers at less than 25 kW and equal to or
8 greater than 25 kW was established and approved in the Company’s 2007 default service
9 filing and continued and approved for the distribution business in the Company’s 2010,
10 2013, 2018 and 2021 base rate proceedings. The Company proposes to continue this
11 separation point in this proceeding.

12
13 **Q. What is the distribution rate design that is being proposed in this proceeding for Rate**
14 **GS non-demand customers?**

15 A. For Rate GS, the Company is proposing the same rate design as implemented in the
16 previous base rate proceeding. The Company is proposing to bill non-demand commercial
17 customers a fixed monthly charge as is designed for residential customers, and a single
18 volumetric charge per kWh, similar to how these customers are billed at present rates, to
19 recover the balance of the target revenues.

20
21
22

1 **Q. What is the distribution rate design that is being proposed in this proceeding for**
2 **customers on Rate GM under 25 kW and Rate GM equal to or over 25 kW?**

3 A. The Company is proposing to maintain the same distribution rate structures that exist today.
4 The Company first used the customer-charge costs identified in Exhibits 6-4C and 6-4D
5 and the demand-related costs identified in Exhibit 6-3, to establish the fixed monthly
6 charges. The charges include the first 5 kW of demand.

7 For each class, the balance of the revenue target is recovered through a combination
8 of demand and kWh charges. Demand is the customer's peak 15-minute usage each month.
9 For Rate GM under 25 kW, the kWh charge is increased by approximately the same
10 percentage as the fixed charge (when including the surcharges being rolled into each
11 component) which will mitigate intra-class shifts. For Rate GM above 25 kW demand, the
12 demand charge is the same as Rate GM under 25 kW (\$8.94 per kW-month of billed
13 demand) and the kWh charge is the rate needed to produce the revenue target.

14

15 **Q. What is the distribution rate design that is being proposed for customers on Rate**
16 **GMH under 25 kW and Rate GMH equal to or over 25 kW?**

17 A. Rate GMH under 25 kW and Rate GMH over 25 kW are the complementary electric space
18 heating rates of rate schedules GM under 25 kW and GM over 25 kW, and apply to
19 approximately 3,200 commercial and industrial customers. The Company is proposing to
20 maintain the same distribution rate structures that exist today. The fixed monthly charges
21 include 5kW of demand and are based on the customer-related costs identified in Exhibit
22 6-4E and the demand-related costs identified in Exhibit 6-3. The proposed \$73.00 fixed
23 monthly charge is the same as proposed for Rate GM under 25 kW.

1 As further described below, for the proposed heating months (November to April),
2 customers will not be billed for demand, only for usage, which is a change from today’s
3 rate structure that only bills for usage and not for demand during the heating months of
4 October to May. The summer rates per kW and per kWh rates are the same as for Rate
5 GM under 25 kW. The winter kWh charge is designed to recover the balance of the target
6 revenue.

7
8 **Q. Please describe the proposed revisions to Rate GMH.**

9 A. The Company is proposing to modify the billing months for the winter and summer rates
10 to mirror those of Rate Schedule RH – Residential Service Heating (“Rate RH”) and Rate
11 Schedule RA – Residential Service Add-On Heat Pump (“Rate RA”).

12 Currently for Rate GMH, the winter monthly rate is for the billing months of
13 October through May and the summer monthly rate is for the billing months June through
14 September. The Company is proposing to modify the winter monthly rate for Rate GMH
15 to be for the billing months of November through April and the summer monthly rate for
16 the billing months of May through October. This revision to the billing months will then
17 match what is reflected in Rate RH and Rate RA and all heating classes will follow the
18 same monthly billing months for both winter and summer.

19
20 **Q. Why is the Company proposing to make these modifications to Rate GMH?**

21 A. The Company is proposing to make these modifications to Rate GMH so that all heating
22 classes are in alignment, which will enable efficiencies within the Company’s billing

1 processes. There will be no inter-class subsidies as a result of the change in winter/summer
2 billing periods. The alignment is reflected in the rate design for the class.

3
4 **Q. Please describe the current distribution rate design for large commercial and
5 industrial customers on Rate GL.**

6 A. Rate GL is applicable to approximately 760 customers. Currently, the rate schedule
7 contains a fixed charge for the first 300 kW of demand and a demand charge for each
8 additional kW of demand. There are no distribution kWh charges associated with this rate
9 schedule.

10
11 **Q. What is the distribution rate design that is being proposed for Rate GL?**

12 A. The Company is proposing to continue the same rate structure for Rate GL. The fixed
13 charge, which includes the first block of demand (300 kW), was increased by
14 approximately the rate class revenue percentage increase. The balance of the target
15 revenues is recovered through the charge for demand over 300 kW.

16
17 **Q. What is the rate design that is being proposed in this proceeding for Rate GLH?**

18 A. Rate GLH is the complementary electric space heating rate to Rate GL and applies to
19 approximately 90 customers. The Company proposes to continue the existing rate structure
20 and is seeking permission for a rate design modification similar in concept to Rate GMH
21 in this proceeding. For the non-heating season months (May to October), these customers
22 will be billed the same charges as Rate GL. For the heating months (November to April),
23 the Company is proposing to bill a single volumetric charge per kilowatt-hour.

1 **Q. Please describe the proposed revisions to Rate GLH – General Service Large Heating**
2 **(“Rate GLH”).**

3 A. Consistent with the proposed changes to Rate GMH, the Company is proposing to modify
4 the billing months for the winter and summer rates to mirror those of Rate Schedule RH –
5 Residential Service Heating (“Rate RH”) and Rate Schedule RA – Residential Service
6 Add-On Heat Pump (“Rate RA”). This revision to the billing months will then match what
7 is reflected in Rate RH and Rate RA and will provide consistency across all heating classes
8 regarding the monthly billing months for both winter and summer. This alignment is
9 reflected within the rate design for the class and will enable efficiencies within the
10 Company’s billing processes.

11
12 **Q. Please describe the current distribution rate design for large commercial and**
13 **industrial customers on Rate L.**

14 A. Rate L is currently applicable to 25 customers. These customers represent some of the
15 largest customers served by the Company and are diverse in size (demand). The Company
16 offers the Rate L Service Voltage Less than 138 kW using a fixed monthly charge that
17 includes the first 5,000 kW of demand, and an additional per kW charge for monthly
18 demand in excess of 5,000 kW.

19
20 **Q. What is the distribution rate design that is being proposed for Rate L?**

21 A. The Company is proposing to continue the same rate structure for Rate L. The existing rate
22 structure uses a fixed monthly charge that includes the first 5,000 kW of demand, and an
23 additional per kW charge for monthly demand in excess of 5,000 kW. The fixed charge,

1 which includes the first block of demand (5,000 kW), was increased by approximately the
2 rate class revenue percentage increase. The balance of the target revenues is recovered
3 through the charge for demand over 5,000 kW.

4
5 **Q. Please describe the current distribution rate design for Rate HVPS.**

6 A. There are currently eleven (11) customers on Rate HVPS each served at 69 kV or more
7 and with a monthly demand greater than 5,000 kW in accordance with the tariff. The rate
8 schedule contains a monthly three-tiered fixed distribution charge and there are no variable
9 demand distribution charges or variable usage distribution charges.

10
11 **Q. What is the distribution rate design that is being proposed for Rate HVPS?**

12 A. The Company is proposing to continue the same rate structure currently in place using a
13 monthly fixed charge. Each of the fixed monthly charges have been increased by the same
14 percentage, as needed to produce the class revenue target.

15
16 **Q. What changes are being proposed to the distribution rates of the lighting and
17 unmetered rate classes?**

18 A. The Company has aggregated Rates AL, SM, SH and PAL for cost of service and revenue
19 allocation purposes. Rate SE and Rate UMS (Unmetered Service) are treated individually.
20 The Company is proposing to retain the same rate structure for these rate classes.

21 For Rates AL, SM, SH and PAL, the Company is proposing an across-the-board
22 percentage increase to each rate. These changes, when combined with the elimination of
23 surcharges that are being rolled into rates (e.g. DSIC) will produce the revenue targets.

1 For Rate SE, the Company is proposing a rate which, when combined with the
2 elimination of surcharges that are being rolled into rates (e.g. DSIC) will produce the
3 revenue target.

4 For Rate UMS, the Company is proposing to continue the same rate structure for Rate
5 UMS. The fixed charge was increased by approximately the rate class revenue
6 percentage increase. Recovery of the remaining revenue (that is, target revenue less
7 the amount recovered through the fixed monthly charge) will be through a single
8 volumetric charge per kWh.

9
10 **Q. Is the Company proposing any changes to its transmission rates in this proceeding?**

11 A. No, the Company is not proposing to change transmission rates in this proceeding. The
12 Company has adopted the FERC formula rate making process to establish an annual
13 revenue requirement and the associated wholesale network integrated transmission service
14 rate that changes June 1 every year. The current wholesale rate is not affected by this
15 proceeding.

16
17 **Q. Is the Transmission Service Charge (“TSC”) changing because of this filing?**

18 A. Yes. Consistent with the above-mentioned tariff rate schedule changes, the Company is
19 proposing to adjust Appendix A – Transmission Service Charge to adjust the summer
20 season for Rate Class GMH from June through September to May through October. No
21 other further changes are being proposed. The Company submitted and the Commission
22 approved the TSC in the Company’s 2006 distribution rate case. The purpose of the TSC
23 is to enable the Company to recover, on a dollar-for-dollar basis, the costs it incurs from

1 PJM as a provider of transmission service to retail customers who receive default service
2 from the Company. Electric generation suppliers are responsible for transmission charges
3 for shopping customers. The Company's retail transmission rates were redesigned to
4 reflect the FERC formula and the method of providing and paying for transmission service
5 through PJM. The TSC is updated June 1 every year in conjunction with the update to the
6 FERC formula rate. The TSC has worked successfully since it was implemented, and the
7 Company is not proposing any additional changes to the TSC or changes to the TSC retail
8 rates in this proceeding. The Company will align this change with its subsequent TSC
9 filing that has an effective date of June 1, 2025.

11 **III. REVENUE IMPACT BY RATE SCHEDULE**

12 **Q. Have the annual revenue effects of the new proposed rates been calculated?**

13 A. Yes. Schedule D-5D of Duquesne Light's Exhibit No. 2 was prepared in accordance with
14 PA PUC Data Filing Requirement IV-A. The pages in this schedule provide the rate class
15 revenue impact and the overall revenue effect for the fully projected future test year period.

17 **Q. Please explain Schedule D-5D for the fully projected future test year.**

18 A. Schedule D-5D Page 1 identifies the forecasted customers, sales and retail revenue by rate
19 class for distribution, transmission and generation. The customers, sales and revenues are
20 based on the billing determinants provided in Mr. Mobley's forecast at DLC Statement No.
21 3. Also shown are the forecasted revenues the Company plans to collect at current rates
22 through tariff riders for Rider No. 1 - Retail Market Enhancement Surcharge ("RMES"),
23 Rider No. 5 - Universal Service Charge ("USC"), Rider No. 15A - Phase IV Energy

1 Efficiency and Conservation Surcharge (“EEC IV”), Rider No. 20 - SMC, Rider No. 22 -
2 DSIC and Rider No. 10 - State Tax Adjustment ("STAS"). The Customer Assistance
3 Program (“CAP”) revenue credit is the billing deficiency associated with CAP customers
4 that is recovered through the USC charge.

5 Page 2 reflects the forecasted revenue at current rates with certain surcharge revenue
6 removed and only the DSIC and STAS, revenue shown. The STAS is proposed to be set
7 at 0% with the associated taxes recovered in the proposed distribution charges. Schedule
8 D-5D, Line 29, Page 2 reflects the reduction in revenue that the Company expects to
9 experience related to the decrease in retail sales load that the Company is forecasting. Mr.
10 O’Brien at DLC Statement No. 8 describes the retail sales load revenue reduction that is
11 calculated in Exhibit No. 2, Schedule D-5B, and Mr. Mobley’s Exhibit TM-2 identifies the
12 Company’s forecasted retail sales forecast that was utilized in calculating the reduction in
13 revenue. The distribution revenue in Schedule D-5D, Column G, Page 2 is the base
14 distribution revenue from which the requested increase is measured. The total revenue on
15 Page 2 ties to the total revenue described by Mr. O’Brien with his revenue adjustments in
16 Exhibit No. 2, Schedule D-1, Page 1.

17 Page 3 of Schedule D-5D shows the distribution revenue and total revenue at the
18 requested revenue increase and the respective increases on a percentage basis.

19 For illustrative purposes, Pages 4-6 provide similar calculations assuming 100%
20 default service supply load.

21
22
23

1 **IV. PROOF OF REVENUE**

2 **Q. Was a bill frequency analysis or proof of revenue calculation prepared?**

3 A. Yes. Attachment DFR IV-C-Proof was prepared in accordance with the Commission's
4 Data Filing Requirement IV-C and provides the calculation of revenues at current and
5 proposed rates. Attachment DFR IV-C-Proof provides a calculation for each retail tariff
6 rate schedule. For each rate schedule, the first column identifies the type of charge, i.e.
7 customer charge, demand charge or energy charge for distribution, transmission and
8 generation and for each rider, if applicable to that rate schedule. The second column
9 provides the annual billing determinants for each charge forecasted by Mr. Mobley. The
10 third column identifies the current and proposed rates for each block. The fourth column
11 identifies the revenues derived by multiplying the billing determinants in the second
12 column by the rates in the third column. The revenues computed on these pages produce
13 the revenues shown on the respective pages of Schedule D-5D (Fully Projected Future Test
14 Year).

15
16 **Q. Do the forecasted revenues at current and proposed rates reflect reduced sales from
17 the effects of energy efficiencies?**

18 A. Yes. In developing the Company's sales forecast, Mr. Mobley at DLC Statement No. 3
19 accounts for the reduced sales due to energy efficiencies and other factors projected
20 through the end of the fully projected future test year. The proposed rates and fully
21 projected future test year revenue were calculated based on Mr. Mobley's sales forecast.

22

23

1 **V. PROPOSED RETAIL TARIFF CHANGES**

2 **Q. Please describe the contents of Exhibit DBO-3.**

3 A. Exhibit DBO-3 is the Digest of Proposed Changes which sets forth in detail the
4 modifications being proposed to the Company's tariff as provided in Exhibit DBO-1,
5 including the changes in rates and rate design previously described in my testimony, to
6 recover the proposed distribution revenue requirement that is being requested. The
7 proposed modifications are also shown in a redline version of the tariff supplement
8 provided in Exhibit DBO-2.

9

10 **Q. Are you proposing changes to the Rules and Regulation section of the proposed tariff**
11 **supplement?**

12 A. Yes. The Company is proposing certain ministerial changes as well as changes to reflect
13 current business practices that are described in the list of modifications within Exhibit
14 DBO-2, as well as in Exhibit DBO-3, the Digest of Proposed Changes contained within
15 Duquesne Light's proposed supplement.

16

17 **Q. Are you proposing changes to the tariff rate schedules section of the proposed tariff**
18 **supplement?**

19 A. Yes. The distribution rates identified in each rate schedule in Exhibit DBO-1 have been
20 modified to achieve the allocated revenue increase previously described in my testimony.
21 Beyond the changes noted above regarding Rate RA, GMH and GLH, the Company is not
22 proposing any additional changes to the base distribution rate structure in this proceeding.

23

1 **Q. Are there any changes to existing riders in the tariff?**

2 A. Yes, in addition to the above-mentioned changes to rules and riders that are sponsored by
3 witnesses Hilderbrand, Oleksak and Coleman, there are five (5) riders and one (1) appendix
4 that the Company is proposing to revise. First, in Rider No. 5 – Universal Service Charge
5 (“USC”), the Company is proposing to update the participation level to reflect the
6 estimated CAP enrollment in 2025. Second, the Company is proposing to reset Part 1 of
7 Rider No. 10 – State Tax Adjustment (“STAS”) to zero to reflect recovery of these charges
8 in base rates. Third, the Company is proposing to update Rider No. 16 - Service to Non-
9 Utility Generating Facilities, to reflect the proposed distribution rate increase that follows
10 a consistent approach to the changes that were granted through the Company’s recent 2021
11 base distribution rate case at Docket No. R-2021-3024750. Fourth, the Company is
12 proposing to adjust Rider No. 19 – Community Development for New Load, resetting the
13 discount rate period along with modifying eligibility requirements. Fifth, the Company is
14 proposing to reset Rider No. 22 – Distribution System Improvement Charge (“DSIC”) to
15 zero to reflect recovery of these charges in base rates. Finally, consistent with the proposed
16 abovementioned tariff rider modifications, the Company is proposing to modify Appendix
17 A – Transmission Service Charges (“TSC”) to reflect the summer season for Rate Class
18 GMH is being adjusted from June through September to May through October.

19
20 **Q. Please explain the change to Rider No. 5 – Universal Service Charge (“USC”).**

21 A. Rider No. 5 is a cost recovery mechanism to recover the costs incurred by the Company to
22 provide its Universal Service and Energy Conservation Plan (“USECP”). The USC is
23 applicable to all residential customers who take distribution service under Rate Schedules

1 RS, RH and RA except for residential customers in the Customer Assistance Program
2 (“CAP”). The Company is updating the participation level to 40,386 to reflect the
3 estimated CAP enrollment.
4

5 **Q. Please explain the change to Rider No. 10 – State Tax Adjustment (“STAS”).**

6 A. Rider No. 10 is a two-part surcharge to recover changes in taxes of the Commonwealth.
7 Part 1 of the STAS reflects changes in tax rates for the Capital Stock Tax, Corporate Net
8 Income Tax and Public Realty Tax, and is applicable only to the distribution charges of
9 customer bills. Part 2 of the STAS reflects changes in the Gross Receipts Tax and is
10 applicable to the distribution, transmission and generation charges for customers taking
11 service from the Company. For presentation purposes in this filing, Part 1 of the STAS
12 has been set at 0% as the associated taxes will be recovered through the proposed
13 distribution charges and Part 2 of the STAS remains at 0%. The Company will submit its
14 annual STAS reconciliation filing in December 2024, for any state tax changes not
15 reflected in the base rate filing.
16

17 **Q. Please describe Rider No. 16 – Service to Non-Utility Generating Facilities.**

18 A. Rider No. 16 is an optional rate that applies to non-utility generating facilities¹.
19 Specifically, it applies to customers who self-generate through use of Combined Heat and
20 Power (CHP) or other technologies and utilize supply and delivery capacity on Duquesne
21 Light Company’s distribution system. Rider No. 16 includes provisions for energy supply
22 and delivery and is differentiated by levels of service to cover energy needs not being met

¹ Includes, but not limited to cogeneration and small power production facilities that are qualified in accordance with Part 292 of Chapter 1, Title 18, Code of Federal Regulations (qualifying facilities).

1 by the customer's generator. Specifically, Rider No. 16 differentiates between
2 Supplementary Service and Back-Up Service.

3 The current rate design comprises a Maintenance Demand rate and an As-Used
4 Demand rate. It also includes both the Overage Fees for customers that significantly
5 exceed their contracted Maintenance Demand and the mechanism for adjusting the
6 contracted demands should the customer significantly exceed those agreed to service
7 levels.

8 **Q. Please describe supplementary service and how it applies under the existing Rider**
9 **No. 16.**

10 A. Supplementary Service refers to distribution services provided by the Company and
11 regularly used by the customer to meet its energy needs that are in excess of the electricity
12 that the customer's generation facility typically produces. Rider No. 16 specifically defines
13 Supplementary Service as the "distribution service provided by the Company, inclusive of
14 distribution services included in the applicable monthly customer charge, to a non-utility
15 generating facility and regularly used in addition to that electric energy which the non-
16 utility generating facility generates itself." Also, Rider No. 16 notes that "The Company's
17 regular and appropriate General Service Rates will be utilized for billing charges for
18 Supplementary Service.

19
20 **Q. Please describe Back-Up Service and how it applies under the existing Rider No. 16.**

21 A. Back-Up Service refers to distribution services provided by the Company to enable a
22 customer to replace electricity ordinarily generated by the customer's on-site equipment
23 during any outage. Rider No. 16 currently defines Back-up Service as "distribution

1 services provided by the Company to a non-utility generating facility during any outage of
2 the non-utility generating facility's electric generating equipment or otherwise, to replace
3 electric energy ordinarily generated by the non-utility generating facility's generating
4 equipment." By its nature, Back-Up Service is used infrequently but still requires the
5 Company to maintain distribution capacity for that customer if the customer needs
6 additional electricity delivered during those outages. To be eligible for Back-Up Service,
7 the number of hours the customer needs such services must be equal to or less than 15% of
8 all hours in a year.

9
10 **Q. What is the proposed cost reflective maintenance demand rate and how was it**
11 **computed?**

12 A. Consistent with the Company's 2021 distribution rate case, the first step in this process is
13 to estimate the service that would be provided under Back-Up Service, or specifically a
14 level of Maintenance Contract Demand relative to a load shape of expected delivery
15 services, by rate class. Because the Rider No. 16 structure charges customers the same
16 amount for Back-Up or Maintenance Contract Demand every month, despite the actual
17 level of services provided, the rate should reflect that the customer does not always
18 consume the maximum demand every month and thus there is load diversity. That is, if
19 every customer on Rider No. 16 were to pay based on maximum demand rather than the
20 sum of their monthly demands, they would pay too much for their service relative to other
21 customers. Further, because a customer may choose Supplementary Demand service in
22 addition to Back-Up service, Supplementary Demand can be assumed to be set to the
23 customer's minimum monthly demand and Back-Up services would provide for service

1 above that minimum. Therefore, the Company calculated a Load Diversity factor (LD
 2 Factor) for each class based on the billing demands for each class. The LD Factor was
 3 calculated as the ratio of the average difference between minimum demand and actual
 4 demand and the maximum demand. Table 1 below shows the monthly billing demands by
 5 class and the calculation for the LD Factor by class.²

7 **Table 1: Average Monthly Maximum Demand by Rate**

	GM<25	GM>25	GL	L	GMH <25	GMH >25	GLH
Jan	10.0	74.3	697.6	6,779.9			
Feb	9.4	68.4	631.5	6,493.3			
Mar	10.1	74.0	716.5	7,126.0			
Apr	10.1	74.3	700.5	7,129.4			
May	11.9	87.7	819.0	7,761.1	9.1	65.9	717.1
Jun	12.4	93.0	809.4	7,776.0	8.6	65.4	756.7
Jul	12.7	98.2	854.4	8,393.9	8.3	68.8	825.1
Aug	12.0	93.0	834.5	8,142.2	8.0	64.9	768.0
Sep	10.8	84.1	764.8	7,476.1	7.4	58.9	682.5
Oct	11.1	81.9	777.1	7,552.1	8.5	61.7	702.8
Nov	10.8	75.0	684.7	7,058.0			
Dec	10.5	75.5	706.7	7,052.4			
Total	131.9	979.5	8,996.6	88,740.4	50.1	385.6	4,452.3
Maximum	12.7	98.2	854.4	8,393.9	9.1	68.8	825.1
Minimum	9.4	68.4	631.5	6,493.3	7.4	58.9	682.5
Months	12	12	12	12	6	6	6
Average	11.0	81.6	749.7	7,395.0	8.3	64.3	742.1
Avg -Min	1.6	13.2	118.3	901.7	0.9	5.4	59.6
Max-Min	3.4	29.8	222.9	1,900.6	1.7	9.9	142.6
LD Factor	48%	56%	47%	53%	46%	46%	58%

8
 9 The LD Factor is multiplied by the applicable demand charge for each rate
 10 schedule, which produces the cost the customer would impose on the system if its demand

² Source of data are from the Proof of Revenues calculations, Attachment DFR IV-C-Proof.

1 could be smoothed out over time. This calculated rate then represents the cost-reflective
 2 value for the applicable Maintenance Contract Demand services provided by the Company.
 3 Table 2 shows the calculation of the diversified rate by rate schedule. Further, since
 4 customers from any of these rate schedules can select Rider No. 16, the rate must be
 5 revenue-neutral to the Company on an overall basis. Therefore, the final Back-Up Service
 6 rate is established using the load weighted average of each rate schedule, or \$5.90/kW.
 7 This calculation is also shown in Table 2.

8 **Table 2: Calculation of Proposed Back-Up Services Cost Reflective Rate**

→ Rate Schedule	GM<25	GM>25	GL	L	GMH<25	GMH>25	GLH
Total Billed Demand (MW)	2,615.4	6,092.8	6,825.2	2,196.3	125.6	258.0	397.5
Average Rate (\$/kW)	8.94	8.94	12.53	19.76	8.94	8.94	12.53
Weighted Average Rate	11.64						
Diversification Factor	48%	56%	47%	53%	46%	46%	58%
Diversified Rate (\$/kW)	4.30	4.98	5.88	10.39	4.07	4.07	7.30
Weighted Rate (\$/kW)	5.89						

9
 10 **Q. Is the Company proposing to implement the full cost-reflective maintenance demand**
 11 **charge at this time?**

12 A. No. Consistent with the Company's 2021 base distribution rate case, while the value of
 13 \$5.89/kW represents the revenue-neutral, cost-based rate for back-up service if customers
 14 smoothed out their demand, if the Company were to move to this rate level for Contract
 15 Demand, the change in the Rider No. 16 rate constitute a 91% increase over the present
 16 rate of \$3.09 per kW for back-up service. To ensure a gradual change in rates toward a

1 cost-reflective tariff, the Company proposes to increase the current Rider No. 16 rate of
2 \$3.09/kW to \$3.71, which results in the rate moving closer to the cost reflective value of
3 \$5.89 without creating significant rate shock for these customers.

4
5 **Q. What is the proposed As-Used Demand rate and how was it computed?**

6 A. The As-Used Demand charge is designed to ensure the Back-Up rate is fully cost reflective.
7 The As-Used Demand charge only applies to load during a designated Peak Period, which
8 represents the likely times when loads on the Company's system are highest.

9 Calculation of the As-Used Demand charge reflects the full costs of providing on-
10 demand cost of service during peak demand periods, basically negating the LD Factor
11 discount during times when demand is greatest across the Company's service territory. To
12 best represent this additional cost, the As-Used Demand charge is applied to the customer
13 maximum demand in that month that occurs during the Peak Period. This rate is computed
14 based as the full General Service tariff demand charges less charges paid toward these costs
15 already recovered under the Maintenance Demand rate. Again, since the proposed Rider
16 No. 16 applies to all customers who choose this option, a weighted average of the demand
17 costs per kW for all applicable rate schedules was calculated (see Table 2) as \$11.62.
18 Finally, care must be taken to not double count revenues from the Maintenance Contract
19 Demand Charge. Therefore, the As-Used Demand Charge is set to the difference between
20 the cost reflective rate of \$11.62 and the Maintenance Contract Demand charge (or back-
21 up rate) of \$3.71, or \$7.91 per kW. Going forward, as the Maintenance Contract Demand
22 rate is increased in subsequent proceedings to a level closer to the full cost-recovery rate
23 based on the LD factor, this difference will decline.

1 **Q. Please describe in detail the overage fee, how it was determined and how will over**
2 **collection be addressed?**

3 A. The purpose of the overage fee is to incent setting the Maintenance Contract Demand to
4 levels that represent the expected level of service to be provided under Back-Up Services.
5 If a customer strategically chose a Back-Up service level that is lower than expected, the
6 customer will not be paying their cost of service and those costs avoided by the customer
7 are paid for by other customers. To ensure the overage fee is cost-reflective, the Company
8 proposes to set an overage fee based on the average cost to serve the demand. As noted
9 above, the computed average cost to serve is \$11.62/kW and should be the overage rate, as
10 compared to the Revised Rider No. 16 rate after the application of the Diversification factor
11 of \$5.89. This results in an Overage Charge Multiplier of 2.0 (simply 11.62/5.89).
12 However, the Company is proposing to only increase the Revised Rider No. 16 rate to
13 \$3.71/kW. Since the overage charge should reflect full cost of service, the Company
14 proposes increasing the overage charge to the full cost of service, or \$11.62/kW. This
15 results in a multiplier of 3.1, but only applies to the difference in the actual monthly demand
16 (kW) and the Maintenance Demand.³

17
18 **Q. Is the Company proposing any further modifications to Rider No. 16 - Service to Non-**
19 **Utility Generating Facilities?**

20 A. Yes, the Company is proposing to modify the minimum duration for changes in Contract
21 Demand quantities. The language in the Rider currently states “If a customer’s Back-Up

³ Note that if a customer exceeds the Maintenance Demand by more than 5%, the Maintenance Demand is increased to the actual monthly demand for remainder of Base Period, but the overage fee applies in the month of the exceedance, prior to adjustment of Maintenance Demand, thus is based on the Maintenance Demand in effect during the billing month.

1 Service requirement at any time exceeds the customer's Maintenance Contract Demand by
2 5% or more, the actual Back-Up Service requirement provided, measured in kW demand
3 will become the customer's new Maintenance Contract Demand for the remaining term of
4 the back-up contract." To avoid any gaming of the system, the Company proposes to
5 modify the language to state "If a customer's Back-Up Service requirement at any time
6 exceeds the customer's Maintenance Contract Demand by 5% or more, the actual Back-
7 Up Service requirement provided, measured in kW demand, will become the customer's
8 new Maintenance Contract Demand. The customer will be required to stay on the new
9 Maintenance Contract Demand for twelve months from when they hit the ratchet and for
10 twelve months each time thereafter a new ratchet is hit."

11
12 **Q. Please describe the existing Rider No. 19 – Community Development for New Load.**

13 A. The existing Community Development Rider was originally designed to provide incentives
14 for customers to bring operations to the Company's service territory. The current language
15 provides a prescribed discount of distribution services demand charges for five years, with
16 the structure providing the most savings in the first years of the offering. Specifically, the
17 Community Development Rider is a prescribed percent discount to the demand charge of
18 any General Services tariff during the months of January through May and October through
19 December. The discount starts at 25% and decreases by 5 percentage points (20%)
20 annually until the end of five years after which no discount is applied.

1 **Q. Please describe the propose changes to the Community Development Rider?**

2 A. To date, the Company has had limited interest in the rider and no customers have chosen
3 to take service under this rider. The original proposal was to provide an incentive to attract
4 non-residential customers with beneficial load profiles to the Company’s service territory.
5 This proposal was meant to offer benefits to potential customers who could bring new
6 operations to the Pittsburgh area, and/or existing customers looking to substantially
7 increase their operations within the Company’s service territory. The rate discount was
8 designed to only reduce distribution rates for new customers or increased load in those
9 months when system peak was unlikely: October through December, and January through
10 May. The Company experiences the highest level of system load in the months of June
11 through September.

12
13 **Q. What changes are being proposed for the Community Development Rider?**

14 A. The Company is looking to reset the full discount rate effective January 1, 2025 along with
15 allowing up to a 12 month grace period to account, for example, any supply chain related
16 delays as it relates to Company owned equipment. The grace period would allow the initial
17 percent discount to be established based upon when the contract is signed, and the discount
18 would begin once the customer takes actual service. The overall structure would remain
19 intact with the percent discount only applying to the volumetric demand charge for months
20 of January through May and October through December. The updated discount would
21 commence on the effective date of all rates, which is January 1, 2025, and decline by 20%
22 every year over five years. To align the discount with the period covered by the Company’s

1 tariff, the discount will change every January from 2026 through 2029. The following table
2 shows the discount schedule.

3 **Table 3:** Community Development Percent Discount

	January 2025	January 2026	January 2027	January 2028	January 2029
Discount	25%	20%	15%	10%	5%

4
5 **Q. Please describe what changes are being made to the Community Development Rider**
6 **Qualifications Criteria?**

7 A. To help spur additional interest in the Community Development Rider, the Company is
8 seeking to remove the requirement for a Manufacturing Sales Tax Exemption Certificate
9 requirement which contributed to the lack of enrollment in the rider. Removal of this
10 requirement will expand the customer base beyond those within the manufacturing space.

11
12 **Q. The Commission’s Policy Statement on Alternative Distribution Ratemaking**
13 **Mechanisms 52 PA. Code §§ 69.3301 AND 69.3302, identifies a number of factors**
14 **the Commission may consider when evaluating an Alternative Distribution Rate**
15 **Mechanism. Has the Company considered these factors with respect to the**
16 **Community Development Rate?**

17
18 A. Yes. I address each of them below.

19 *(1) How the ratemaking mechanism and rate design align revenues with cost causation*
20 *principles as to both fixed and variable costs.*

21 The rate design for the Community Development Rider is based on current rates for all
22 customers on General Service Rates GM < 25, GM >25, GL and L, all of which are based

1 on cost causation principles. The rate is simply a discount to these rates, reducing the
2 customer's contribution to fixed costs for the designated period of time. While the
3 customer receives this discount, the customer continues to make an incremental
4 contribution to fixed costs while paying variable. That is, because a customer must bring
5 additional load to qualify for this rate, the customer is covering variable costs of the new
6 load and paying towards the fixed costs, lowering the burden of recovering fixed costs from
7 all other customers. Further, the discount only applies for five years, and declines over
8 time, minimizing the amount of the discount and avoiding any challenges of establishing
9 discounts that prove to be inappropriate over time.

10
11 *(2) How the ratemaking mechanism and rate design impact the fixed utility's capacity*
12 *utilization.*

13 The discount only applies to months with lower demand. By offering a discount only
14 for months outside that peak load period, the Company is attracting load that would most
15 benefit and thus likely to have significant loads in months other than June through
16 September, potentially improving the utilization of the Company's delivery system and
17 lowering rates for all customers.

18 Also, with no discount during the summer months, the Company will not
19 experience additional growth during those months without the customer paying rates that
20 are consistent with the cost to serve all other customers from the same class.

21
22 *(3) Whether the ratemaking mechanism and rate design reflect the level of demand*
23 *associated with the customer's anticipated consumption levels.*

1 Because the discount is applied only to the demand charges, it is directly reflecting
2 the level of demand associated with the customer’s consumption levels.

3
4 *(4) How the ratemaking mechanism and rate design limit or eliminate interclass and*
5 *intraclass cost shifting.*

6 The rate only applies to customers that bring additional load to the Company’s
7 service territory, and the customer pays variable costs. Further, because the customer’s
8 load is incremental and, even with the discount, the customer is making a contribution to
9 fixed costs, and thus contributing to reducing costs paid for by other customers (e.g., more
10 revenue to offset fixed costs from these customers reduces the amount of revenue needed
11 to collect fixed costs from all other customers).

12
13 *(5) How the ratemaking mechanism and rate design limit or eliminate disincentives for the*
14 *promotion of efficiency programs.*

15 While a discount to demand charges could arguably reduce the incentive for energy
16 efficiency programs, the rate design structure mitigates this in two ways. First, the discount
17 is only for five years and declines equally each year, thus a customer remains incented to
18 invest in energy efficiency in the initial investment of operations for the new load (e.g., the
19 customer is increasing operations and the long term incentive for installing energy efficient
20 equipment remains). Second, the discount does not apply during the summer
21 months. Therefore, the customer will still be equally encouraged to invest in energy
22 efficient cooling systems.

23

1 (6) *How the ratemaking mechanism and rate design impact customer incentives to employ*
2 *efficiency measures and distributed energy resources.*

3 As noted above, because the discount is applied to demand charges and is only for
4 five years and declines equally each year, a customer is actually incented to invest in energy
5 efficiency that reduces peak demand in the initial investment of operations for the new load
6 (e.g., the customer is increasing operations and the long term incentive for installing energy
7 efficient equipment remains). Further, because the discount does not apply during the
8 summer months, the customer will be equally encouraged to invest in energy efficient
9 cooling systems as they would under the current General Service rates.

10
11 (7) *How the ratemaking mechanism and rate design impact low-income customers and*
12 *support consumer assistance programs.*

13 The program should assist low-income customers because the additional
14 contribution to fixed costs from customers on the Community Development rider would
15 reduce rates for all customers over time. Further, this rate will also support customers
16 returning operations to the Company's service territory.

17
18 (8) *How the ratemaking mechanism and rate design impact customer rate stability*
19 *principles.*

20 The rate design creates a discount to the customer's General Service Rate demand
21 charge. Therefore, it is linked to current rates and thus the customer's rate stability remains
22 the same as if the customer were on their General Service Rate. Further, the discount is

1 explicit and the glidepath to reduce the level of discount over the five year period is
2 predictable and transparent. Therefore, the rate structure is stable and transparent.

3
4 *(9) How weather impacts utility revenue under the ratemaking mechanism and rate
5 design.*

6 This rate is linked to existing General Services rates and thus experiences similar
7 impacts attributable to weather.

8
9 *(10) How the ratemaking mechanism and rate design impact the frequency of rate case
10 filings and affect regulatory lag.*

11 This rate design will not impact the frequency of rate case filings or regulatory lag.

12
13 *(11) If or how the ratemaking mechanism and rate design interact with other revenue
14 sources, such as Section 1307 automatic adjustment surcharges, 66 Pa.C.S. § 1307
15 (relating to sliding scale of rates; adjustments), riders such as 66 Pa.C.S. § 2804(9)
16 (relating to standards for restructuring of electric industry) or system improvement
17 charges, 66 Pa.C.S. § 1353 (relating to distribution system improvement charge).*

18 Not applicable.

19
20 *(12) Whether the alternative ratemaking mechanism and rate design include appropriate
21 consumer protections.*

22 The rate is an optional rate and provides a discount to the current rates a customer
23 would otherwise be charged, therefore the customer is better off under this rate design (and

1 has the option to not choose the rate). This provides adequate protections as the customer's
2 bill cannot be greater under this tariff than under the otherwise applicable General Services
3 rate.

4
5 *(13) Whether the alternative ratemaking mechanism and rate design are understandable*
6 *to consumers.*

7 By applying a simple discount that is transparent and predictable, it is very easy for
8 a customer to understand the rider structure.

9
10 *(14) How the ratemaking mechanism and rate design will support improvements in utility*
11 *reliability.*

12 This rate design is based on current General Services rates with a simple discount
13 to the demand charge component to temporarily discount the participating customer's
14 contribution to fixed costs. Further, the customer receives no discount during the summer
15 months when the company experiences its highest loads and the discount is finite with
16 steady decline over the five year period. Lastly, this rate only applies if the customer brings
17 incremental load. All together these provide for full cost recovery of costs planned for by
18 the company for reliability while potentially reducing rates for all customers over time.

19
20 *(b) In any distribution rate filing by a fixed utility under 66 Pa.C.S. § 1308 (relating to*
21 *voluntary changes in rates) that proposes an alternative ratemaking mechanism and rate*
22 *design, the fixed utility shall explain how these factors impact the distribution rates for*
23 *each customer class.*

1 Table 3 reflects the community development percent discount that would be applied
2 to participating customers. Further, as noted above, these customers continue to pay
3 variable costs and are contributing incrementally to fixed costs, thus other customers are
4 not impacted and may, in fact, benefit from the additional contribution to fixed costs paid
5 by the participating customers.

6
7 **Q. Please briefly describe the Company’s Distribution System Improvement Charge**
8 **(“DSIC”).**

9 A. The purpose of the DSIC is to recover the reasonable and prudent capital costs incurred to
10 repair, improve, or replace eligible property which is completed and placed in service
11 between base rate cases. The DSIC provides public utilities, such as Duquesne Light, with
12 the resources to accelerate the replacement of aging infrastructure.

13
14 **Q. Please explain the proposed changes to Rider No. 22 – DSIC.**

15 A. In this distribution base rate filing, the Company has included the costs recovered under its
16 existing DSIC in base rates, as required by Section 1358(b) of the Public Utility Code. The
17 Company is proposing to include the capital investment and associated depreciation and
18 tax effects for the DSIC in base rates. With the exception of prior period over/under
19 collections (“E-Factor”), the Company will reset Rider No. 22 to zero as of the effective
20 date of the base rates determined in this case. Rider No. 22 will remain at zero, with the
21 exception of E-Factor, until Duquesne Light has added plant within DSIC eligible accounts
22 in excess of the total claimed amount included in its estimated December 31, 2025, rate
23 base in the present case.

1 The Company is proposing to roll-in the DSIC in two steps. The first step includes
2 rolling the projected DSIC surcharge revenue into present distribution rates as evidenced
3 in Exhibit 2, Schedule D-5D, Column F, Page 2. As described earlier, the distribution
4 revenues in Schedule D-5D, Column G, Page 2 are the base distribution revenues from
5 which the requested increase is measured. The total revenue on Page 2 ties to the total
6 revenue described by Mr. O’Brien with his revenue adjustments on Exhibit No. 2, Schedule
7 D-1, Page 1. The second step includes rolling DSIC assets into the base distribution rate
8 base, which is included in DSIC eligible FERC accounts within each of Mr. O’Brien’s
9 Exhibits (2 through 4), Schedule C-2, Page 3. Mr. O’Brien explains these adjustments in
10 more detail within DLC Statement No. 8.

11
12 **Q. Please explain the proposed changes to Appendix A – Transmission Service Charges**
13 **(“TSC”).**

14 A. Appendix A provides the Company the mechanism to charge default service customers for
15 transmission service consistent with the PJM Open Access Transmission Tariff approved
16 or accepted by the FERC. As reflected in Rate Schedule GMH, the Company is proposing
17 to update the summer season from the months of June through September to the months of
18 May through October.

19
20 **Q. Are any new riders being added to Tariff No. 25?**

21 A. Yes, as described above, the Company is proposing the following additional riders to the
22 tariff:

- 23 • Rider No. 4 –EV TOU Distribution Rate Pilot Rider.

- 1 • Rider No. 7 – Residential Managed Charging Pilot
- 2 • Rider No. 23 – Behavioral Load Management Pilot

3

4 **Q. Please explain the new Rider No. 4 – EV TOU Distribution Rate Pilot**

5 A. The EV TOU Distribution Rate program design is sponsored by Company witness Oleksak
6 (DLC Statement No. 6) and the rate design is sponsored by Company witness Coleman
7 (DLC Statement No. 15). The proposed Rider No. 4 – EV TOU Distribution Rate Pilot is
8 reflected in their testimony and includes time of use rates available to participating
9 customers for the Company’s Distribution EV TOU pilot proposal.

10

11 **Q. Is the Company seeking to delay the implementation of Rider No. 4?**

12 A. Yes, as described by witness Oleksak, the Company is proposing to delay the effective date
13 of Rider No. 4 until June 1, 2025, to align with its next Default Service Plan that has an
14 anticipated effective date of June 1, 2025. The Company is seeking permission to align
15 the effective date of the EV TOU distribution and supply rates to allow for a better customer
16 experience.

17

18 **Q. Is the Company proposing to offer more than one rate option in Rider No. 4?**

19 A. Yes, as described by witness Coleman, the Company is proposing two rate options. The
20 first option would account for the entire household metered load using the household
21 premises meter (“WholeHome TOU Distribution Rate”). The second option would allow

1 for customers whose EV load is metered separately via vehicle telematics or charging
2 station energy consumption data (“EV-Only TOU Distribution Rate”).

3
4 **Q. Please explain the new Rider No. 7 – Residential Managed Charging Pilot.**

5 A. As sponsored by Company witness Olexsak, which she describes in further detail in her
6 direct testimony, DLC Statement No. 6, the Residential Managed Charging Pilot, limited
7 to 500 customers is an optional rider available to residential customers who own or lease
8 an EV, have an L2 charging station or an EV that can be enrolled in the charging platform,
9 and not currently enrolled in the Proposed EV TOU Distribution Rate Pilot or Behavioral
10 Load Management Pilot. Customers will receive a monthly \$20 incentive in the form of a
11 pre-paid debit card or direct bank deposit so long as the customer participated in at least
12 fifty percent of the called demand reduction events.

13
14 **Q. Please explain the new Rider No. 23 – Behavioral Load Management Pilot.**

15 A. As sponsored by Company witness Hilderbrand, which he describes in further detail in his
16 direct testimony, DLC Statement No. 4, the Behavioral Load Management Pilot, limited to
17 7,500 customers is an optional rider available to residential customers. The customers who
18 participate in the pilot will be asked to reduce their consumption during peak events on
19 weekdays between June 1 and September 30 (“Peak Season”). Customers will receive an
20 incentive for each kWh they reduce via a digital gift card at the end of the Peak Season.

1 **Q. Does this conclude your direct testimony?**

2 A. Yes, it does. I reserve the right to supplement my testimony through the course of this
3 proceeding.



SCHEDULE OF RATES

For Electric Service in Allegheny and Beaver Counties

(For List of Communities Served, see Pages No. 4 and 5)

Issued By

DUQUESNE LIGHT COMPANY

411 Seventh Avenue
Pittsburgh, PA 15219

Kevin E. Walker

President and Chief Executive Officer

ISSUED: March 20, 2024

EFFECTIVE: May 20, 2024

Filed at Docket No. R-2024-3046523

NOTICE

THIS TARIFF SUPPLEMENT ADDS PAGES AND RIDERS, MAKES CHANGES TO THE TABLE OF CONTENTS, RULES AND REGULATIONS, RATE SCHEDULES, RIDER MATRIX, RIDERS, AND APPENDIX A AND MAKES INCREASES TO THE RATES CONTAINED IN THE RATE SCHEDULES AND RIDERS.

See Page Two

LIST OF MODIFICATIONS MADE BY THIS TARIFF**CHANGES****Table of Contents****Eighth Revised Page No. 3
Cancelling Seventh Revised Page No. 3**

List of Modifications – Original Page No. 2A through Original Page No. 2G have been added to Tariff No. 25 in order to accommodate the noted modifications and, therefore, the Table of Contents has been updated to reflect the additional pages.

Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate Pilot has been added to Tariff No. 25 and, therefore, to the Table of Contents.

In Rider No. 4 - Electric Vehicle Time-of-Use Distribution Rate Pilot, Original Page No. 92A through Original Page No. 92B have been added to Tariff No. 25 and, therefore to the Table of Contents.

Rider No. 7 – Residential Managed Charging Pilot has been added to Tariff No. 25 and, therefore, to the Table of Contents.

In Rider No. 7 - Residential Managed Charging Pilot, Original Page No. 97A has been added to Tariff No. 25 and, therefore to the Table of Contents.

Rider No. 23 – Behavioral Load Management Pilot has been added to Tariff No. 25 and, therefore, to the Table of Contents.

In Rider No. 23 – Behavioral Load Management Pilot, Original Page No. 141A and Original Page No. 141B have been added to Tariff No. 25 and, therefore, to the Table of Contents.

**Rules and Regulations – The Electric Service Tariff
Rule No. 3 – Application****Second Revised Page No. 6
Cancelling First Revised Page No. 6**

Under Rule No. 3 – Application, 120/208 volts, 3 wire was moved from the “legacy” standard service section back to the standard nominal service delivery voltages section.

Under Rule No. 3 – Application, 480 volts, 2 wire was moved from the standard nominal service delivery voltages section to the "legacy" standard service section.

Under Rule No. 3, language was removed and added in regard to the effective dates of the revisions.

**Rules and Regulations – Installation of Service
Rule No. 6.1 – Service Point****Third Revised Page No. 13
Cancelling Second Revised Page No. 13**

Under the “Service Point” column in Rule No. 6.1, language has been inserted to add clarity for 1-phase underground connections not covered in Rule No. 13.2 - Underground Electric Service in New Residential Developments (“URDs”):

Language has been added to ensure that the definition of Service Point aligns with alternative service point needs for Transportation Electrification Program offerings for customers.

The “A. Definitions” language and the “(1) Contractor cost” definition that was previously located at the bottom of Second Revised Page No. 13, Cancelling Original and First Revised Pages No. 13 has been moved to the top of Third Revised Page No. 14, Cancelling Second Revised Page No. 14.

LIST OF MODIFICATIONS MADE BY THIS TARIFF**CHANGES – (Continued)****Rules and Regulations – Installation of Service
Rule No. 7 – Supply Line Extensions****Third Revised Page No. 14
Cancelling Second Revised Page No. 14**

The “A. Definitions” language and the “(1) Contractor cost” definition language that was previously located at the bottom of Second Revised Page No. 13, Cancelling Original and First Revised Pages No. 13 has been moved to the top of Third Revised Page No. 14, Cancelling Second Revised Page No. 14.

Under the “Definitions” Section of Rule No. 7 – Supply Line Extensions, a new Definition No. 6 - Contribution In Aid of Construction (“CIAC”) has been added to define a non-refundable CIAC.

Under the “Definitions” Section of Rule No. 7 – Supply Line Extensions, current Definition No. 6 – Income Tax has been renamed to Definition No. 7 – Income Tax in order to accommodate the addition of the Contribution In Aid of Construction (“CIAC”) definition.

**Rules and Regulations – Installation of Service
Rule No. 7 – Supply Line Extensions****Original Page No. 14A**

Original Page No. 14A has been added to Tariff No. 25 in order to accommodate the language added for the CIAC definition under the “Definitions” Section of Rule No. 7 – Supply Line Extensions.

Language that referenced a refundable CIAC has been replaced with language referencing “cash advance” to clarify and reflect current business practice.

Language that acknowledged costs that are borne by the customer that had been removed in the Company’s 2018 Rate Case at Docket No. R-2018-3000124 has been added back into Rule No. 7 – Supply Line Extensions, B. Overhead Areas – (Continued) to clarify and reflect current business practice.

**Rules and Regulations – Installation of Service
Rule No. 7 – Supply Line Extensions****Third Revised Page No. 15
Cancelling Original and First Revised Page No. 15**

Language that referenced a refundable CIAC has been replaced with language referencing “cash advance” to clarify and reflect current business practice.

The “D. Rights-of-Way” language that was previously located at the bottom of Second Revised Page No. 15, Cancelling Original and First Revised Pages No. 15 has been moved to the middle of Original Page No. 15A.

**Rules and Regulations – Installation of Service
Rule No. 7 – Supply Line Extensions****Original Page No. 15A**

Language that acknowledged costs that are borne by the customer that had been removed in the Company’s 2018 Rate Case at Docket No. R-2018-3000124 has been added back into Rule No. 7 – Supply Line Extensions, C. Underground Areas – (Continued) to clarify and reflect current business practice.

The “D. Rights-of-Way” language that was previously located at the bottom of Second Revised Page No. 15, Cancelling Original and First Revised Pages No. 15 has been moved to the middle of Original Page No. 15A.

LIST OF MODIFICATIONS MADE BY THIS TARIFF

CHANGES – (Continued)**Rules and Regulations – Installation of Service
Rule No. 7 – Supply Line Extensions****Third Revised Page No. 16
Cancelling Second Revised Page No. 16**

In the “E. Revenue Guarantees” section, language has been added to clarify and reflect current business practice.

Item No. F. has been renamed to “Cash Advance” and language has been updated to reflect “cash advance” throughout the section to clarify and reflect current business practice.

**Rules and Regulations – Installation of Service
Rule No. 7 – Supply Line Extensions****First Revised Page No. 17
Cancelling Original Page No. 17**

Item No. F. has been renamed to “Cash Advance” and language has been updated to reflect “cash advance” throughout the section to clarify and reflect current business practice.

**Rules and Regulations – Installation of Service
Rule No. 8 – Nonstandard Service****First Revised Page No. 17
Cancelling Original Page No. 17**

Language has been added to clarify and reflect current business practice.

Rule No. 9 Relocations of Facilities, A. Pole Removal or Relocation for Residential Customers language that was previously located at the bottom of Original Page No. 17 has been moved to the bottom of Original Page No. 17A in order to accommodate the addition of new Rule No. 8.1 Customer-Generator Pre-Application and new Rule No. 8.2 Large Load Study Deposit.

**Rules and Regulations – Installation of Service
Rule No. 8.1 – Customer-Generator Pre-Application****Original Page No. 17A**

New Rule No. 8.1 Customer-Generator Pre-Application has been added to the tariff to clarify and reflect the pre-application process for a potential interconnection project.

**Rules and Regulations – Installation of Service
Rule No. 8.2 – Large Load Study Deposit****Original Page No. 17A**

New Rule No. 8.2 Large Load Study Deposit has been added to the tariff to clarify and reflect that a load study may be required to establish service in certain instances.

**Rules and Regulations – Installation of Service
Rule No. 9 – Relocations of Facilities****Original Page No. 17A**

Rule No. 9 Relocations of Facilities, A. Pole Removal or Relocation for Residential Customers language that was previously located at the bottom of Original Page No. 17 has been moved to the bottom of Original Page No. 17A in order to accommodate the addition of new Rule No. 8.1 Customer-Generator Pre-Application and new Rule No. 8.2 Large Load Study Deposit.

LIST OF MODIFICATIONS MADE BY THIS TARIFF**CHANGES – (Continued)****Rules and Regulations – Installation of Service
Rule No. 17 – Power Quality****Fourth Revised Page No. 26
Cancelling Third Revised Page No. 26**

Rule No. 17 Fluctuations and Unbalances has been renamed to “Power Quality” to clarify and reflect current business practice.

Language in Rule No. 17 Power Quality has been updated to reference how power quality issues will be addressed in order to clarify and reflect current business practice.

Rate RA – Residential Service Add-On Heat Pump**Third Revised Page No. 43
Cancelling Second Revised Page No. 43**

Language has been added to reflect that effective May 20, 2024, Rate RA will no longer be available to new customers or applicants, or to new installations for existing customers.

Rate GMH – General Service Medium Heating**Third Revised Page No. 50
Cancelling Second Revised Page No. 50**

Language has been revised to reflect that November through April will be the Winter Billing Months and that May through October will be the Summer Billing Months.

Rate GMH – General Service Medium Heating**Third Revised Page No. 51
Cancelling Second Revised Page No. 51**

Language has been revised to reflect that November through April will be the Winter Billing Months and that May through October will be the Summer Billing Months.

Rate GLH – General Service Large Heating**Third Revised Page No. 56
Cancelling Second Revised Page No. 56**

Language has been revised to reflect that November through April will be the Winter Billing Months and that May through October will be the Summer Billing Months.

Rate GLH – General Service Large Heating**Third Revised Page No. 57
Cancelling Second Revised Page No. 57**

Language has been revised to reflect that November through April will be the Winter Billing Months and that May through October will be the Summer Billing Months.

LIST OF MODIFICATIONS MADE BY THIS TARIFF**CHANGES – (Continued)****Rate HVPS – General Service Large Heating****First Revised Page No. 65
Cancelling Original Page No. 65**

Language has been removed to clarify and reflect current business practice.

Standard Contract Riders – Rider Matrix**Fourth Revised Page No. 87
Cancelling Third Revised Page No. 87**

Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate Pilot has been added to Tariff No. 25 and, therefore, to the Rider Matrix.

Rider No. 7 – Residential Managed Charging Pilot has been added to Tariff No. 25 and, therefore, to the Rider Matrix

Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate Pilot has been updated in the Matrix to reflect the applicable Rate Schedules to which it applies.

Rider No. 7 – Residential Managed Charging Pilot has been updated in the Matrix to reflect the applicable Rate Schedules to which it applies.

“Continued on” language has been updated to reflect page revision.

Standard Contract Riders – Rider Matrix**Second Revised Page No. 87A
Cancelling First Revised Page No. 87A**

Rider No. 21 – Net Metering Service has been updated in the Matrix to reflect the applicable Rate Schedules to which it applies.

Rider No. 23 – Behavioral Load Management Pilot has been added to Tariff No. 25 and, therefore, to the Rider Matrix.

Rider No. 23 – Behavioral Load Management Pilot has been updated in the Matrix to reflect the applicable Rate Schedules to which it applies.

**Rider No. 4 – Electric Vehicle Time-of-Use Distribution
Rate Pilot****Third Revised Page No. 92
Cancelling Second Revised Page No. 92****Original Page No. 92A****Original Page No. 92B**

Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate Pilot has been added to Tariff No. 25 to allow for a limited number of eligible customers the option to enroll in either WholeHome distribution time-of-use service or electric vehicle only (“EV-Only”) distribution TOU service.

LIST OF MODIFICATIONS MADE BY THIS TARIFF**CHANGES – (Continued)****Rider No. 5 – Universal Service Charge****Third Revised Page No. 94
Cancelling Second Revised Page No. 94**

The CAP participation level has been reset as per the provisions of Rider No. 5 – Universal Service Charge.

Rider No. 7 – Residential Managed Charging Pilot**Third Revised Page No.97
Cancelling Second Revised Page No. 97****Original Page No. 97A**

Rider No. 7 – Residential Managed Charging Pilot has been added to Tariff No. 25 to offer eligible residential customers the opportunity to enroll in a managed charging pilot and receive an incentive to reduce their electric vehicle charging during Peak Demand Events.

Rider No. 10 – State Tax Adjustment**Ninth Revised Page No.112
Cancelling Eighth Revised Page No. 112**

Rider No. 10 – State Tax Adjustment has been modified to reflect that Part 1 of the STAS has been set to zero.

Rider No. 16 – Service to Non-Utility Generating Facilities**Second Revised Page No. 124A
Cancelling First Revised Page No. 124A**

Language has been modified to clarify customer requirements.

Rider No. 19 – Community Development for New Load**Third Revised Page No. 128
Cancelling Second Revised Page No. 128****Second Revised Page No. 128A
Cancelling First Revised Page No. 128A**

Language has been modified to reflect updated discount periods and incentives for eligible customers to move and/or expand their operations within the Company's service territory.

Rider No. 22 – Distribution System Improvement Charge**Twentieth Revised Page No. 137
Cancelling Nineteenth Revised Page No. 137**

Rider No. 22 – Distribution System Improvement Charge ("DSIC") has been modified to reflect that it has been set to zero.

LIST OF MODIFICATIONS MADE BY THIS TARIFF**CHANGES – (Continued)****Rider No. 23 – Behavioral Load Management Pilot****Original Pages No. 141A-141B**

Rider No. 23 – Behavioral Load Management Pilot has been added to Tariff No. 25 to offer up to 7,500 eligible customers an opportunity to enroll in a peak demand pilot program and receive an incentive to reduce their consumption during peak events.

Appendix A – Transmission Service Charges**Fifth Revised Page No. 142
Cancelling Fourth Revised Page No. 142**

Language has been revised to reflect that May through October will be the Summer Billing Months.

INCREASES**Rate RS – Residential Service****Third Revised Page No. 38
Cancelling Second Revised Page No. 38****Rate RH – Residential Service Heating****Third Revised Page No. 40
Cancelling Second Revised Page No. 40****Rate RA – Residential Service Add-On Heat Pump****Third Revised Page No. 43
Cancelling Second Revised Page No. 43****Rate GS/GM – General Service Small and Medium****Third Revised Page No. 46
Cancelling Second Revised Page No. 46****Rate GMH – General Service Medium Heating****Third Revised Page No. 50
Cancelling Second Revised Page No. 50****Third Revised Page No. 51
Cancelling Second Revised Page No. 51****Rate GL – General Service Large****Third Revised Page No. 53
Cancelling Second Revised Page No. 53****Rate GLH – General Service Large Heating****Third Revised Page No. 56
Cancelling Second Revised Page No. 56****Third Revised Page No. 57
Cancelling Second Revised Page No. 57**

LIST OF MODIFICATIONS MADE BY THIS TARIFF**INCREASES – (Continued)**

Rate GL – Large Power Service	Third Revised Page No. 59 Cancelling Second Revised Page No. 59
Rate HVPS – High Voltage Power Service	Third Revised Page No. 62 Cancelling Second Revised Page No. 62
Rate AL – Architectural Lighting Service	Third Revised Page No. 66 Cancelling Second Revised Page No. 66
Rate SE – Street Lighting Energy	Third Revised Page No. 69 Cancelling Second Revised Page No. 69
Rate SM – Street Lighting Municipal	Third Revised Page No. 70 Cancelling Second Revised Page No. 70
	Third Revised Page No. 71 Cancelling Second Revised Page No. 71
	Third Revised Page No. 72 Cancelling Second Revised Page No. 72
Rate SH – Street Lighting Highway	Third Revised Page No. 76 Cancelling Second Revised Page No. 76
Rate UMS – Unmetered Service	Third Revised Page No. 80 Cancelling Second Revised Page No. 80
Rate PAL – Private Area Lighting	Third Revised Page No. 82 Cancelling Second Revised Page No. 82
	Third Revised Page No. 84 Cancelling Second Revised Page No. 84
Rider No. 16 – Service to Non-Utility Generating Facilities	Fourth Revised Page No. 124 Cancelling Third Revised Page No. 124
	Second Revised Page No. 124A Cancelling First Revised Page No. 124A

Unit prices have changed resulting in increases.

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(C) – Indicates Change

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RULES AND REGULATIONS

THE ELECTRIC SERVICE TARIFF

1. FILING AND POSTING A copy of the Tariff, comprising of the Rules and Regulations, Rates and Riders, and governing electric service, is filed with the Pennsylvania Public Utility Commission. A copy of the Tariff may be obtained by calling, e-mailing or writing the Company’s business office. The Tariff may also be accessed at www.duquesnelight.com and is posted and open to inspection at the offices of the Company where payments are made by customers.

2. REVISIONS The tariff is subject to such change and modification as may be made from time to time in the manner prescribed by the Public Utility Law. If any rate for electric service is increased, the affected customer shall have the option of discontinuing service, but shall be obligated to pay the increased rate from the effective date thereof until service has been discontinued.

2.1 RULES AND REGULATIONS The Rules and Regulations, filed as part of this Tariff, are a part of every contract for service made by the Company and govern all classes of service where applicable. The obligations imposed on customers in the Rules and Regulations apply as well to everyone receiving service unlawfully and to unauthorized use of service.

2.2 STATEMENT BY AGENTS No representative has authority to modify a Tariff rule or provision, or to bind the Company by any promise or representation contrary thereto.

3. APPLICATION Rates of the tariff apply only to the Company's Standard Service delivered from overhead supply lines except in certain restricted areas where the Company is required to provide underground distribution. Riders of the tariff amend or modify the terms governing the electric service under the rates to which they apply. Effective January 1, 2025, Standard Service is alternating current of sixty cycles frequency, conforming as to voltage and phase with the following list of standard nominal service delivery voltages. (C)

<u>SINGLE-PHASE</u>	<u>THREE-PHASE</u>		
120/208 volts, 3 wire	120/208 volts, 4 wire	23,000 volts, 3 wire	(C)
120/240 volts, 3 wire	277/480 volts, 4 wire	13,200/23,000 volts, 4 wire	
13,200 volts, 2 wire	2,400 volts, 3 wire	138,000 volts, 3 wire	(C)
240/480 volts, 3 wire	2,400/4,160 volts, 4 wire		

For service installations completed prior to December 29, 2018, Standard Service may include the delivery voltages listed above as well as the following list of standard nominal service delivery voltages, as applicable.

<u>SINGLE-PHASE</u>	<u>THREE-PHASE</u>		
120 volts, 2 wire	230 volts, 3 wire		
230 volts, 2 wire	460 volts, 3 wire		(C)
460 volts, 2 wire	11,500 volts, 3 wire		
480 volts, 2 wire ⁽¹⁾	69,000 volts, 3 wire		
230/460 volts, 3 wire	345,000 volts, 3 wire		(C)
2,400 volts, 2 wire			
23,000 volts, 2 wire			

⁽¹⁾ For service installations completed prior to January 1, 2025, Standard Service may include this delivery voltage. (C)

RULES AND REGULATIONS - (Continued)

INSTALLATION OF SERVICE - (Continued)

6.1 SERVICE POINT The Service Point for the customer’s service installation shall depend on the customer’s type of service. The Service Point shall generally be designated as follows:

Type of Service	Service Point
Service voltage greater than 600V	Metering terminals, or for transformed service, secondary transformer terminals
Overhead service at voltage less than 600V	Service drop
Underground service at voltage less than 600V	For underground service from overhead secondary lines: the service lateral connection to Company pole. For underground service from underground spot networks: the network protector spade(s). For underground service from street secondary underground networks: the collector bus. For three-phase transformed underground service: the secondary transformer terminal. In Underground Residential Developments covered by Rule No. 13.2: the meter base. For single-phase transformed underground service not covered by Rule No 13.2: the secondary transformer terminal. For other underground service from underground secondary lines: the terminal box.
Any service via lines supported by a customer-owned pole or structure	Point of service line connection to the first customer-owned pole or structure to which Company facilities connect

(C)

The Company reserves the right to designate an alternative Service Point, at its sole discretion, for customers with atypical or specialized service configurations, or customers participating in the Company’s electric vehicle program(s) or electric vehicle pilot program(s) for electric vehicle charging stations.

(C)

The Company shall not be required to install or maintain any conductors, meter base, equipment or apparatus beyond the Service Point except meter and meter accessories, as applicable; and electric vehicle charging stations and/or make-ready infrastructure, as applicable, for customers participating in the Company’s applicable electric vehicle pilot program(s).

(C)

RULES AND REGULATIONS - (Continued)**INSTALLATION OF SERVICE - (Continued)****7. SUPPLY LINE EXTENSIONS****(C)****A. Definitions****(C)**

For the purposes of this rule, the following definitions are applicable:

(C)

(1) **Contractor cost** - The amount paid to a contractor for work performed on a line extension.

(C)

(2) **Direct labor cost** - The pay and expenses of public utility employees directly attributable to work performed on line extensions, but does not include construction overheads or payroll taxes, workers' compensation expenses, or similar expenses.

(3) **Direct material cost** - The purchase price of materials used for a line extension, but does not include the related stores expenses. In computing direct material costs, proper allowance should be made for unused materials recovered from temporary structures, and discounts allowed and realized in the purchase of materials.

(4) **Total construction cost** - The contractor cost, direct labor cost, direct material cost, stores expense, construction overheads, payroll taxes, workers' compensation expenses, or similar expenses.

(5) **Current Year** - For purposes of calculating a revenue guarantee, current year shall be each consecutive period of twelve (12) calendar months following the date permanent electric delivery service was first provided to a customer or applicant.

(6) **Contribution In Aid of Construction ("CIAC")** – A non-refundable contribution from customers or applicants that offsets the cost of building infrastructure to serve them (poles, overhead conductor, underground conductor, transformers, services, etc.), including the related income tax.

(C)

(7) **Income Tax** - Federal and State tax relating to the tax liability of contributions in aid-of-construction ("CIAC").

(C)**B. Overhead Areas**

(1) In areas where the existing supply lines are overhead, the Company will construct and maintain extensions of all single-phase overhead supply lines operating at 23,000 volts or less to approximately 100 feet within the customer's or applicant's property line without a guarantee of revenue.

(C)

RULES AND REGULATIONS - (Continued)

(C)

INSTALLATION OF SERVICE - (Continued)

(C)

7. SUPPLY LINE EXTENSIONS – (Continued)

(C)

B. Overhead Areas – (Continued)

(C)

(2) In areas where the existing supply lines are overhead, the Company will construct and maintain extensions of all three-phase overhead supply lines, operating at 23,000 volts or less, which are usable as a part of its general supply system without a guarantee of revenue. When the three-phase supply line extension is to supply service exclusively to a single customer or applicant, such a supply line will be extended to the customer's or applicant's property line only if a guarantee of revenue is provided by the customer or applicant over a period of five years which is sufficient to recover the actual total construction cost of the three-phase overhead line extension, less the estimated total construction cost for an equivalent single-phase overhead line extension. In the event that a revenue guarantee is not sufficient to recover the estimated total cost of the construction, or if the Company determines that the extension is speculative, or the customer or applicant represents a credit risk, the Company may require an up-front cash advance from the customer or applicant to recover the total cost of construction. A customer or applicant may choose the option to make a cash advance rather than utilize a revenue guarantee. The Company will consider financing alternatives, such as a letter of credit or other payment arrangements, in lieu of a cash advance when appropriate. Any CIAC payment required will include the related income tax.

(C)

(C)

(C)

(3) When the customer or applicant requests an alternate routing or a deviation from the Company's standard overhead construction practices, the additional cost incurred plus the related income tax will be borne by the customer or applicant through a CIAC and will not be included when determining the revenue guarantee amount.

(C)

RULES AND REGULATIONS - (Continued)**INSTALLATION OF SERVICE - (Continued)****7. SUPPLY LINE EXTENSIONS - (Continued)****C. Underground Areas**

- (1) In areas where the existing supply lines are underground outside the limits of a residential development covered by Tariff Rule 13.2, the Company will construct and maintain extensions of all single-phase underground supply lines operating at 23,000 volts or less which are usable as part of its general supply system without a guarantee of revenue. When the single-phase supply line extension is to supply electricity exclusively to a single customer or applicant, such a supply line will be extended to the customer's or applicant's property line only if a guarantee of revenue is provided by the customer or applicant, over a period of five years which is sufficient to recover the actual total contractor cost, direct labor cost and direct material cost for the full length of the single-phase underground line extension, less the estimated total contractor cost, direct labor cost, and direct material cost for an equivalent single-phase overhead line extension. In the event that a revenue guarantee is not sufficient to recover the estimated total cost of the construction, or if the Company determines that the extension is speculative, or the customer or applicant represents a credit risk, the Company may require an up-front cash advance from the customer or applicant to recover the total cost of construction. A customer or applicant may choose the option to make a cash advance rather than utilize a revenue guarantee. The Company will consider financing alternatives, such as a letter of credit or other payment arrangements, in lieu of a cash advance when appropriate. Any CIAC payment required will include the related income tax. (C)
- (2) In areas where the existing supply lines are underground outside of the limits of a residential development covered by Tariff Rule 13.2, the Company will construct and maintain extensions of all three-phase underground supply lines operating at 23,000 volts or less which are usable as part of its general supply system without a guarantee of revenue. When the three-phase supply line extension is to supply service exclusively to a single customer or applicant, such a supply line will be extended to the customer's or applicant's property line only if a guarantee of revenue is provided by the customer or applicant over a period of five years which is sufficient to recover the actual total construction cost of the three-phase underground line extension, less the estimated total construction cost for an equivalent single-phase overhead line extension. In the event that a revenue guarantee is not sufficient to recover the estimated total cost of the construction, or if the Company determines that the extension is speculative, or the customer or applicant represents a credit risk, the Company may require an up-front cash advance from the customer or applicant to recover the total cost of construction. A customer or applicant may choose the option to make a cash advance rather than utilize a revenue guarantee. The Company will consider financing alternatives, such as a letter of credit or other payment arrangements, in lieu of a cash advance when appropriate. Any CIAC payment required will include the related income tax. (C)

RULES AND REGULATIONS - (Continued)

(C)

INSTALLATION OF SERVICE - (Continued)

(C)

7. SUPPLY LINE EXTENSIONS - (Continued)

(C)

C. Underground Areas – (Continued)

(C)

- (3) (C)When the customer or applicant requests an alternate routing or a deviation from the Company's standard overhead construction practices, the additional cost incurred plus the related income tax will be borne by the customer or applicant through a CIAC and will not be included when determining the revenue guarantee amount.

(C)

D. Rights-of-Way

(C)

Before construction of a line extension, satisfactory rights of way and other necessary permits must be granted to the Company for the construction of the supply line extension along the route selected by the Company. The customer or applicant agrees to pay the Company any initial and recurring rights-of-way or license fees in excess of an amount normally incurred by the Company in constructing and maintaining the supply line extension.

RULES AND REGULATIONS - (Continued)**INSTALLATION OF SERVICE - (Continued)****7. SUPPLY LINE EXTENSIONS - (Continued)****E. Revenue Guarantees**

The revenue guarantee amount shall be the estimated combined cost of (i) the line extension and (ii) other new Company facilities necessary to serve the customer or applicant that has not already been included in a CIAC. The annual revenue guarantee amount shall be the revenue guarantee amount, divided by the number of years in the guarantee period. The annual revenue guarantee amount will be reviewed yearly and will be adjusted to the minimum charges as provided in the applicable rate schedule on the following basis:

- (1) When the total of the monthly Company delivery charges at the end of the current year is less than the annual revenue guarantee amount, a payment equal to the difference plus the related income tax where applicable shall be immediately due and payable.
- (2) When the total of the monthly Company delivery charges within the number of years in the guarantee period equals or exceeds the revenue guarantee amount, no further payments toward the revenue guarantee amount are required. Any prior payments in excess of the revenue guarantee amount, except for otherwise-applicable charges for electric service, will be refunded with accrued interest.
- (3) If an additional customer is served from the line extension, the revenue guarantee amount will be reduced to the cost of the line extension which is used exclusively to serve the single customer. If the cost of the line extension to serve the new customer would increase the revenue guarantee amount for an existing customer, the extension shall be considered as a new line extension.
- (4) In the event the customer discontinues or cancels service before the end of the guarantee period, the balance of the revenue guarantee amount plus the related income tax where applicable shall be immediately due and payable.

F. Cash Advance

The cash advance will be refunded to the customer over the five-year revenue guarantee period to the extent that the revenue from the customer satisfies the revenue guarantee.

- (1) When the total of the monthly Company delivery charges at the end of the current year is greater than or equal to one-fifth of the cash advance, a refund of one-fifth of the cash advance will be made to the customer.
- (2) When the total of the monthly Company delivery charges at the end of the current year is less than one-fifth of the cash advance, a refund of one-fifth of the cash advance less the revenue shortfall will be made to the customer.

RULES AND REGULATIONS - (Continued)**INSTALLATION OF SERVICE - (Continued)****7. SUPPLY LINE EXTENSIONS - (Continued)****F. Cash Advance – (Continued)**

- (3) At the end of the five-year revenue guarantee period, a final reconciliation of delivery charges during the period will be made against the cash advance. If the total delivery charges paid exceed or equal the original cash advance, any remaining cash advance will be returned to the customer. If the total delivery charges paid are less than the original cash advance, the remaining cash advance will be retained by the Company. (C)

8. NONSTANDARD SERVICE The Company reserves the right to require a customer or applicant for service to pay the cost, through a CIAC, including the related income tax, of any special installation necessary to meet the unusual requirements of the customer or applicant for service, including, but not limited to: (C)

- (1) service at other than standard voltages,
- (2) service for intermittent, unbalanced or fluctuating loads, which, in the Company's sole judgement, would not generate sufficient revenue to recover the installation costs of the required facilities,
- (3) service for loads that will be continuous but that will generate minimal usage, and which, in the Company's sole judgement, would not generate sufficient revenue to recover the installation costs of the required facilities,
- (4) service for loads that will require provision of closer voltage regulation than required by standard service,
- (5) redundant service requested by the customer and not required by the Company, and
- (6) service routings or configurations that deviate from the Company's standard construction standards described in the Company's "Electric Service Installation Rules," or that would otherwise necessitate significant construction of new Company facilities.

The customer or applicant shall pay all costs to the Company of performing environmental assessments, including, but not limited to, the cost of consultants utilized by the Company, the cost of removal and disposal of contamination, waste or hazardous materials or dealing with other adverse environmental conditions associated with either the initial installation, modification, repair, maintenance or removal of service facilities.

The Company may decline to provide Nonstandard Service where, in the Company's sole judgment, it would not be commercially, operationally, and/or technically reasonable to provide such service.

(C)

RULES AND REGULATIONS - (Continued)

(C)

INSTALLATION OF SERVICE - (Continued)

(C)

8.1 CUSTOMER-GENERATOR PRE-APPLICATION For a potential interconnection project expected to be 500 kW or larger, a customer, applicant, or prospective customer may request a preapplication review and report. The preapplication report will include a high-level estimated timeline and costs associated with the potential interconnection project. The high-level estimated timeline and costs provided in the preapplication report are current as of the date the Company provides the preapplication report and are subject to change. The Company will not commence work on the initial preapplication review until it receives the following from the customer, applicant, or prospective customer: (a) a non-refundable and up-front preapplication review fee, (b) proposed location of the potential interconnection project, and (c) sufficient technical details for the proposed project, including, but not limited to, the size of the proposed interconnection project in kW. After receiving the aforementioned information and fee, the Company will provide the preapplication report without unreasonable delay. The preapplication results are not binding on the Company and do not waive or replace the customer's requirement to submit an interconnection application. The Company preapplication review and report does not establish a place in the application queue nor reserve any hosting capacity. The fee for the initial interconnection analysis cannot be applied to existing or future interconnection application fee(s) as set forth by 52 Pa. Code § 69.2104.

(C)

8.2 LARGE LOAD STUDY DEPOSIT For a project to establish service to a new load of 300 kW or larger or to increase the load of an existing service by 300 kW or larger, the Company, at its discretion, may require a load study and report. The load study report will include high-level estimated timeline and costs associated with the project. The high-level estimated timeline and costs provided in the load study report are current as of the date the Company provides the load study report and are subject to change. The load study results are not binding on the Company. The Company will not commence work on the load study until it receives the following from the customer, applicant, or prospective customer: (a) a deposit for the load study, (b) proposed location of the project or potential project, and (c) sufficient technical details for the project or proposed project, including, but not limited to, the size of the project or proposed project in kW and estimated power factor. The applicant is responsible for, and must pay, all actual load study costs. The actual costs of the load study may exceed the deposit. If load study costs exceed the deposit, the Company will send the customer/applicant/prospective customer notification and they must pay the additional costs in order for the study to proceed. If load study costs do not exceed the deposit, the Company will send the customer/applicant/prospective customer notification and the Company will return any unused funds to them. After receiving the aforementioned information and deposit, the Company will provide the load study report without unreasonable delay.

(C)

9. RELOCATIONS OF FACILITIES

(C)

A. Pole Removal or Relocation for Residential Customers

When requested by a residential property owner who is not otherwise entitled to receive condemnation damages to cover the cost of the pole removal or relocation or who is not requesting a pole removal or relocation as the result of damages caused by the intentional or negligent conduct of any party, the Company will when it is practicable, subject to the execution

RULES AND REGULATIONS - (Continued)**MEASUREMENT AND USE OF SERVICE - (Continued)**

16.1 INTERCONNECTION, SAFETY AND RELIABILITY REQUIREMENTS In order to assure the integrity and safe operation of the Company's system and to permit the continuation of reliable service to other customers, the following requirements and standards apply to all types of Generating Facilities, including customer owned generation and customer owned energy storage systems, desiring to interconnect with the Company's system.

All generation operations shall be performed in a safe, reasonable and competent manner in accordance with prudent electric practices in order to, among other things, preserve and protect the Company's electric system.

All Generating Facilities shall submit a written application to the Company for acceptance of interconnected operation of their facilities with the Company's system prior to engaging in such interconnected operations. The Company may require, among other things, the following as part of any application submitted by an Applicant/Customer for service under this Rule No. 16.1.

1. Plans, specifications and location of the proposed installation.
2. Single line diagrams and details, including relay settings, of the proposed protection schemes.
3. Instruction manuals for all protective components.
4. Component specifications and internal wiring diagrams of protective components, if not provided in instruction manuals.
5. Generator data required to analyze fault contributions and load current flows including, but not limited to, equivalent impedances, time constants and harmonic distortions.
6. The rating of all protective equipment if not provided in instruction manuals.
7. All such other information that may be required by the Company.

Paralleling customer generation with the Company's system, including closed transition of customer back-up generation, shall be permitted only upon the written consent of the Company.

17. POWER QUALITY The customer's use of electric service shall not cause power quality issues that impair the service to other customers or interfere with the proper operation of the Company's facilities. Reference herein to power quality issues shall include, but is not limited to, fluctuating/unbalanced current or voltage of sufficient magnitude, power factors outside of +/- 95%, and excessive harmonic distortion. The Company may require the customer to make such changes in his equipment or use thereof, or to install such corrective equipment, as may be necessary to eliminate power quality issues; or, where the disturbances caused thereby may be eliminated more economically by changes in or additions to the Company's facilities, the Company will, at the request of the customer, provide the necessary corrective facilities at a reasonable charge. Payment will be made in full in advance for supplying special equipment installed under this Rule. (C)

18. REDISTRIBUTION All electric energy shall be consumed by the customer to whom the Company supplies and delivers such energy, except that (1) the customer owning and operating a separate office building, and (2) any other customer who, upon showing that special circumstances exist, obtains the written consent of the Company may redistribute electric energy to tenants of such customer, but only if such tenants are not required to make a specific payment for such energy. (C)

This Rule shall not affect any practice undertaken prior to June 1, 1965. See Rule No. 41 for special requirements for residential dwelling units in a building.

RATE RS - RESIDENTIAL SERVICE

AVAILABILITY

Available to residential or combined residential and farm customers using the Company's standard low voltage service for lighting, appliance operation, and general household purposes and for commercial or professional activity where associated consumption represents less than 25% of the total monthly usage at the premise.

Available only when supplied at 240 volt (or less) single phase service through a single meter directly by the Company to a single family dwelling or to an individual dwelling unit in a multiple dwelling structure. For the purposes of this rate, a dwelling unit is defined as one or more rooms arranged for the use of one or more individuals for shelter, sleeping, dining, and with permanent provisions for cooking and sanitation.

MONTHLY RATE

DISTRIBUTION CHARGES

Customer Charge.....	\$15.00	(I)
Energy Charge	8.4662 cents per kilowatt hour	(I)

SUPPLY CHARGES

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 8 – Default Service Supply and will be billed in accordance with the terms contained therein.

ELECTRIC CHARGES

The Supply Charges for residential customers will be updated through competitive requests for proposal as described in Rider No. 8 – Default Service Supply. The Supply rate shall be determined based on the formula described in the “Calculation of Rate” section in Rider No. 8. Applicability of the Supply rate to residential customers shall be as described in Rider No. 8 and for the effective period defined in Rider No. 8.

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy supply requirements from an EGS will be charged the Distribution Charges by the Company and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the EGS becomes unavailable or during which the customer has not chosen an EGS, the Company will supply electricity at the above Distribution Charges, the Supply Charges in Rider No. 8 and the Transmission Service Charges in Appendix A.

(I) – Indicates Increase

RATE RH - RESIDENTIAL SERVICE HEATING

AVAILABILITY

Available to residential or combined residential and farm customers using the Company's standard low voltage service for lighting, appliance operation, general household purposes and for commercial or professional activity where associated consumption represents less than 25% of the total monthly usage at the premise, and as the sole primary method of space heating except that the space heating system may be supplemented with renewable energy sources such as solar, wind, wood, or hydro.

Available only when supplied at 240 volt (or less) single phase service through a single meter directly by the Company to a single family dwelling or to an individual dwelling unit in a multiple dwelling structure. For the purposes of this rate, a dwelling unit is defined as one or more rooms arranged for the use of one or more individuals for shelter, sleeping, dining, and with permanent provisions for cooking and sanitation.

MONTHLY RATE

DISTRIBUTION CHARGES

Customer Charge..... \$15.00 (I)

Winter Monthly Rate — For the Billing Months of November through April:

Energy Charge 7.5466 cents per kilowatt hour (I)

Summer Monthly Rate — For the Billing Months of May through October:

Energy Charge 8.4662 cents per kilowatt hour (I)

SUPPLY CHARGES

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 8 – Default Service Supply and will be billed in accordance with the terms contained therein.

ELECTRIC CHARGES

The Supply Charges for residential customers will be updated through competitive requests for proposal as described in Rider No. 8 – Default Service Supply. The Supply rate shall be determined based on the formula described in the “Calculation of Rate” section in Rider No. 8. Applicability of the Supply rate to residential customers shall be as described in Rider No. 8 and for the effective period defined in Rider No. 8.

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

(I) – Indicates Increase

RATE RA - RESIDENTIAL SERVICE ADD-ON HEAT PUMP

AVAILABILITY

Effective January 1, 2025, Rate RA will no longer be available to new customers or applicants, or to new installations for existing customers. (C)

Available to residential or combined residential and farm customers using the Company's standard low voltage service for lighting, appliance operation, general household purposes and for commercial or professional activity where associated consumption represents less than 25% of the total monthly usage at the premise, and an add-on heat pump for space heating. Other energy sources may be used to supplement the add-on heat pump provided that the supplemental energy source is thermostatically controlled to operate only when the outdoor temperature falls to at least 40° F and the add-on heat pump cannot provide the total heating requirements.

Available only when supplied at 240 volt (or less) single phase service through a single meter directly by the Company to a single-family dwelling or to an individual dwelling unit in a multiple dwelling structure. For the purposes of this rate, a dwelling unit is defined as one or more rooms arranged for the use of one or more individuals for shelter, sleeping, dining, and with permanent provisions for cooking and sanitation.

MONTHLY RATE

DISTRIBUTION CHARGES

Customer Charge..... \$15.00 (I)

Winter Monthly Rate — For the Billing Months of November through April:

Energy Charge 3.5598 cents per kilowatt hour (I)

Summer Monthly Rate — For the Billing Months of May through October:

Energy Charge 8.4662 cents per kilowatt hour (I)

SUPPLY CHARGES

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 8 – Default Service Supply and will be billed in accordance with the terms contained therein.

ELECTRIC CHARGES

The Supply Charges for residential customers will be updated through competitive requests for proposal as described in Rider No. 8 – Default Service Supply. The Supply rate shall be determined based on the formula described in the “Calculation of Rate” section in Rider No. 8. Applicability of the Supply rate to residential customers shall be as described in Rider No. 8 and for the effective period defined in Rider No. 8.

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

RATE GS/GM - GENERAL SERVICE SMALL AND MEDIUM

AVAILABILITY

Available for all the standard electric service taken on a small or medium general service customer's premises for which a residential rate is not available and where the demand is less than 300 kW.

MONTHLY RATE FOR NON-DEMAND CUSTOMERS

DISTRIBUTION CHARGES — RATE GS

Customer Charge.....	\$18.00	(I)
Energy Charge — All kWh.....	9.4171 cents per kilowatt-hour	(I)

MONTHLY RATE FOR DEMAND CUSTOMERS

DISTRIBUTION CHARGES — RATE GM < 25 kW

Customer Charge.....	\$73.00	(I)
Energy Charge — All kWh.....	1.9501 cents per kilowatt-hour	(I)
Demand Charge — First five (5) kilowatts or less.....	No Charge	
— Additional kilowatts of Demand	\$8.94 per kilowatt	(I)

DISTRIBUTION CHARGES — RATE GM ≥ 25 kW

Customer Charge.....	\$90.00	(I)
Energy Charge — All kWh.....	1.6263 cents per kilowatt-hour	(I)
Demand Charge — First five (5) kilowatts or less.....	No Charge	
— Additional kilowatts of Demand	\$8.94 per kilowatt	(I)

MONTHLY RATE FOR NON-DEMAND AND DEMAND CUSTOMERS

DISTRIBUTION RATE ASSIGNMENT

A new customer or a customer with limited or no historical data shall be eligible for and assigned to the applicable rate based on Duquesne Light’s estimate of the customer’s monthly usage and/or peak monthly demand for the next twelve (12) month period. In no instance shall a customer be eligible for more than one of Rate GS, Rate GM < 25 kW or Rate GM ≥ 25 kW at a time.

(I) – Indicates Increase

RATE GMH - GENERAL SERVICE MEDIUM HEATING

AVAILABILITY

Available for all the standard electric service taken on a customer's premises for which a residential rate is not available, where the Company's service is the sole method of space heating, and where the heat loss of the customer's premises is calculated in accordance with the ASHRAE* Handbook of Fundamentals, and where such calculated heat loss converted into kilowatt-hour consumption during the heating season is determined by the Company to be at least 25% of the customer's entire electric energy requirements during the heating season. The space heating system may be supplemented with renewable energy sources such as solar, wind, wood, or hydro.

*American Society of Heating, Refrigerating and Air Conditioning Engineers

MONTHLY RATE

WINTER MONTHLY RATE — FOR THE BILLING MONTHS OF NOVEMBER THROUGH APRIL (C)

DISTRIBUTION CHARGES

Customer Charge.....	\$73.00	(I)
Energy Charge — All kWh.....	4.4573 cents per kilowatt-hour	(I)

SUMMER MONTHLY RATE — FOR THE BILLING MONTHS OF MAY THROUGH OCTOBER (C)

DISTRIBUTION CHARGES

Customer Charge.....	\$73.00	(I)
Energy Charge — All kWh.....	1.9501 cents per kilowatt-hour	(I)
Demand Charge — First five (5) kilowatts or less.....	No Charge	
— Additional kilowatts of Demand	\$8.94 per kilowatt	(I)

SUPPLY CHARGES

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 8 – Default Service Supply or Rider No. 9 – Day-Ahead Hourly Price Service, as applicable, and will be billed in accordance with the terms contained therein.

Rider No. 8 – Default Service Supply – Applicable to customers with monthly demand less than 25 kW and customers with monthly demand greater than or equal to 25 kW but less than 200 kW, on average, who elect to purchase their electric supply requirements from the Company. The Supply rate shall be determined based on the formula described in the “Calculation of Rate” section in Rider No. 8. Supply Charges will be updated through competitive requests for proposal and will be effective for the periods as defined and described in Rider No. 8.

RATE GMH - GENERAL SERVICE MEDIUM HEATING - (Continued)**MONTHLY RATE - (Continued)****SUPPLY CHARGES – (Continued)**

Rider No. 9 – Day-Ahead Hourly Price Service – Customers with monthly demand of 200 kW, on average, or greater and elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 9 and will be billed in accordance with the terms contained therein.

ELECTRIC CHARGES

For purposes of determining the monthly rate for demand customers, 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 charged the monthly rate for demand customers less than 25 kW for the next calendar year and automatically assigned to that rate effective with their January billing. If the customer's average monthly demand is 25 kW or greater in the twelve (12) month period, then that customer shall be charged the monthly rate for demand customers equal to or greater than 25 kW for the next calendar year and automatically assigned to that rate as their default service rate effective with their January billing. In no instance shall a customer be eligible for more than one default service offering at a time. A new customer or a customer with limited or no historical data shall be eligible for and assigned to the applicable rate based on Duquesne Light's estimate of the customer's average monthly billing demand for the next twelve (12) month period.

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy requirements from an EGS will be charged the Distribution Charge by the Company, and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the supplier becomes unavailable or during which the customer has not chosen a supplier, the Company will supply electricity at the above Distribution and Supply Charges and the Transmission Service Charges in Appendix A.

Customers who choose an EGS may select Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

MINIMUM CHARGE

For the months of November through April, the Minimum Charge shall be the Customer Distribution Charge for the first kilowatt, plus a Distribution Charge of \$8.94 per kW, plus the current billing period charges for Company supplied transmission and supply service, if any. The Minimum Charge shall not be less than the Customer Distribution Charge. For the months of May through October, the Minimum Charge shall be calculated in accordance with the Minimum Charge provisions in Rate GS/GM. (C) (I) (C)

RATE GL - GENERAL SERVICE LARGE

AVAILABILITY

Available for all the standard electric service taken on a customer's premises where the demand is greater than or equal to 300 kilowatts (≥ 300 kW) and less than 5,000 kilowatts ($< 5,000$ kW).

MONTHLY RATE

SUPPLY

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 9 – Day-Ahead Hourly Price Service and will be billed in accordance with the terms contained therein.

DISTRIBUTION

DEMAND CHARGES

First 300 kilowatts or less of Demand	\$4,375.00	(I)
Additional kilowatts of Demand	\$12.53 per kW	(I)

ELECTRIC CHARGES

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy requirements from an EGS will be charged the full Distribution Charge by the Company, and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the supplier becomes unavailable or during which the customer has not chosen a supplier, the Company will supply electricity pursuant to Rider No. 9 – Day-Ahead Hourly Price Service.

Customers who choose an EGS may elect Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

RATE GLH - GENERAL SERVICE LARGE HEATING

AVAILABILITY

Available for all the standard electric service taken on a customer's premises for which a residential rate is not available, where the Company's service is the sole method of space heating, and where the heat loss of the customer's premises is calculated in accordance with the ASHRAE* Handbook of Fundamentals, and where such calculated heat loss converted into kilowatt-hour consumption during the heating season is determined by the Company to be at least 25% of the customer's entire electric energy requirements during the heating season. The space heating system may be supplemented with renewable energy sources such as solar, wind, wood, or hydro.

*American Society of Heating, Refrigerating and Air Conditioning Engineers

MONTHLY RATE

DISTRIBUTION – WINTER MONTHLY RATE (C)

For the Billing Months of November through April: (C)

CUSTOMER CHARGE

Customer Distribution Charge \$92.00 (I)

ENERGY CHARGES

All kilowatt-hours 3.6656 cents per kWh (I)

DISTRIBUTION – SUMMER MONTHLY RATE (C)

For the Billing Months of May through October: (C)

Rate GL shall apply. (I)

SUPPLY

Customers who elect to purchase their electric supply requirements from the Company may do so under the provisions of Rider No. 9 – Day-Ahead Hourly Price Service and will be billed in accordance with the terms contained therein.

RATE GLH - GENERAL SERVICE LARGE HEATING - (Continued)**MONTHLY RATE - (Continued)****ELECTRIC CHARGES**

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy requirements from an EGS will be charged the full Distribution Charge by the Company, and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the supplier becomes unavailable or during which the customer has not chosen a supplier, the Company will supply electricity pursuant to Rider No. 9 – Day-Ahead Hourly Price Service.

Customers who choose an EGS may elect Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

MINIMUM CHARGE

For the months of November through April, the Minimum Charge shall be the Customer Distribution Charge for the first kilowatt plus a Distribution Charge of \$12.53 per kW and the charges for Company supplied transmission and supply, if any. For Company supplied transmission and supply, the transmission charges shall be calculated as set forth in Appendix A and the supply charges shall be calculated as set forth under Rider No. 9. The Minimum Charge shall not be less than the Customer Distribution Charge. For the months of May through October, the Minimum Charge shall be calculated in accordance with the Minimum Charge provisions contained in Rate GL. (C)
(I)
(C)

RIDERS

Bills rendered under this schedule are subject to the charges stated in any applicable rider.

LATE PAYMENT CHARGE

Bills will be calculated on the rates stated herein, and are due and payable on or before fifteen days from the date of mailing of the bill to the ratepayer. The bill is overdue when not paid on or before the due date indicated on the bill. An overdue bill is subject to a Late Payment Charge of 1.25% interest per month on the full unpaid and overdue balance of the Company charges on the bill. The Charge shall be calculated on the overdue portions of the Company charges on the bill and shall not be charged against any sum that falls due during a current billing period.

RATE L - LARGE POWER SERVICE

AVAILABILITY

Available for all the standard electric service taken on a customer's premises where the Contract Demand is not less than 5,000 kilowatts.

MONTHLY RATE

SUPPLY

Customers who elect to purchase their electric supply requirements from the Company may do so under the provisions of Rider No. 9 – Day-Ahead Hourly Price Service and will be billed in accordance with the terms contained therein.

DISTRIBUTION

DEMAND CHARGES

Service Voltage Less than 138 kV:

First 5,000 kilowatts or less of Demand	\$50,000.00	(I)
Additional kilowatts of Demand	\$19.76 per kW	(I)

ELECTRIC CHARGES

The Company will provide and charge for Transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy requirements from an EGS will be charged the full Distribution Charge by the Company, and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the supplier becomes unavailable or during which the customer has not chosen a supplier, the Company will supply electricity pursuant to Rider No. 9 – Day-Ahead Hourly Price Service.

Customers who choose an EGS may elect Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

RATE HVPS - HIGH VOLTAGE POWER SERVICE

AVAILABILITY

Available to customers with Contract On-Peak Demands greater than or equal to 5,000 kilowatts ($\geq 5,000$ kW) where service is supplied at 69,000 volts or higher.

MONTHLY RATE

SUPPLY

Customers who elect to purchase their electric supply requirements from the Company may do so under the provisions of Rider No. 9 – Day-Ahead Hourly Price Service and will be billed in accordance with the terms contained therein.

DISTRIBUTION

FIXED MONTHLY CHARGE

Up to and Including 50,000 kW Billing Demand	\$2,809.85	(I)
50,001 kW to 100,000 kW Billing Demand	\$4,389.17	(I)
Greater than 100,000 kW Billing Demand	\$6,224.55	(I)

ELECTRIC CHARGES

The Company will provide and charge for Transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy requirements from an EGS will be charged the full Distribution Charge by the Company, and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the supplier becomes unavailable or during which the customer has not chosen a supplier, the Company will supply electricity pursuant to Rider No. 9 – Day-Ahead Hourly Price Service.

Customers who choose an EGS may elect Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

RATE HVPS - HIGH VOLTAGE POWER SERVICE - (Continued)**CONTRACT PROVISION – (Continued)**

Where the customer has established an energy management and conservation program and has demonstrated to the satisfaction of the Company that such program has resulted in a reduced demand, the Company will, upon the customer's request, amend the contract to reflect such reduced demand for the purpose of calculating the Minimum Charge, but in no case shall the Billing Demand be reduced to less than 5,000 kilowatts if the customer remains on this rate.

VOLTAGE CONTROL PROVISION

The customer shall be required to operate its equipment in such a manner that the voltage fluctuations produced thereby on the Company's system shall not exceed the following limits, the measurements to be made at the Company's substation nearest (electrically) the customer.

1. Instantaneous voltage fluctuations, defined as a change in voltage consuming two seconds or less, shall not exceed 1-1/4% more than six times a day, of which not more than one such fluctuation shall occur between 6:00 p.m. and midnight, and in no case shall such fluctuations exceed 3%.
2. Periodic voltage fluctuations, where the change in voltage consumes a period from 2 seconds to 1 minute, shall not exceed 1-1/4% more than five times an hour, and in no case shall such fluctuations exceed 3%.

FACILITIES CHARGE

Customer must pay for all new or additional facilities installed with the exception of meters and metering equipment. (C)

RATE AL - ARCHITECTURAL LIGHTING SERVICE

AVAILABILITY

Beginning January 15, 2022, Rate AL will no longer be available to new customers or applicants, or to new installations for existing customers.

Available for separately metered circuitry connected solely to outdoor architectural lighting equipment, with demand of 5 kilowatts or greater, to be operated during non-peak periods.

MONTHLY RATE

DISTRIBUTION CHARGES

Customer Charge.....	\$8.00	
Demand Charge.....	\$2.26 per kilowatt	(I)
Energy Charge	0.2803 cents per kilowatt-hour	(I)

SUPPLY CHARGES

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 8 – Default Service Supply and will be billed in accordance with the terms contained therein.

ELECTRIC CHARGES

The Supply Charges for Rate AL – Architectural Lighting Service customers will be updated through competitive requests for proposal as described in Rider No. 8 – Default Service Supply. The Supply rate shall be determined based on the formula described in the “Calculation of Rate” section in Rider No. 8. Applicability of the Supply rate to Rate AL customers shall be as described in Rider No. 8 and for the effective period defined in Rider No. 8.

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy supply requirements from an EGS will be charged the Distribution Charges by the Company, and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the EGS becomes unavailable or during which the customer has not chosen an EGS, the Company will supply electricity at the above Distribution Charges, the Supply Charges in Rider No. 8 and the Transmission Service Charges in Appendix A.

Customers who choose an EGS may select Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

(I) – Indicates Increase

RATE SE - STREET LIGHTING ENERGY

AVAILABILITY

Available for the entire electric energy requirements of municipal street lighting systems where the municipality has not less than 15,000 street lamp installations and provides for the ownership, operation, and maintenance of its own street lamp installations and takes its entire energy requirements for street lighting under this rate.

MONTHLY RATE

DISTRIBUTION CHARGE

Monthly charge per lamp\$3.75 (I)

SUPPLY CHARGES

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 8 – Default Service Supply and will be billed in accordance with the terms contained therein.

ELECTRIC CHARGES

The Supply Charges for Rate SE – Street Lighting Energy customers will be updated through competitive requests for proposal as described in Rider No. 8 – Default Service Supply. The Supply rate shall be determined based on the formula described in the “Calculation of Rate” section in Rider No. 8. Applicability of the Supply rate to Rate SE customers shall be as described in Rider No. 8 and for the effective period defined in Rider No. 8.

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy supply requirements from an EGS will be charged the Distribution Charges by the Company and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the EGS becomes unavailable or during which the customer has not chosen an EGS, the Company will supply electricity at the above Distribution Charge, the Supply Charges in Rider No. 8 and the Transmission Service Charges in Appendix A.

Customers who choose an EGS may select Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

(I) – Indicates Increase

RATE SM - STREET LIGHTING MUNICIPAL**AVAILABILITY**

Available for mercury vapor, high pressure sodium and light-emitting diode (LED) lighting of public streets, highways, bridges, parks and similar public places, for normal dusk to dawn operation of approximately 4,200 hours per year.

Beginning January 15, 2022, only LED lighting options will be installed. Replacement of mercury vapor or high pressure sodium lamps, fixtures or luminaries, including brackets and ballasts, will not be available.

Beginning January 15, 2022, the Company may replace existing high pressure sodium lights with LED lights, and place the customer on the corresponding rate schedule, at the Company's discretion. The Company may exchange functioning high pressure sodium lights with LEDs upon customer request and upon receipt, in advance, of the Company's estimated removal costs of such replacement. Such elective replacements shall be at the Company's discretion.

MONTHLY RATE**DISTRIBUTION CHARGE — Monthly Rate Per Unit**

<u>Minimum Nominal Lamp Wattage</u>	<u>Nominal kWh Energy Usage per Unit per Month</u>	<u>Company Owned and Maintained Equipment Distribution Charge per Unit</u>	<u>Customer Owned and Maintained Equipment Distribution Charge per Unit</u>	
Mercury Vapor				
100	44	\$16.50	\$3.53	(I)(I)
175	74	\$16.84	\$3.53	(I)(I)
250	102	\$17.17	\$3.53	(I)(I)
400	161	\$17.86	\$3.53	(I)(I)
1,000	386	\$20.53	\$3.53	(I)(I)
Sodium Vapor				
70	29	\$17.05	\$3.53	(I)(I)
100	50	\$17.18	\$3.53	(I)(I)
150	71	\$17.43	\$3.53	(I)(I)
250	110	\$17.89	\$3.53	(I)(I)
400	170	\$18.60	\$3.53	(I)(I)
1,000	387	\$21.38	\$3.53	(I)(I)

(I) – Indicates Increase

ISSUED: MARCH 20, 2024

EFFECTIVE: MAY 20, 2024

RATE SM - STREET LIGHTING MUNICIPAL - (Continued)**MONTHLY RATE – (Continued)****DISTRIBUTION CHARGE – Monthly Rate Per Unit - (Continued)**

Minimum Nominal Lamp Wattage	Nominal kWh Energy Usage per Unit per Month	Company Owned and Maintained Equipment	Customer Owned and Maintained Equipment	
		Distribution Charge per Unit	Distribution Charge per Unit	
Light-Emitting Diode (LED) – Cobra Head				
30	11	\$15.01	\$3.53	(I)(I)
45	16	\$15.01	\$3.53	(I)(I)
60	21	\$15.50	\$3.53	(I)(I)
95	34	\$17.10	\$3.53	(I)(I)
139	49	\$17.87	\$3.53	(I)(I)
219	77	\$18.20	\$3.53	(I)(I)
Light-Emitting Diode (LED) – Colonial				
20	7	\$19.64	\$3.53	(I)(I)
45	16	\$20.04	\$3.53	(I)(I)
Light-Emitting Diode (LED) – Contemporary				
40	14	\$18.14	\$3.53	(I)(I)
55	20	\$18.14	\$3.53	(I)(I)

SUPPLY CHARGES

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 8 – Default Service Supply and will be billed in accordance with the terms contained therein.

ELECTRIC CHARGES

The Supply Charges for Rate SM – Street Lighting Municipal customers will be updated through competitive requests for proposal as described in Rider No. 8 – Default Service Supply. The Supply rate shall be determined based on the formula described in the “Calculation of Rate” section in Rider No. 8. Applicability of the Supply rate to Rate SM customers shall be as described in Rider No. 8 and for the effective period defined in Rider No. 8.

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

(I) – Indicates Increase**ISSUED: MARCH 20, 2024****EFFECTIVE: MAY 20, 2024**

RATE SM - STREET LIGHTING MUNICIPAL - (Continued)**MONTHLY RATE – (Continued)****ELECTRIC CHARGES – (Continued)**

Customers who elect to purchase their electric energy supply requirements from an EGS will be charged the Distribution Charges by the Company and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the EGS becomes unavailable or during which the customer has not chosen an EGS, the Company will supply electricity at the above Distribution Charge, the Supply Charges in Rider No. 8 and the Transmission Service Charges in Appendix A.

Customers who choose an EGS may select Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

RIDERS

Bills rendered under this schedule are subject to the charges stated in any applicable rider.

LATE PAYMENT CHARGE

Bills will be calculated on the rates stated herein, and are due and payable on or before thirty days from the date of mailing of the bill to the ratepayer. The bill is overdue when not paid on or before the due date indicated on the bill. An overdue bill is subject to a Late Payment Charge of 1.25% interest per month on the full unpaid and overdue balance of the Company charges on the bill. The Charge shall be calculated on the overdue portions of the Company charges on the bill and shall not be charged against any sum that falls due during a current billing period.

POLES

No charge is made for wood poles used jointly for street lighting and the support of the Company's general distribution system or for tubular steel poles, trolley type, used jointly for street lighting and the support of trolley span wires.

Where the installation of one (1) or more wood poles is required to serve the customer, the customer has the option to install the pole(s) at its own expense in accordance with SPECIAL TERM AND CONDITION NO. 2 or the Company will install, own, and maintain the pole(s) and bill the customer at the monthly rate of \$13.42 for each pole required. (I)

CUSTOMER OWNED AND MAINTAINED EQUIPMENT CHARGE

A per unit monthly charge whenever the customer or an agent of the customer owns the entire street lighting system, including, but not limited to, the fixture, pole, circuit, controls, and all other related equipment on the load side of the Company's service point or when such facility is provided by a public agency and the customer and/or agent is obligated to operate and maintain such facility.

The street lighting system equipment must be approved by and installed in a manner acceptable to the Company and must be equipped with photocells or other such equipment that permit only dusk-to-dawn operation.

RATE SH - STREET LIGHTING HIGHWAY

AVAILABILITY

Beginning January 15, 2022, Rate SH will no longer be available to new customers or applicants, or to new installations for existing customers.

Available for high intensity discharge lighting of state highways for normal dusk to dawn operation of approximately 4,200 hours per year where the highway lighting system acceptable to Duquesne Light Company is installed by the State and ownership of the entire highway lighting system has been transferred to the Company for a nominal consideration.

Beginning January 15, 2022, replacement of high pressure sodium lamps, fixtures or luminaries, including brackets and ballasts, will not be available. In such cases, the customer must take service under one of the available LED lighting options listed below.

(I)(I) Due to the limited availability of high pressure sodium lighting, the Company will be replacing existing high pressure sodium lights with LED lights at its discretion. The Company may exchange functioning high pressure sodium lights with LEDs upon customer request and upon receipt, in advance, of the Company's estimated removal costs of such replacement. Such elective replacements shall be at the Company's discretion.

MONTHLY RATE

DISTRIBUTION CHARGE — Monthly Rate Per Unit

<u>Minimum Nominal Lamp Wattage</u>	<u>Nominal kWh Energy Usage per Unit per Month</u>	Company Owned and Maintained Equipment	Customer Owned and Maintained Equipment	
		<u>Distribution Charge per Unit</u>	<u>Distribution Charge per Unit</u>	
Sodium Vapor				
100	50	\$16.31	\$3.53	(I)(I)
150	71	\$16.53	\$3.53	(I)(I)
200	95	\$16.77	\$3.53	(I)(I)
400	170	\$18.60	\$3.53	(I)(I)
Light-Emitting Diode (LED) — Cobra Head				
30	11	\$15.01	\$3.53	(I)(I)
45	16	\$15.01	\$3.53	(I)(I)
60	21	\$15.50	\$3.53	(I)(I)
95	34	\$17.10	\$3.53	(I)(I)
139	49	\$17.87	\$3.53	(I)(I)
219	77	\$18.20	\$3.53	(I)(I)

SUPPLY CHARGES

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 8 – Default Service Supply and will be billed in accordance with the terms contained therein.

(I) – Indicates Increase

RATE UMS – UNMETERED SERVICE

AVAILABILITY

Available to customers using unmetered standard service at each point of connection for customer-owned and maintained equipment such as traffic signals, communication devices and billboard lighting.

MONTHLY RATE

DISTRIBUTION CHARGES

Customer Charge.....	\$14.00	(I)
Energy Charge	2.8932 cents per kilowatt-hour	(I)

SUPPLY CHARGES

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 8 – Default Service Supply and will be billed in accordance with the terms contained therein.

ELECTRIC CHARGES

The Supply Charges for Rate UMS – Unmetered Service customers will be updated through competitive requests for proposal as described in Rider No. 8 – Default Service Supply. The Supply rate shall be determined based on the formula described in the “Calculation of Rate” section in Rider No. 8. Applicability of the Supply rate to Rate UMS customers shall be as described in Rider No. 8 and for the effective period defined in Rider No. 8.

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy supply requirements from an EGS will be charged the Distribution Charges by the Company and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the EGS becomes unavailable or during which the customer has not chosen an EGS, the Company will supply electricity at the above Distribution Charges, the Supply Charges in Rider No. 8 and the Transmission Service Charges in Appendix A.

Customers who choose an EGS may elect Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

(I) – Indicates Increase

RATE PAL - PRIVATE AREA LIGHTING

AVAILABILITY

Available for high pressure sodium lighting and flood lighting of residential, commercial and industrial private property installations including parking lots, for normal dusk to dawn operation of approximately 4,200 hours per year.

Beginning January 15, 2022, replacement of high pressure sodium lamps, fixtures or luminaries, including brackets and ballasts, will not be available. In such cases, the customer must take service under one of the available LED lighting options listed below.

Due to the limited availability of high pressure sodium lighting, the Company will be replacing existing high pressure sodium lights with LED lights at its discretion. The Company may exchange functioning high pressure sodium lights with LEDs upon customer request and upon receipt, in advance, of the Company's estimated removal costs of such replacement. Such elective replacements shall be at the Company's discretion.

MONTHLY RATE

DISTRIBUTION CHARGE - Monthly Rate Per Unit

<u>Minimum Nominal Lamp Wattage</u>	<u>Nominal kWh Energy Usage per Unit per Month</u>	<u>Company Owned and Maintained Equipment</u>	<u>Customer Owned and Maintained Equipment</u>	
		<u>Distribution Charge per Unit</u>	<u>Distribution Charge per Unit</u>	
High Pressure Sodium				
70	29	\$17.05	\$3.53	(I)(I)
100	50	\$17.18	\$3.53	(I)(I)
150	71	\$17.43	\$3.53	(I)(I)
250	110	\$17.89	\$3.53	(I)(I)
400	170	\$18.60	\$3.53	(I)(I)
Flood Lighting				
100	46	\$17.05	\$3.53	(I)(I)
250	100	\$17.85	\$3.53	(I)(I)
400	155	\$18.65	\$3.53	(I)(I)
Light-Emitting Diode (LED) — Cobra Head				
30	11	\$15.01	\$3.53	(I)(I)
45	16	\$15.01	\$3.53	(I)(I)
60	21	\$15.50	\$3.53	(I)(I)
95	34	\$17.10	\$3.53	(I)(I)
139	49	\$17.87	\$3.53	(I)(I)
219	77	\$18.20	\$3.53	(I)(I)
Light-Emitting Diode (LED) — Colonial				
20	7	\$19.64	\$3.53	(I)(I)
45	16	\$20.04	\$3.53	(I)(I)
Light-Emitting Diode (LED) — Contemporary				
40	14	\$18.14	\$3.53	(I)(I)
55	20	\$18.14	\$3.53	(I)(I)

(C) – Indicates Change

(I) – Indicates Increase

(D) – Indicates Decrease

ISSUED: MARCH 20, 2024

EFFECTIVE: MAY 20, 2024

RATE PAL - PRIVATE AREA LIGHTING - (Continued)**MONTHLY RATE - (Continued)****POLES – (Continued)**

Where the installation of one (1) or more wood poles is required to serve the customer, the customer has the option to install the pole(s) at its own expense in accordance with SPECIAL TERM AND CONDITION NO. 2 or the Company will install, own, and maintain the pole(s) and bill the customer at the monthly rate of \$13.42 for each pole required. (I)

CUSTOMER OWNED AND MAINTAINED EQUIPMENT CHARGE

A per unit monthly charge whenever the customer or an agent of the customer owns the entire street lighting system, including, but not limited to, the fixture, pole, circuit, controls, and all other related equipment on the load side of the Company's service point or when such facility is provided by a public agency and the customer and/or agent is obligated to operate and maintain such facility.

The street lighting system equipment must be approved by and installed in a manner acceptable to the Company and must be equipped with photocells or other such equipment that permit only dusk-to-dawn operation.

The customer/agent must provide the Company with a written inventory of all street lighting fixtures. This inventory shall include the location, type and wattage rating for each fixture. The customer/agent will update its inventory of lighting fixtures by informing the Company in writing of changes in type, rating, location, and quantity of lighting fixtures as such changes occur and billings will be adjusted accordingly.

The Company reserves the right to inspect the equipment at each location and make prospective adjustments in billing as indicated by such inspections. The Company shall be under no obligation to conduct such inspections for the purpose of determining accuracy of billing or otherwise. The Company's decision not to conduct such inspections shall not release the customer/agent from the obligation to provide to the Company, and to update, an accurate inventory of the types, ratings, and quantities of lighting equipment upon which billing is based.

As this service is a per unit monthly charge, the customer/agent agrees to pay amounts billed in accordance with the current inventory, regardless of whether any of the equipment was electrically operable during the period in question and regardless of the cause of any such equipment's failure to operate.

The contract period is as covered by any existing contract now in effect with the customer/agent. All new contracts shall be for a period of one year.

SPECIAL TERMS AND CONDITIONS

1. The above charges include installation of standard Company facilities including lamps, fixtures or luminaires, brackets and ballasts, all when installed on the overhead distribution system. The above charges include normal operation and maintenance. Normal operation and maintenance does not include periodic tree trimming around the fixture or luminaire.
2. Where it is necessary to install wood, metal, or ornamental poles, or other special facilities or services not in conformance with the Company's standard overhead practice, the additional cost shall be borne by the customer. Title to all facilities, except as noted below, shall vest in the Company.

STANDARD CONTRACT RIDERS – (Continued)

RIDER MATRIX

	RS	RH	RA	GS/GM	GMH	GL	GLH	L	HVPS	AL	SE	SM	SH	UMS	PAL
Rider No. 1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Rider No. 2				X	X	X	X								
Rider No. 3				X	X	X	X	X							
Rider No. 4	X	X	X												
Rider No. 5	X	X	X												
Rider No. 6				X											
Rider No. 7	X	X	X												
Rider No. 8	X	X	X	X	X					X	X	X	X	X	X
Rider No. 9				X	X	X	X	X	X						
Rider No. 10	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Rider No. 11				X		X									
Rider No. 12				X	X										
Rider No. 13				X											
Rider No. 14	X														
Rider No. 15															
Rider No. 15A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Rider No. 16				X	X	X	X	X							
Rider No. 17						X	X	X	X						
Rider No. 18	X	X	X	X	X	X	X								
Rider No. 19				X		X		X							

(C)

(C)

Rider Titles:

- Rider No. 1 — Retail Market Enhancement Surcharge
- Rider No. 2 — Untransformed Service
- Rider No. 3 — School and Government Service Discount Period
- Rider No. 4 — Electric Vehicle Time-of-Use Distribution Rate Pilot
- Rider No. 5 — Universal Service Charge
- Rider No. 6 — Temporary Service
- Rider No. 7 — Residential Managed Charging Pilot
- Rider No. 8 — Default Service Supply
- Rider No. 9 — Day-Ahead Hourly Price Service
- Rider No. 10 — State Tax Adjustment
- Rider No. 11 — Street Railway Service
- Rider No. 12 — Billing Option – Volunteer Fire Companies and Nonprofit Senior Citizen Centers
- Rider No. 13 — General Service Separately Metered Electric Space Heating Service
- Rider No. 14 — Residential Service Separately Metered Electric Space and Water Heating
- Rider No. 15 — Intentionally Left Blank
- Rider No. 15A — Phase IV Energy Efficiency and Conservation Surcharge
- Rider No. 16 — Service to Non-Utility Generating Facilities
- Rider No. 17 — Emergency Energy Conservation
- Rider No. 18 — Rates for Purchase of Electric Energy from Customer-Owned Renewable Resources Generating Facilities
- Rider No. 19 — Community Development for New Load

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Continued on Second Revised Page No. 87A

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(C) – Indicates Change

STANDARD CONTRACT RIDERS – (Continued)

RIDER MATRIX – (Continued)

	RS	RH	RA	GS/GM	GMH	GL	GLH	L	HVPS	AL	SE	SM	SH	UMS	PAL
Rider No. 20	X	X	X	X	X	X	X	X	X	X					
Rider No. 21	X	X	X	X	X	X	X	X							
Rider No. 22	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Rider No. 23	X	X	X												
Appendix A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

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Rider Titles:

- Rider No. 20 — Smart Meter Charge
- Rider No. 21 — Net Metering Service
- Rider No. 22 — Distribution System Improvement Charge (“DSIC”)
- Rider No. 23 — Behavioral Load Management Pilot
- Appendix A — Transmission Service Charges

(C)

STANDARD CONTRACT RIDERS - (Continued)**(C)****RIDER NO. 4 – ELECTRIC VEHICLE TIME-OF-USE DISTRIBUTION RATE PILOT****(Applicable to Rate Schedules RS, RH and RA)**

Effective June 1, 2025, the Electric Vehicle Time-of-Use Distribution Rate Pilot (“EV TOU Distribution Rate Pilot”) Rider will be available for up to 1,500 eligible customers on a first come, first served basis.

PURPOSE

The EV TOU Distribution Rate Pilot Rider sets forth the eligibility, terms, and conditions applicable to residential customers that own or lease an electric vehicle and elect to take service under the provisions of this Rider.

APPLICABILITY

The EV TOU Distribution Rate Pilot is available to customers that (i) are served under Rate Schedules RS, RH, or RA and have an account in good standing, signifying that the Account is active, does not have a past due balance or an outstanding payment arrangement at the time of enrollment, and has demonstrated a timely payment history; (ii) own or lease a highway-capable plug-in battery electric vehicle or plug-in hybrid electric vehicle registered to the service address, (iii) are not enrolled in the Company’s Customer Assistance Program, budget billing, virtual meter aggregation, Rider No. 7 – Residential Managed Charging Pilot, or Rider No. 23 – Behavioral Load Management Pilot; (iv) have not de-enrolled from the EV TOU Distribution Rate Pilot, for any reason, within the last twelve (12) months; and (v) comply with any other applicable EV TOU Distribution Rate Pilot rules established at Docket No. R-2024-3046523 or subsequent proceeding.

MONTHLY RATES

Eligible customers will have the choice to enroll in either the WholeHome EV TOU Distribution Rate or the EV-Only TOU Distribution Rate. The WholeHome EV TOU Distribution Rate will apply to all the electricity used at the premise. The EV-Only TOU Distribution Rate will require the customer to have an eligible EV or charging station for the Company to track usage as the rate will only apply to the customer’s EV usage, while the rest of their premise remains on the standard distribution rate.

STANDARD CONTRACT RIDERS - (Continued)

(C)

RIDER NO. 4 – ELECTRIC VEHICLE TIME-OF-USE DISTRIBUTION RATE PILOT – (Continued)

(Applicable to Rate Schedules RS, RH and RA)

MONTHLY RATES – (Continued)

Class	Months	WholeHome		EV-Only	
		TOU Distribution Rates		TOU Distribution Rate	
		Peak ⁽³⁾	Off-Peak ⁽⁴⁾	Peak ⁽³⁾	Off-Peak ⁽⁴⁾
RS	All Months	8.4662	6.7827	8.46662	4.0924
RH	Winter ⁽¹⁾	7.5466	6.5694	7.5466	3.6480
	Summer ⁽²⁾	8.4662	6.7596	8.4662	4.0923
RA	Winter ⁽¹⁾	3.5598	3.0435	3.5598	1.7208
	Summer ⁽²⁾	8.4662	7.0869	8.4662	4.0923

⁽¹⁾ Winter Monthly Rate – For the Billing Months of November through April

⁽²⁾ Summer Monthly Rate – For the Billing Months of May through October

⁽³⁾ Peak Hours are 3:00 PM to 9:00 PM, Monday through Friday.

⁽⁴⁾ Off-Peak Hours are 6:00 AM to 3:00 PM and 9:00 PM to 6:00 AM, Monday through Friday and all day on Saturday, Sunday, and the noted PJM holidays.

For customers enrolled in the EV TOU Distribution Rate Pilot, the above Monthly Rates will be applicable for the energy charge for electric distribution service in place of the energy charge for distribution service on the respective rate schedule. All other applicable charges and payment provision terms will be billed per the respective rate schedule.

OFF-PEAK PJM HOLIDAYS

For the purpose of this EV TOU Distribution Rate Pilot, the following PJM holidays are considered Off-Peak for billing:

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Day

STANDARD CONTRACT RIDERS - (Continued)

(C)

RIDER NO. 4 – ELECTRIC VEHICLE TIME-OF-USE DISTRIBUTION RATE PILOT – (Continued)**(Applicable to Rate Schedules RS, RH and RA)****SPECIAL TERMS AND CONDITIONS**

1. The customer must have a Company-qualified Level 2 charging station or electric vehicle to enroll in the EV-Only TOU Distribution Rate. A list of Company-qualified vehicles and charging stations will be published on the Company website at duquesnelight.com.
2. The Company will select a managed charging vendor that can manage Company-qualified charging stations and vehicles for the EV-Only TOU Distribution Rate.
3. The Company is granted permission to utilize a third-party vendor to access vehicle telematics or charging station data or similar for enrolled customers as part of the EV TOU Distribution Rate Pilot. This information will be provided to the Company by the third-party vendor and will be utilized to bill the EV-Only TOU Distribution Rate. Eligible customers enrolling in the EV-Only TOU Distribution Rate consent to the Company using their charging station or vehicle telematics or similar data for billing purposes with written authorization, as applicable.
4. The customer will be responsible for the accuracy, network connectivity, and overall maintenance of their charging station or vehicle telematics to ensure the transmission of their EV data.
5. The customer retains their right to file a billing complaint at the PUC.
6. Customers enrolled in the EV-Only TOU Distribution rate option will not be permitted to enroll in the Rider No. 8 – Default Service Supply WholeHome EV TOU or the Default Service Standard rates. Customers selecting the EV-Only TOU Distribution Rate option must enroll in the Default Service – EV-Only TOU option or select an Electric Generation Supplier (“EGS”). Similarly, customers enrolling in the WholeHome EV TOU Distribution rate option, will not be permitted to enroll in the Rider No. 8 – Default Service Supply – EV-Only option or the Default Service – Standard options. Customers selecting the WholeHome EV TOU Distribution rate option must enroll in the Default Service Supply – WholeHome EV TOU option or select an EGS.
7. The Company may unenroll customers from the Pilot if they do not remain in good standing, signifying that the customer account is active, does not have a past due balance or an outstanding payment arrangement at the time of enrollment, and has demonstrated a timely payment history.
8. The Company reserves the right to inspect, at all reasonable times, the customer's circuitry to determine that the load served under the terms of this Rider is as defined herein.
9. If the Company finds, in its sole judgment, that the conditions of this Rider are being violated, it may discontinue application of the Rider and bill all usage pursuant to the applicable Rate Schedule.
10. Customer enrollment is dependent on continuously meeting the Applicability provisions and Special Terms and Conditions of this Rider. If the Company finds, in its sole judgment, that the conditions of this Rider are being violated, it may terminate the customer from the Pilot with notice.

MISCELLANEOUS

Minimum bills shall not be reduced by reason of this Rider.

(C) – Indicates Change**ISSUED: MARCH 20, 2024****EFFECTIVE: MAY 20, 2024**

STANDARD CONTRACT RIDERS - (Continued)**RIDER NO. 5 – UNIVERSAL SERVICE CHARGE - (Continued)****(Applicable to Rate Schedules RS, RH and RA)****CALCULATION OF CHARGE – (Continued)**

- Customer Assistance Program (“CAP”): CAP costs will be calculated to include the projected CAP discount and CAP program costs for the Computational Year. The total CAP discount will be based on the annual average discount from the previous year, the Reconciliation Year, multiplied by the projected average number of CAP program participants during the Computational Year. The projected customer additions to the CAP program during the Computational Year will be based on the number of CAP customers receiving a discount at the end of the Reconciliation Year plus a projection of the average monthly number of CAP customers during the Computational Year. The projected number of CAP customers will include net additions to the program (additions minus exits), and a projection of customers enrolled through expected changes in policy (e.g. changes in the definition of poverty, changes in regulatory mandates). The projected CAP program costs will include the estimated costs for new applications, maintenance and annual recertification, and the projected CAP pre-program arrearages to be forgiven and written off during the USC Computational Year.
- Smart Comfort Program [Low Income Usage Reduction Program (“LIURP”)]: LIURP costs will be calculated based on the projected number of homes that participate in the usage reduction program and the average cost per visit.
- Customer Assistance and Referral Evaluation Services (“CARES”): CARES costs will be calculated based on the projected annual Community Based Organization (“CBO”) program costs and CBO costs for administering the program.
- Hardship Fund: Hardship Fund costs will be calculated based on the projected annual program costs and CBO costs for administering the program.
- Any other replacement or Commission-mandated Universal Service Program or low income program that is implemented during the Reconciliation or Computational Year.

Cr = A credit to reduce CAP customer discounts included in the USC to the extent that the monthly CAP enrollment level exceeds 40,386 customers. Specifically, the recoverable CAP discounts will be reduced by the number of CAP participants in excess of 40,386 times the average CAP credit and arrearage forgiveness costs times 10.43%. The participation level above which the offset shall be applied will be reset in each distribution rate case. (C) (C)

E = The over- or under- collection of actual Universal Service Program costs and revenue that result from the billing of the USC during the USC Reconciliation Year (an over-collection is denoted by a positive E and an under-collection by a negative E), including applicable interest. Interest shall be computed monthly at the statutory legal rate of interest, from the month the over or under collection occurs to the effective month that the over collection is refunded or the under collection is recouped.

STANDARD CONTRACT RIDERS - (Continued)**(C)****RIDER NO. 7 – RESIDENTIAL MANAGED CHARGING PILOT****Applicable to Rate Schedules RS, RH and RA****PURPOSE**

The Residential Managed Charging Pilot Rider sets forth the eligibility, terms, and conditions applicable to residential customers that own or lease an electric vehicle (EV) and elect to participate under the provisions of this Rider. This Pilot is available for up to 500 eligible customers that successfully enroll on a first come, first served basis.

PILOT DESCRIPTION

The Company offers customers participating in the Residential Managed Charging Pilot an incentive to reduce their electric vehicle charging during Peak Demand Events, as designated by the Company.

APPLICABILITY

The Residential Managed Charging Pilot is available to customers that (i) are served under Rate Schedules RS, RH, or RA and have an account in good standing, signifying that the customer account is active, does not have a past due balance or an outstanding payment arrangement at the time of enrollment, and has demonstrated a timely payment history; (ii) own or lease a highway-capable plug-in battery electric vehicle or plug-in hybrid electric vehicle registered to the service address and have a private, dedicated Level 2 charging station at their service address; (iii) own or rent a single-family detached, row house or duplex property with a personal garage or private off-street parking suitable for a charging station installation; (iv) are not enrolled in Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate, the Electric Vehicle Time-of-Use rate under Rider No. 8 – Default Service Supply, or Rider No. 23 – Behavioral Load Management Pilot; and (v) comply with any other applicable Residential Managed Charging Pilot rules established at Docket No. R-2024-3046523 or subsequent proceeding.

INCENTIVE

Participating customers will be eligible to receive \$20 for each Event Month that they participate (opt-in) in $\geq 50\%$ of the Peak Demand Events for that month and charge their EV for at least 15 minutes during each Event Month. Participating control group customers will be eligible to receive \$20 for each Event Month if they charge their EV at least 15 minutes during the Event Month. The Company reserves the authority to modify the incentive value by up to 25%, without advance notice to the customer.

SPECIAL TERMS AND CONDITIONS

1. The customer must have a Company-qualified Level 2 charging station or electric vehicle to enroll in the Pilot. A list of Company-qualified vehicles and charging stations will be published on the Company website at duquesnelight.com.
2. The Company will be responsible for selecting a managed charging vendor that can manage Company-qualified charging stations and vehicles.

STANDARD CONTRACT RIDERS - (Continued)

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RIDER NO. 7 – RESIDENTIAL MANAGED CHARGING PILOT – (Continued)**Applicable to Rate Schedules RS, RH and RA****SPECIAL TERMS AND CONDITIONS – (Continued)**

3. The Company is granted permission to utilize a third-party vendor to access and control electric vehicle charging through vehicle telematics or charging stations or similar as part of the Pilot. Eligible customers will be required to enroll in the Residential Managed Charging Pilot and to allow the third-party platform access to and control of their charging with written authorization, as applicable.
4. The customer will be responsible for the accuracy, network connectivity, and overall maintenance of their charging station or vehicle telematics to ensure the transmission of their EV data.
5. Customers will be notified in advance of Peak Demand Events and will have the option to opt-out.
6. Control group customers are not required to participate in Peak Demand Events but must charge their EV a minimum of 15 minutes each Event Month to qualify to receive the incentive in a given Event Month.
7. If a customer opts-in to an event, the customer's EV charging will be paused for the duration of the Peak Demand Event. It is the customer's responsibility to verify that their vehicle has resumed charging after a Peak Demand Event ends and the Company is not liable for any disruptions in vehicle charging.
8. The Company may unenroll customers from the Pilot if they do not remain in good standing, signifying that the customer account is active, does not have a past due balance or an outstanding payment arrangement at the time of enrollment, and has demonstrated a timely payment history.
9. The Company reserves the right to inspect at all reasonable times the customer's circuitry to determine that the load served under the terms of this Rider is as defined herein.
10. If the Company finds, in its sole judgment, that the conditions of this Rider are being violated, it may discontinue application of the Rider.
11. Customer enrollment is dependent on continuously meeting the Applicability provisions and Special Terms and Conditions of this Rider. If the Company finds, in its sole judgment, that the conditions of this Rider are being violated, it may terminate the customer from the Pilot with notice.

DEFINITIONS

Peak Demand Events: Days and time windows, typically between 3:00 PM and 9:00 PM, on weekdays and non-holidays when system demand is expected to be high. Ten (10) to fifteen (15) Peak Demand Events will be targeted each year, as designated by the Company, and last no longer than six (6) hours.

Event Month: A month during which at least one Peak Demand Event has been called.

STANDARD CONTRACT RIDERS - (Continued)**RIDER NO. 10 - STATE TAX ADJUSTMENT****(Applicable to All Rates)**

In addition to the charges provided in this Tariff, a two-part surcharge will apply to all bills rendered by the Company, pursuant to the Pennsylvania Public Utility Commission authorization of March 10, 1970, to compensate the Company for new and increased taxes imposed by the General Assembly.

Part 1 of the surcharge, at a rate of (0.0000%) will include Capital Stock Tax, Corporate Net Income Tax, and Public Utility Realty Tax, which will be applied to the distribution charges of customer bills. (C)

Part 2 of the surcharge, at a rate of 0.0000% will include Gross Receipts Tax and will be applied to all portions of customer bills.

The Company will recompute the surcharge using the elements prescribed by the Commission's March 10, 1970, authorization:

1. Whenever any of the tax rates used in computing the surcharge is changed, in which case the recomputation shall take into account the changed tax rate.
2. Whenever the Company makes effective increased or decreased rates (other than net energy clause), in which case the recomputation shall take into account the adjustments prescribed by the Commission's March 10, 1970, authorization.
3. On December 22, and each year thereafter.

Every recomputation made pursuant to the above paragraph shall be submitted to the Commission within ten (10) days after the occurrence of the event or date which occasions such recomputation: and if the recomputed surcharge is less than the one then in effect the Company will, and if the recomputed surcharge is more than the one then in effect the Company may, accompany such recomputation with a Tariff or supplement to reflect such recomputed surcharge, the effective date of which, shall be ten (10) days after filing.

STANDARD CONTRACT RIDERS - (Continued)**RIDER NO. 16 - SERVICE TO NON-UTILITY GENERATING FACILITIES - (Continued)**

(Applicable to Rates GM < 25, GM ≥ 25, GMH, GL, GLH and L)

A. DEFINITIONS – (Continued)

Distribution Base Period Billing Determinants are the billing demand (kW) for the month in the Base Period corresponding to the current billing month under which the on-site generation is operable. For new customers, the Company will use existing procedures to estimate the Distribution Base Period Billing Determinants.

Supply Billing Determinants for customers not being served by an Electric Generation Supplier (“EGS”). Supply Billing Determinants for customers on Rate GL, GLH, and L shall be the billing determinants for the current billing month then in effect under Rider No. 9 – Day-Ahead Hourly Price Service. Supply Billing Determinants for customers on Rate GM and GMH shall be the billing determinants for the current billing month then in effect under Rider No. 8 – Default Service Supply or Rider No. 9 – Day-Ahead Hourly Price Service, as applicable.

B. BACK-UP SERVICE

The Company will supply Back-Up Service at the following rates for customers with an executed contract for service under this Rider:

DISTRIBUTION

A distribution charge of \$3.71 per kW shall be applied to the Back-Up Service Maintenance Demand Billing Determinants. (I)

The Maintenance Contract Demand distribution charges will be applied in each month based on the customer’s Maintenance Contract Demand without regard to actual usage.

An additional distribution charge of \$7.91 per kW shall be applied to the Back-Up Service As-Used Contract Demand Billing Determinants. The As-Used Contract Demand distribution charge will be applied in each month based on the customer’s As-Used Contract Demand if the customer calls upon Back-Up service during the Peak Period. (I)

Overage charges will also apply if the customer exceeds their Maintenance Contract Demand by 10% or more. The Maintenance Overage Charge of \$11.62 per kW shall be applied to the difference in actual maximum billing demand during the billing period and the customer’s combined Supplementary and Maintenance Contract Demands. No additional charges will apply to the As-Used Contract Demand Charge. (I)

If actual usage of Back-Up Service exceeds zero for more than 15% of the hours in any Base Period, then those hours above the 15% threshold will be counted toward the billing on the customer’s applicable general service rates, including all ratchets applicable.

STANDARD CONTRACT RIDERS - (Continued)**RIDER NO. 16 - SERVICE TO NON-UTILITY GENERATING FACILITIES - (Continued)****(Applicable to Rates GM < 25, GM ≥ 25, GMH, GL, GLH and L)****B. BACK-UP SERVICE – (Continued)**

If a customer's Back-Up Service requirement at any time exceeds the customer's Maintenance Contract Demand by 5% or more, the actual Back-Up Service requirement provided, measured in kW demand will become the customer's new Maintenance Contract Demand. The customer will be required to stay on the new Maintenance Contract Demand for twelve (12) months from when they hit the ratchet and for twelve (12) months each time thereafter a new ratchet is hit. If a customer's actual Back-Up Service requirement provided at any time exceeds the customer's Maintenance Contract Demand by 10% or more, the customer will be assessed a fee equal to the difference between the actual Back-Up Service provided at the time during the billing period and the Maintenance Contract Demand multiplied by the Overage Charge (\$11.62).

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(I)**C. INTERCONNECTION**

Each non-utility generating facility will be required to install at its expense or pay in advance to have the Company install interconnection equipment and facilities which are over and above that equipment and facilities required to provide electric service to the non-utility generating facility according to the Company's General Service Rates, except as noted below. Any such equipment to be installed by the non-utility generating facility must be reviewed and approved in writing by the Company prior to installation. Nothing in this Rider shall exempt a new customer from the application of Rule No. 7 and Rule No. 9 regarding Supply Line Extensions and Relocation of Facilities.

However, customers may elect to pay the cost of existing or newly required transformation equipment that is over and above that equipment necessary for the Company to supply the customer with its contracted Supplemental Power via a monthly charge rather than in total at the onset of the contract. The monthly charge for transformation equipment for customers with contract demand under this rider of 5,000 kW or more will be determined by the Company on a case-by-case basis.

STANDARD CONTRACT RIDERS - (Continued)**RIDER NO. 19 – COMMUNITY DEVELOPMENT FOR NEW LOAD****(Applicable to Rate Schedules GS/GM, GL, and L)****AVAILABILITY**

This Rider is available to customers taking distribution service under Rate GM < 25, GM ≥ 25, GL, or L. For new services, the customer or applicant must have a projected load of at least 10 kW and must apply for the Rider prior to the service being energized. For existing services, the customer must reasonably project a peak load increase of at least 10 kW and apply for the Rider before the load growth occurs. Additionally, the customer or applicant must (i) show that they have a competitive energy alternative to electricity delivered by the Company or (ii) affirm that they will not be able to commence and/or sustain their business without participating in this Rider. The Rider will apply no sooner than thirty (30) days after the customer provides to the Company written notice of its desire to be placed on the Rider. For those eligible customers that may be waiting for Company provided equipment to be installed, the Company will allow for a twelve-month grace period. The initial percent discount will be established based upon when the contract is signed, and that discount will begin once the customer takes service. The Company reserves the right to decline to enroll any customer or applicant in this Rider, at the Company's sole discretion. Customers taking service under this Rider are not eligible for any other distribution rate discount.

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(C)**DEFINITIONS**

Service Location. A single or contiguous premises that has or will have one or more delivery points for distribution service billed by the Company under a single account.

Brownfield Site. A Service Location where the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Requires documentation either by providing a copy of the pertinent sections of the ASTM E1903-97 Phase II Site Assessment documenting the site contamination or by providing a letter from a local, state or federal regulatory agency confirming the site is classified as a Brownfield by that agency.

Site Expansion. A Service Location where the Company has not previously provided service, or where the service previously provided by the Company was not used for substantially the same type of operation or was terminated at least twelve (12) months before the customer's contractually specified effective date for service under this rider. This condition is waived for existing Service Locations where an entity has assumed operation of a Service Location from a customer which has ceased operations as a result of dissolution, so long as the formation of the entity did not occur as a result of merger, joint venture, acquisition and/or any other variation of combined business structures with the former customer at the service location. In any event, the completed application for the rider must be made within six (6) months from the customer first receiving service from the Company.

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Employment Report. The "Employer's Report for Unemployment Compensation" (PA Form UC-2) as filed by the customer with the Office of Employment Security, Department of Labor and Industry, Commonwealth of Pennsylvania and as defined by 43 P.S. 753 [d].

STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 19 – COMMUNITY DEVELOPMENT FOR NEW LOAD – (Continued)

(Applicable to Rate Schedules GS/GM, GL, and L)

MONTHLY RATE

DISTRIBUTION CHARGES

Rider No. 19 provides a percent discount to monthly demand charges for base distribution services included in Rates GM < 25, GM ≥ 25, GL, and L during the months of January through May and October through December. The percent discount declines ratably over five years as follows.

2025 Percent Discount	25%	(C)
2026 Percent Discount	20%	(C)
2027 Percent Discount	15%	(C)
2028 Percent Discount	10%	(C)
2029 Percent Discount	5%	(C)

This Rider applies only to base distribution services. All other applicable charges and Riders will be charged as designed.

QUALIFICATIONS

Customers and applicants requesting service under this Rider shall file with the Company, before the effective date of the Rider for the Service Location copies of the Employment Reports, as defined above, for the Service Location at the time of application, along with any other documentation the Company may reasonably require to demonstrate the customer/applicant’s eligibility for the Rider (see “AVAILABILITY” above). (C)

TRANSFER OF OWNERSHIP

The Company will only apply the Rider to the customer's base distribution charges for the term of contract. If, during the term of contract, the ownership of the Service Location changes, the Company may continue to apply the Rider to the new owner's bills for the Service Location. If the Company continues to apply the Rider in such circumstances, the Company shall apply the Rider to the new owner's bills for the Service Location as if the new owner had been on the Rider for the Service Location for the same period of time as was the previous owner.

STANDARD CONTRACT RIDERS - (Continued)**RIDER NO. 22 – DISTRIBUTION SYSTEM IMPROVEMENT CHARGE****(Applicable to All Rates)**

In addition to the net charges provided for in this Tariff, a charge of 0.00% will apply consistent with the Commission Order entered September 15, 2016, at Docket No. P-2016-2540046 approving the Distribution System Improvement Charge (“DSIC”).

(C)**GENERAL DESCRIPTION****PURPOSE**

To recover the reasonable and prudent costs incurred to repair, improve, or replace eligible property which is completed and placed in service and recorded in the individual accounts, as noted below, between base rate cases and to provide the Company with the resources to accelerate the replacement of aging infrastructure, to comply with evolving regulatory requirements and to develop and implement solutions to regional supply problems.

The costs of extending facilities to serve new customers are not recoverable through the DSIC.

ELIGIBLE PROPERTY

The DSIC-eligible property will consist of the following:

- Poles and towers (account 364);
- Overhead conductors (account 365) and underground conduit and conductors (accounts 366 and 367);
- Line transformers (account 368) and substation equipment (account 362);
- Any fixture or device related to eligible property listed above including insulators, circuit breakers, fuses, reclosers, grounding wires, cross arms and brackets, relays, capacitors, converters and condensers;
- Unreimbursed costs related to highway relocation projects where an electric distribution company must relocate its facilities; and
- Other related capitalized costs.

EFFECTIVE DATE

The DSIC will become effective October 1, 2016.

STANDARD CONTRACT RIDERS - (Continued)

(C)

RIDER NO. 23 – BEHAVIORAL LOAD MANAGEMENT PILOT**(Applicable to Rate Schedules RS, RH and RA)****PURPOSE**

This Rider sets forth the eligibility, terms, and conditions applicable to residential customers who elect to participate in The Behavioral Load Management Pilot. The Pilot is available to up to 7,500 customers who successfully enroll and qualify on a first come, first served basis.

PILOT DESCRIPTION

Customers who elect to participate in the Behavioral Load Management Pilot will be asked to reduce their consumption during Peak Events, as designated by the Company, during the Peak Season. Customers will receive an incentive of approximately \$1 per kWh they reduce during all Peak Events via a digital gift card at the end of the Peak Season.

APPLICABILITY

This Rider is available to customers taking distribution service under Rate RS, RH, and RA. Eligible customers who elect to participate in the Behavioral Load Management Pilot will be notified by the Company in advance of a Peak Event and asked to voluntarily reduce their consumption, by any means of their choosing. Participating customers who successfully reduce their usage will receive an Incentive Payment of approximately \$1 per kWh reduced.

Incentive Payments will be based on the amount of kWh reduced as compared to a customer-specific calculated Baseline Consumption level. To establish the Baseline Consumption for a particular Peak Event, the Company will first look at the 15 previous days that are not weekends, holidays, or prior Peak Events. For each of the 15 days, the kWh usage, and the Heat Index for the hours of the Event will be compiled. The days with the five (5) highest kWh values are averaged to determine the participant's Baseline. If any of the five (5) days did not have similar weather to the Peak Event (within 10% of the Heat Index), they will be excluded from the average. If there are no days of similar weather, the Baseline is set equal to the kWh for the highest load day. If a participating customer's consumption is lower during a Peak Event than their Baseline, they would earn an incentive on the difference. Earned Incentive Payments will be provided annually to customers at the end of the Peak Season as a digital gift card.

SPECIAL TERMS AND CONDITIONS

1. To participate, the Account must be in good standing, signifying that the Account is active, does not have a past due balance or an outstanding payment arrangement at the time of enrollment, and has demonstrated a timely payment history. Participants must remain in good standing to stay enrolled in the Pilot. Customers enrolled in the Company's Customer Assistance Program ("CAP") who meet these requirements are eligible to participate.
2. Enrollment is capped at a maximum of 7,500 participants throughout the Pilot.

STANDARD CONTRACT RIDERS - (Continued)

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RIDER NO. 23 – BEHAVIORAL LOAD MANAGEMENT PILOT – (Continued)**(Applicable to Rate Schedules RS, RH and RA)****SPECIAL TERMS AND CONDITIONS – (Continued)**

3. To participate, the Account cannot be enrolled in the EV TOU Distribution Rate Pilot (Rider No. 4) or the Residential Managed Charging Pilot (Rider No. 7)
4. To participate, Account cannot be enrolled in Rider No. 21 - Net Metering Service.
5. Customer enrollment is dependent on continuously meeting the Applicability provisions and Special Terms and Conditions of this Rider. If the Company finds, in its sole judgment, that the conditions of this Rider are being violated, it may terminate the customer from the Pilot with notice.

DEFINITIONS

Peak Events: Days and time windows, typically between 3:00 PM and 9:00 PM, on weekdays and non-holidays during the Peak Season when system demand is expected to be high. Five (5) Peak Events will be targeted each year, as designated by the Company, and last no longer than six (6) hours.

Peak Season: Days falling on or between June 1 and September 30.

Incentive Payment: Performance-based incentive valued at approximately \$1 per kWh derived from each participating customer's reduction in consumption during Peak Events. The Company reserves the authority to modify the incentive value by up to 25%, without advance notice to the customer.

Baseline Consumption: A customer-specific representation of typical consumption used to determine kWh reduction during Peak Events. The Company reserves the authority to modify the Baseline calculation based on Pilot findings annually before June 1.

Heat Index: A measure used to determine days of similar weather based on the combined effects of the air temperature and humidity.

Holidays: Generally observed holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

APPENDIX A

TRANSMISSION SERVICE CHARGES

(Applicable to All Rates)

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission (FERC) for customers who receive Default Service from the Company. Customers taking Default Service from the Company shall be charged in accordance with the charges of the applicable rate schedules stated below. These charges shall also apply to riders applicable to each rate schedule.

MONTHLY RATES

Rate Class	Energy Charge \$/kWh	Demand Charge \$/kW	Monthly Charge Per Fixture	Monthly Charge Per Fixture	Monthly Charge Per Fixture
RS	\$0.022514	—			
RH	\$0.012076	—			
RA	\$0.017976	—			
GS	\$0.014159	—			
GM < 25 kW	\$0.009323	\$2.08			
GM => 25 kW	\$0.010568	\$2.31			
GMH < 25 kW	\$0.009745	\$4.18 ⁽¹⁾			
GMH => 25 kW	\$0.004998	\$6.61 ⁽¹⁾			
GL	—	\$6.36 ⁽²⁾			
GLH	—	\$6.39 ⁽²⁾			
L	—	\$6.08 ⁽²⁾			
HVPS	—	\$6.08 ⁽²⁾			
AL	(\$0.001755)	—			
SE	\$0.001494	—			
UMS	\$0.001494	\$5.46 ⁽²⁾			
			Rate Class		
By Wattage			SH	PAL	SM
Mercury Vapor					
100			—	—	\$0.06
175			—	—	\$0.11
250			—	—	\$0.15
400			—	—	\$0.23
1000			—	—	\$0.55
High Pressure Sodium					
70			—	\$0.04	\$0.04
100			\$0.07	\$0.07	\$0.07
150			\$0.10	\$0.10	\$0.10
200			\$0.13	—	—
250			—	\$0.16	\$0.16
400			\$0.23	\$0.24	\$0.24
1000			—	—	\$0.55

(C)
(C)

(1) May through October

(2) Demand charge based on the customer’s Network Service Peak Load (“NSPL”).

(C)

(C) – Indicates Change

SUPPLEMENT NO. ~~7071~~
TO ELECTRIC – PA. P.U.C. NO. 25



SCHEDULE OF RATES

For Electric Service in Allegheny and Beaver Counties

(For List of Communities Served, see Pages No. 4 and 5)

Issued By

DUQUESNE LIGHT COMPANY

411 Seventh Avenue
Pittsburgh, PA 15219

Kevin E. Walker

President and Chief Executive Officer

ISSUED: ~~December 21, 2023~~ March 20, 2024 EFFECTIVE: ~~March 1, 2024~~ May 20, 2024

~~Filed at Docket No. R-2024-3046523~~ Issued in compliance with the
~~Commission Order entered January 14, 2021, at Docket No. P-2020-3019522.~~

NOTICE

THIS TARIFF SUPPLEMENT ADDS PAGES AND RIDERS, MAKES CHANGES TO THE TABLE OF CONTENTS, RULES AND REGULATIONS, RATE SCHEDULES, RIDER MATRIX, RIDERS, AND APPENDIX A AND MAKES INCREASES TO THE RATES CONTAINED IN THE RATE SCHEDULES AND RIDERS.

~~THIS TARIFF SUPPLEMENT DECREASES RATES WITHIN AN EXISTING RIDER~~

See Page Two

LIST OF MODIFICATIONS MADE BY THIS TARIFFCHANGESTable of Contents Eighth Revised Page No. 3
Cancelling Seventh Revised Page No. 3

List of Modifications – Original Page No. 2A through Original Page No. 2G have been added to Tariff No. 25 in order to accommodate the noted modifications and, therefore, the Table of Contents has been updated to reflect the additional pages.

Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate Pilot has been added to Tariff No. 25 and, therefore, to the Table of Contents.

In Rider No. 4 - Electric Vehicle Time-of-Use Distribution Rate Pilot, Original Page No. 92A through Original Page No. 92B have been added to Tariff No. 25 and, therefore to the Table of Contents.

Rider No. 7 – Residential Managed Charging Pilot has been added to Tariff No. 25 and, therefore, to the Table of Contents.

In Rider No. 7 - Residential Managed Charging Pilot, Original Page No. 97A has been added to Tariff No. 25 and, therefore to the Table of Contents.

Rider No. 23 – Behavioral Load Management Pilot has been added to Tariff No. 25 and, therefore, to the Table of Contents.

In Rider No. 23 – Behavioral Load Management Pilot, Original Page No. 141A and Original Page No. 141B have been added to Tariff No. 25 and, therefore, to the Table of Contents.

Rules and Regulations – The Electric Service Tariff Second Revised Page No. 6
Rule No. 3 – Application Cancelling First Revised Page No. 6

Under Rule No. 3 – Application, 120/208 volts, 3 wire was moved from the “legacy” standard service section back to the standard nominal service delivery voltages section.

Under Rule No. 3 – Application, 480 volts, 2 wire was moved from the standard nominal service delivery voltages section to the “legacy” standard service section.

Under Rule No. 3, language was removed and added in regard to the effective dates of the revisions.

Rules and Regulations – Installation of Service Third Revised Page No. 13
Rule No. 6.1 – Service Point Cancelling Second Revised Page No. 13

Under the “Service Point” column in Rule No. 6.1, language has been inserted to add clarity for 1-phase underground connections not covered in Rule No. 13.2 - Underground Electric Service in New Residential Developments (“URDs”):

Language has been added to ensure that the definition of Service Point aligns with alternative service point needs for Transportation Electrification Program offerings for customers.

The “A. Definitions” language and the “(1) Contractor cost” definition that was previously located at the bottom of Second Revised Page No. 13, Cancelling Original and First Revised Pages No. 13 has been moved to the top of Third Revised Page No. 14, Cancelling Second Revised Page No. 14.

LIST OF MODIFICATIONS MADE BY THIS TARIFF**CHANGES – (Continued)**

Rules and Regulations – Installation of Service **Third Revised Page No. 14**
Rule No. 7 – Supply Line Extensions **Cancelling Second Revised Page No. 14**

The “A. Definitions” language and the “(1) Contractor cost” definition language that was previously located at the bottom of Second Revised Page No. 13, Cancelling Original and First Revised Pages No. 13 has been moved to the top of Third Revised Page No. 14, Cancelling Second Revised Page No. 14.

Under the “Definitions” Section of Rule No. 7 – Supply Line Extensions, a new Definition No. 6 - Contribution In Aid of Construction (“CIAC”) has been added to define a non-refundable CIAC.

Under the “Definitions” Section of Rule No. 7 – Supply Line Extensions, current Definition No. 6 – Income Tax has been renamed to Definition No. 7 – Income Tax in order to accommodate the addition of the Contribution In Aid of Construction (“CIAC”) definition.

Rules and Regulations – Installation of Service **Original Page No. 14A**
Rule No. 7 – Supply Line Extensions

Original Page No. 14A has been added to Tariff No. 25 in order to accommodate the language added for the CIAC definition under the “Definitions” Section of Rule No. 7 – Supply Line Extensions.

Language that referenced a refundable CIAC has been replaced with language referencing “cash advance” to clarify and reflect current business practice.

Language that acknowledged costs that are borne by the customer that had been removed in the Company’s 2018 Rate Case at Docket No. R-2018-3000124 has been added back into Rule No. 7 – Supply Line Extensions, B. Overhead Areas – (Continued) to clarify and reflect current business practice.

Rules and Regulations – Installation of Service **Third Revised Page No. 15**
Rule No. 7 – Supply Line Extensions **Cancelling Original and First Revised Page No. 15**

Language that referenced a refundable CIAC has been replaced with language referencing “cash advance” to clarify and reflect current business practice.

The “D. Rights-of-Way” language that was previously located at the bottom of Second Revised Page No. 15, Cancelling Original and First Revised Pages No. 15 has been moved to the middle of Original Page No. 15A.

Rules and Regulations – Installation of Service **Original Page No. 15A**
Rule No. 7 – Supply Line Extensions

Language that acknowledged costs that are borne by the customer that had been removed in the Company’s 2018 Rate Case at Docket No. R-2018-3000124 has been added back into Rule No. 7 – Supply Line Extensions, C. Underground Areas – (Continued) to clarify and reflect current business practice.

The “D. Rights-of-Way” language that was previously located at the bottom of Second Revised Page No. 15, Cancelling Original and First Revised Pages No. 15 has been moved to the middle of Original Page No. 15A.

LIST OF MODIFICATIONS MADE BY THIS TARIFF**CHANGES – (Continued)**

Rules and Regulations – Installation of Service **Third Revised Page No. 16**
Rule No. 7 – Supply Line Extensions **Cancelling Second Revised Page No. 16**

In the “E. Revenue Guarantees” section, language has been added to clarify and reflect current business practice.

Item No. F. has been renamed to “Cash Advance” and language has been updated to reflect “cash advance” throughout the section to clarify and reflect current business practice.

Rules and Regulations – Installation of Service **First Revised Page No. 17**
Rule No. 7 – Supply Line Extensions **Cancelling Original Page No. 17**

Item No. F. has been renamed to “Cash Advance” and language has been updated to reflect “cash advance” throughout the section to clarify and reflect current business practice.

Rules and Regulations – Installation of Service **First Revised Page No. 17**
Rule No. 8 – Nonstandard Service **Cancelling Original Page No. 17**

Language has been added to clarify and reflect current business practice.

Rule No. 9 Relocations of Facilities, A. Pole Removal or Relocation for Residential Customers language that was previously located at the bottom of Original Page No. 17 has been moved to the bottom of Original Page No. 17A in order to accommodate the addition of new Rule No. 8.1 Customer-Generator Pre-Application and new Rule No. 8.2 Large Load Study Deposit.

Rules and Regulations – Installation of Service **Original Page No. 17A**
Rule No. 8.1 – Customer-Generator Pre-Application

New Rule No. 8.1 Customer-Generator Pre-Application has been added to the tariff to clarify and reflect the pre-application process for a potential interconnection project.

Rules and Regulations – Installation of Service **Original Page No. 17A**
Rule No. 8.2 – Large Load Study Deposit

New Rule No. 8.2 Large Load Study Deposit has been added to the tariff to clarify and reflect that a load study may be required to establish service in certain instances.

Rules and Regulations – Installation of Service **Original Page No. 17A**
Rule No. 9 – Relocations of Facilities

Rule No. 9 Relocations of Facilities, A. Pole Removal or Relocation for Residential Customers language that was previously located at the bottom of Original Page No. 17 has been moved to the bottom of Original Page No. 17A in order to accommodate the addition of new Rule No. 8.1 Customer-Generator Pre-Application and new Rule No. 8.2 Large Load Study Deposit.

LIST OF MODIFICATIONS MADE BY THIS TARIFF**CHANGES – (Continued)**

Rules and Regulations – Installation of Service **Fourth Revised Page No. 26**
Rule No. 17 – Power Quality **Cancelling Third Revised Page No. 26**

Rule No. 17 Fluctuations and Unbalances has been renamed to “Power Quality” to clarify and reflect current business practice.

Language in Rule No. 17 Power Quality has been updated to reference how power quality issues will be addressed in order to clarify and reflect current business practice.

Rate RA – Residential Service Add-On Heat Pump **Third Revised Page No. 43**
Cancelling Second Revised Page No. 43

Language has been added to reflect that effective May 20, 2024, Rate RA will no longer be available to new customers or applicants, or to new installations for existing customers.

Rate GMH – General Service Medium Heating **Third Revised Page No. 50**
Cancelling Second Revised Page No. 50

Language has been revised to reflect that November through April will be the Winter Billing Months and that May through October will be the Summer Billing Months.

Rate GMH – General Service Medium Heating **Third Revised Page No. 51**
Cancelling Second Revised Page No. 51

Language has been revised to reflect that November through April will be the Winter Billing Months and that May through October will be the Summer Billing Months.

Rate GLH – General Service Large Heating **Third Revised Page No. 56**
Cancelling Second Revised Page No. 56

Language has been revised to reflect that November through April will be the Winter Billing Months and that May through October will be the Summer Billing Months.

Rate GLH – General Service Large Heating **Third Revised Page No. 57**
Cancelling Second Revised Page No. 57

Language has been revised to reflect that November through April will be the Winter Billing Months and that May through October will be the Summer Billing Months.

LIST OF MODIFICATIONS MADE BY THIS TARIFF

CHANGES – (Continued)

Rate HVPS – General Service Large Heating

First Revised Page No. 65
Cancelling Original Page No. 65

Language has been removed to clarify and reflect current business practice.

Standard Contract Riders – Rider Matrix

Fourth Revised Page No. 87
Cancelling Third Revised Page No. 87

Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate Pilot has been added to Tariff No. 25 and, therefore, to the Rider Matrix.

Rider No. 7 – Residential Managed Charging Pilot has been added to Tariff No. 25 and, therefore, to the Rider Matrix

Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate Pilot has been updated in the Matrix to reflect the applicable Rate Schedules to which it applies.

Rider No. 7 – Residential Managed Charging Pilot has been updated in the Matrix to reflect the applicable Rate Schedules to which it applies.

“Continued on” language has been updated to reflect page revision.

Standard Contract Riders – Rider Matrix

Second Revised Page No. 87A
Cancelling First Revised Page No. 87A

Rider No. 21 – Net Metering Service has been updated in the Matrix to reflect the applicable Rate Schedules to which it applies.

Rider No. 23 – Behavioral Load Management Pilot has been added to Tariff No. 25 and, therefore, to the Rider Matrix.

Rider No. 23 – Behavioral Load Management Pilot has been updated in the Matrix to reflect the applicable Rate Schedules to which it applies.

Rider No. 4 – Electric Vehicle Time-of-Use Distribution
Rate Pilot

Third Revised Page No. 92
Cancelling Second Revised Page No. 92

Original Page No. 92A

Original Page No. 92B

Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate Pilot has been added to Tariff No. 25 to allow for a limited number of eligible customers the option to enroll in either WholeHome distribution time-of-use service or electric vehicle only (“EV-Only”) distribution TOU service.

LIST OF MODIFICATIONS MADE BY THIS TARIFF**CHANGES – (Continued)**

Rider No. 5 – Universal Service Charge **Third Revised Page No. 94**
Cancelling Second Revised Page No. 94

The CAP participation level has been reset as per the provisions of Rider No. 5 – Universal Service Charge.

Rider No. 7 – Residential Managed Charging Pilot **Third Revised Page No.97**
Cancelling Second Revised Page No. 97

Original Page No. 97A

Rider No. 7 – Residential Managed Charging Pilot has been added to Tariff No. 25 to offer eligible residential customers the opportunity to enroll in a managed charging pilot and receive an incentive to reduce their electric vehicle charging during Peak Demand Events.

Rider No. 10 – State Tax Adjustment **Ninth Revised Page No.112**
Cancelling Eighth Revised Page No. 112

Rider No. 10 – State Tax Adjustment has been modified to reflect that Part 1 of the STAS has been set to zero.

Rider No. 16 – Service to Non-Utility Generating Facilities **Second Revised Page No. 124A**
Cancelling First Revised Page No. 124A

Language has been modified to clarify customer requirements.

Rider No. 19 – Community Development for New Load **Third Revised Page No. 128**
Cancelling Second Revised Page No. 128

Second Revised Page No. 128A
Cancelling First Revised Page No. 128A

Language has been modified to reflect updated discount periods and incentives for eligible customers to move and/or expand their operations within the Company's service territory.

Rider No. 22 – Distribution System Improvement Charge **Twentieth Revised Page No. 137**
Cancelling Nineteenth Revised Page No. 137

Rider No. 22 – Distribution System Improvement Charge ("DSIC") has been modified to reflect that it has been set to zero.

LIST OF MODIFICATIONS MADE BY THIS TARIFF

CHANGES – (Continued)

Rider No. 23 – Behavioral Load Management Pilot

Original Pages No. 141A-141B

Rider No. 23 – Behavioral Load Management Pilot has been added to Tariff No. 25 to offer up to 7,500 eligible customers an opportunity to enroll in a peak demand pilot program and receive an incentive to reduce their consumption during peak events.

Appendix A – Transmission Service Charges

Fifth Revised Page No. 142
Cancelling Fourth Revised Page No. 142

Language has been revised to reflect that May through October will be the Summer Billing Months.

INCREASES

Rate RS – Residential Service

Third Revised Page No. 38
Cancelling Second Revised Page No. 38

Rate RH – Residential Service Heating

Third Revised Page No. 40
Cancelling Second Revised Page No. 40

Rate RA – Residential Service Add-On Heat Pump

Third Revised Page No. 43
Cancelling Second Revised Page No. 43

Rate GS/GM – General Service Small and Medium

Third Revised Page No. 46
Cancelling Second Revised Page No. 46

Rate GMH – General Service Medium Heating

Third Revised Page No. 50
Cancelling Second Revised Page No. 50

Third Revised Page No. 51
Cancelling Second Revised Page No. 51

Rate GL – General Service Large

Third Revised Page No. 53
Cancelling Second Revised Page No. 53

Rate GLH – General Service Large Heating

Third Revised Page No. 56
Cancelling Second Revised Page No. 56

Third Revised Page No. 57
Cancelling Second Revised Page No. 57

LIST OF MODIFICATIONS MADE BY THIS TARIFF

INCREASES – (Continued)

Rate GL – Large Power Service Third Revised Page No. 59
Cancelling Second Revised Page No. 59

Rate HVPS – High Voltage Power Service Third Revised Page No. 62
Cancelling Second Revised Page No. 62

Rate AL – Architectural Lighting Service Third Revised Page No. 66
Cancelling Second Revised Page No. 66

Rate SE – Street Lighting Energy Third Revised Page No. 69
Cancelling Second Revised Page No. 69

Rate SM – Street Lighting Municipal Third Revised Page No. 70
Cancelling Second Revised Page No. 70

Rate SL – Street Lighting Local Third Revised Page No. 71
Cancelling Second Revised Page No. 71

Rate SL – Street Lighting Local Third Revised Page No. 72
Cancelling Second Revised Page No. 72

Rate SH – Street Lighting Highway Third Revised Page No. 76
Cancelling Second Revised Page No. 76

Rate UMS – Unmetered Service Third Revised Page No. 80
Cancelling Second Revised Page No. 80

Rate PAL – Private Area Lighting Third Revised Page No. 82
Cancelling Second Revised Page No. 82

Rate PAL – Private Area Lighting Third Revised Page No. 84
Cancelling Second Revised Page No. 84

Rider No. 16 – Service to Non-Utility Generating Facilities Fourth Revised Page No. 124
Cancelling Third Revised Page No. 124

Rider No. 16 – Service to Non-Utility Generating Facilities Second Revised Page No. 124A
Cancelling First Revised Page No. 124A

Unit prices have changed resulting in increases.

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(C) – Indicates Change

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RULES AND REGULATIONS

THE ELECTRIC SERVICE TARIFF

1. FILING AND POSTING A copy of the Tariff, comprising of the Rules and Regulations, Rates and Riders, and governing electric service, is filed with the Pennsylvania Public Utility Commission. A copy of the Tariff may be obtained by calling, e-mailing or writing the Company’s business office. The Tariff may also be accessed at www.duquesnelight.com and is posted and open to inspection at the offices of the Company where payments are made by customers.

2. REVISIONS The tariff is subject to such change and modification as may be made from time to time in the manner prescribed by the Public Utility Law. If any rate for electric service is increased, the affected customer shall have the option of discontinuing service, but shall be obligated to pay the increased rate from the effective date thereof until service has been discontinued.

2.1 RULES AND REGULATIONS The Rules and Regulations, filed as part of this Tariff, are a part of every contract for service made by the Company and govern all classes of service where applicable. The obligations imposed on customers in the Rules and Regulations apply as well to everyone receiving service unlawfully and to unauthorized use of service.

2.2 STATEMENT BY AGENTS No representative has authority to modify a Tariff rule or provision, or to bind the Company by any promise or representation contrary thereto.

3. APPLICATION Rates of the tariff apply only to the Company's Standard Service delivered from overhead supply lines except in certain restricted areas where the Company is required to provide underground distribution. Riders of the tariff amend or modify the terms governing the electric service under the rates to which they apply. ~~Beginning December 29, 2018~~ Effective January 1, 2025, Standard Service is alternating current of sixty cycles frequency, conforming as to voltage and phase with the following list of standard nominal service delivery voltages. (C)

SINGLE-PHASE	THREE-PHASE		
120/208 volts, 3 wire	120/208 volts, 4 wire	23,000 volts, 3 wire	(C)
120/240 volts, 3 wire	277/480 volts, 4 wire	13,200/23,000 volts, 4 wire	
480 volts, 2 wire	2,400 volts, 3 wire	138,000 volts, 3 wire	(C)
13,200 volts, 2 wire	2,400/4,160 volts, 4 wire		
240/480 volts, 3 wire			

For service installations completed prior to December 29, 2018, Standard Service may include the delivery voltages listed above as well as the following list of standard nominal service delivery voltages, as applicable.

SINGLE-PHASE	THREE-PHASE		
120 volts, 2 wire	230 volts, 3 wire		
120/208 volts, 3 wire	460 volts, 3 wire		(C)
230 volts, 2 wire	11,500 volts, 3 wire		
460 volts, 2 wire	69,000 volts, 3 wire		
480 volts, 2 wire ⁽¹⁾	345,000 volts, 3 wire		(C)
230/460 volts, 3 wire			
2,400 volts, 2 wire			
23,000 volts, 2 wire			

⁽¹⁾ For service installations completed prior to January 1, 2025, Standard Service may include this delivery voltage. (C)

(C) – Indicates Change

RULES AND REGULATIONS - (Continued)

INSTALLATION OF SERVICE - (Continued)

6.1 SERVICE POINT The Service Point for the customer’s service installation shall depend on the customer’s type of service. The Service Point shall generally be designated as follows:

Type of Service	Service Point
Service voltage greater than 600V	Metering terminals, or for transformed service, secondary transformer terminals
Overhead service at voltage less than 600V	Service drop
Underground service at voltage less than 600V	For underground service from overhead secondary lines: the service lateral connection to Company pole. For underground service from underground spot networks: the network protector spade(s). For underground service from street secondary underground networks: the collector bus. For three-phase transformed underground service: the secondary transformer terminal. In Underground Residential Developments covered by Rule No. 13.2: the meter base. <u>For single-phase transformed underground service not covered by Rule No 13.2: the secondary transformer terminal.</u> For other underground service from underground secondary lines: the terminal box.
Any service via lines supported by a customer-owned pole or structure	Point of service line connection to the first customer-owned pole or structure to which Company facilities connect

(C)

The Company reserves the right to designate an alternative Service Point, at its sole discretion, for customers with atypical or specialized service configurations, or customers participating in the Company’s electric vehicle program(s) or electric vehicle pilot program(s) for electric vehicle charging stations.

(C)

The Company shall not be required to install or maintain any conductors, meter base, equipment or apparatus beyond the Service Point except meter and meter accessories, as applicable; and electric vehicle charging stations and/or make-ready infrastructure, as applicable, for customers participating in the Company’s applicable electric vehicle pilot program(s).

(C)

RULES AND REGULATIONS - (Continued)

INSTALLATION OF SERVICE - (Continued)7. SUPPLY LINE EXTENSIONS ~~—(Continued)~~ (C)A. Definitions ~~—(Continued)~~ (C)

For the purposes of this rule, the following definitions are applicable: (C)

(1) Contractor cost - The amount paid to a contractor for work performed on a line extension. (C)

(2) **Direct labor cost** - The pay and expenses of public utility employees directly attributable to work performed on line extensions, but does not include construction overheads or payroll taxes, workers' compensation expenses, or similar expenses.

(3) **Direct material cost** - The purchase price of materials used for a line extension, but does not include the related stores expenses. In computing direct material costs, proper allowance should be made for unused materials recovered from temporary structures, and discounts allowed and realized in the purchase of materials.

(4) **Total construction cost** - The contractor cost, direct labor cost, direct material cost, stores expense, construction overheads, payroll taxes, workers' compensation expenses, or similar expenses.

(5) **Current Year** - For purposes of calculating a revenue guarantee, current year shall be each consecutive period of twelve (12) calendar months following the date permanent electric delivery service was first provided to a customer or applicant.

(6) Contribution In Aid of Construction ("CIAC") – A non-refundable contribution from customers or applicants that offsets the cost of building infrastructure to serve them (poles, overhead conductor, underground conductor, transformers, services, etc.), including the related income tax. (C)

(67) Income Tax - Federal and State tax relating to the tax liability of contributions in aid-of-construction ("CIAC"). (C)

B. Overhead Areas

(1) In areas where the existing supply lines are overhead, the Company will construct and maintain extensions of all single-phase overhead supply lines operating at 23,000 volts or less to approximately 100 feet within the customer's or applicant's property line without a guarantee of revenue.

(C)

RULES AND REGULATIONS - (Continued)

(C)

INSTALLATION OF SERVICE - (Continued)

(C)

7. SUPPLY LINE EXTENSIONS – (Continued)

(C)

B. Overhead Areas – (Continued)

(C)

(2) In areas where the existing supply lines are overhead, the Company will construct and maintain extensions of all three-phase overhead supply lines, operating at 23,000 volts or less, which are usable as a part of its general supply system without a guarantee of revenue. When the three-phase supply line extension is to supply service exclusively to a single customer or applicant, such a supply line will be extended to the customer's or applicant's property line only if a guarantee of revenue is provided by the customer or applicant over a period of five years which is sufficient to recover the actual total construction cost of the three-phase overhead line extension, less the estimated total construction cost for an equivalent single-phase overhead line extension. In the event that a revenue guarantee is not sufficient to recover the estimated total cost of the construction, or if the Company determines that the extension is speculative, or the customer or applicant represents a credit risk, the Company may require an up-front ~~contribution-in-aid of construction (CIAC) cash advance~~ from the customer or applicant to recover the total cost of construction. A customer or applicant may choose the option to make a ~~CIAC cash advance~~ rather than utilize a revenue guarantee. The Company will consider financing alternatives, such as a letter of credit or other payment arrangements, in lieu of a ~~CIAC cash advance~~ when appropriate. Any ~~additional~~ CIAC payment required will include the related income tax.

(C)

(C)

(C)

(C)

(C)

(C)

(3) When the customer or applicant requests an alternate routing or a deviation from the Company's standard overhead construction practices, the additional cost incurred plus the related income tax will be borne by the customer or applicant through a CIAC and will not be included when determining the revenue guarantee amount.

(C)

RULES AND REGULATIONS - (Continued)

INSTALLATION OF SERVICE - (Continued)

7. SUPPLY LINE EXTENSIONS - (Continued)

C. Underground Areas

(1) In areas where the existing supply lines are underground outside the limits of a residential development covered by Tariff Rule 13.2, the Company will construct and maintain extensions of all single-phase underground supply lines operating at 23,000 volts or less which are usable as part of its general supply system without a guarantee of revenue. When the single-phase supply line extension is to supply electricity exclusively to a single customer or applicant, such a supply line will be extended to the customer's or applicant's property line only if a guarantee of revenue is provided by the customer or applicant, over a period of five years which is sufficient to recover the actual total contractor cost, direct labor cost and direct material cost for the full length of the single-phase underground line extension, less the estimated total contractor cost, direct labor cost, and direct material cost for an equivalent single-phase overhead line extension. In the event that a revenue guarantee is not sufficient to recover the estimated total cost of the construction, or if the Company determines that the extension is speculative, or the customer or applicant represents a credit risk, the Company may require an up-front ~~contribution in aid of construction (CIAC) cash advance~~ from the customer or applicant to recover the total cost of construction. A customer or applicant may choose the option to make a ~~CIAC cash advance~~ rather than utilize a revenue guarantee. The Company will consider financing alternatives, such as a letter of credit or other payment arrangements, in lieu of a ~~CIAC cash advance~~ when appropriate. Any ~~additional~~ CIAC payment required will include the related income tax.

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(2) In areas where the existing supply lines are underground outside of the limits of a residential development covered by Tariff Rule 13.2, the Company will construct and maintain extensions of all three-phase underground supply lines operating at 23,000 volts or less which are usable as part of its general supply system without a guarantee of revenue. When the three-phase supply line extension is to supply service exclusively to a single customer or applicant, such a supply line will be extended to the customer's or applicant's property line only if a guarantee of revenue is provided by the customer or applicant over a period of five years which is sufficient to recover the actual total construction cost of the three-phase underground line extension, less the estimated total construction cost for an equivalent single-phase overhead line extension. In the event that a revenue guarantee is not sufficient to recover the estimated total cost of the construction, or if the Company determines that the extension is speculative, or the customer or applicant represents a credit risk, the Company may require an up-front ~~contribution in aid of construction (CIAC) cash advance~~ from the customer or applicant to recover the total cost of construction. A customer or applicant may choose the option to make a ~~CIAC cash advance~~ rather than utilize a revenue guarantee. The Company will consider financing alternatives, such as a letter of credit or other payment arrangements, in lieu of a ~~CIAC cash advance~~ when appropriate. Any ~~additional~~ CIAC payment required will include the related income tax.

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RULES AND REGULATIONS - (Continued)

(C)

INSTALLATION OF SERVICE - (Continued)

(C)

7. SUPPLY LINE EXTENSIONS - (Continued)

(C)

C. Underground Areas – (Continued)

(C)

(3) When the customer or applicant requests an alternate routing or a deviation from the Company's standard overhead construction practices, the additional cost incurred plus the related income tax will be borne by the customer or applicant through a CIAC and will not be included when determining the revenue guarantee amount.

(C)

D. Rights-of-Way

(C)

Before construction of a line extension, satisfactory rights of way and other necessary permits must be granted to the Company for the construction of the supply line extension along the route selected by the Company. The customer or applicant agrees to pay the Company any initial and recurring rights-of-way or license fees in excess of an amount normally incurred by the Company in constructing and maintaining the supply line extension.

RULES AND REGULATIONS - (Continued)

INSTALLATION OF SERVICE - (Continued)

7. SUPPLY LINE EXTENSIONS - (Continued)

E. Revenue Guarantees

The revenue guarantee amount shall be the estimated combined cost of (i) the line extension and (ii) other new Company facilities necessary to serve the customer or applicant that has not already been included in a CIAC. The annual revenue guarantee amount shall be the revenue guarantee amount, divided by the number of years in the guarantee period. The annual revenue guarantee amount will be reviewed yearly and will be adjusted to the minimum charges as provided in the applicable rate schedule on the following basis:

- (1) When the total of the monthly Company delivery charges at the end of the current year is less than the annual revenue guarantee amount, a payment equal to the difference plus the related income tax where applicable shall be immediately due and payable.
- (2) When the total of the monthly Company delivery charges within the number of years in the guarantee period equals or exceeds the revenue guarantee amount, no further payments toward the revenue guarantee amount are required. Any prior payments in excess of the revenue guarantee amount, except for otherwise-applicable charges for electric service, will be refunded with accrued interest.
- (3) If an additional customer is served from the line extension, the revenue guarantee amount will be reduced to the cost of the line extension which is used exclusively to serve the single customer. If the cost of the line extension to serve the new customer would increase the revenue guarantee amount for an existing customer, the extension shall be considered as a new line extension.
- (4) In the event the customer discontinues or cancels service before the end of the guarantee period, the balance of the revenue guarantee amount plus the related income tax where applicable shall be immediately due and payable.

F. ~~Contributions in Aid of Construction~~ Cash Advance

The ~~Contribution in Aid of Construction (CIAC)~~ cash advance will be refunded to the customer over the five-year revenue guarantee period to the extent that the revenue from the customer satisfies the revenue guarantee.

- (1) When the total of the monthly Company delivery charges at the end of the current year is greater than or equal to one-fifth of the ~~CIAC~~ cash advance, a refund of one-fifth of the ~~CIAC~~ cash advance will be made to the customer.
- (2) When the total of the monthly Company delivery charges at the end of the current year is less than one-fifth of the ~~CIAC~~ cash advance, a refund of one-fifth of the ~~CIAC~~ cash advance less the revenue shortfall will be made to the customer.

RULES AND REGULATIONS - (Continued)

INSTALLATION OF SERVICE - (Continued)

7. SUPPLY LINE EXTENSIONS - (Continued)

F. ~~Contributions in Aid of Construction~~Cash Advance – (Continued) (C)

- (3) At the end of the five-year revenue guarantee period, a final reconciliation of delivery charges during the period will be made against the ~~CIAC cash advance~~. If the total delivery charges paid exceed or equal the original ~~CIAC cash advance~~, any remaining ~~CIAC cash advance~~ will be returned to the customer. If the total delivery charges paid are less than the original ~~CIAC cash advance~~, the remaining ~~CIAC cash advance~~ will be retained by the Company. (C)

8. **NONSTANDARD SERVICE** The Company reserves the right to require a customer or applicant for service to pay the cost, through a CIAC, including the related income tax, of any special installation necessary to meet the unusual requirements of the customer or applicant for service, including, but not limited to: (C)

- (1) service at other than standard voltages,
- (2) service for intermittent, unbalanced or fluctuating loads, which, in the Company's sole judgement, would not generate sufficient revenue to recover the installation costs of the required facilities,
- (3) service for loads that will be continuous but that will generate minimal usage, and which, in the Company's sole judgement, would not generate sufficient revenue to recover the installation costs of the required facilities,
- (4) service for loads that will require provision of closer voltage regulation than required by standard service,
- (5) redundant service requested by the customer and not required by the Company, and
- (6) service routings or configurations that deviate from the Company's standard construction standards described in the Company's "Electric Service Installation Rules," or that would otherwise necessitate significant construction of new Company facilities.

The customer or applicant shall pay all costs to the Company of performing environmental assessments, including, but not limited to, the cost of consultants utilized by the Company, the cost of removal and disposal of contamination, waste or hazardous materials or dealing with other adverse environmental conditions associated with either the initial installation, modification, repair, maintenance or removal of service facilities.

The Company may decline to provide Nonstandard Service where, in the Company's sole judgment, it would not be commercially, operationally, and/or technically reasonable to provide such service.

(C)

RULES AND REGULATIONS - (Continued)**(C)****INSTALLATION OF SERVICE - (Continued)****(C)**

8.1 CUSTOMER-GENERATOR PRE-APPLICATION For a potential interconnection project expected to be 500 kW or larger, a customer, applicant, or prospective customer may request a preapplication review and report. The preapplication report will include a high-level estimated timeline and costs associated with the potential interconnection project. The high-level estimated timeline and costs provided in the preapplication report are current as of the date the Company provides the preapplication report and are subject to change. The Company will not commence work on the initial preapplication review until it receives the following from the customer, applicant, or prospective customer: (a) a non-refundable and up-front preapplication review fee, (b) proposed location of the potential interconnection project, and (c) sufficient technical details for the proposed project, including, but not limited to, the size of the proposed interconnection project in kW. After receiving the aforementioned information and fee, the Company will provide the preapplication report without unreasonable delay. The preapplication results are not binding on the Company and do not waive or replace the customer's requirement to submit an interconnection application. The Company preapplication review and report does not establish a place in the application queue nor reserve any hosting capacity. The fee for the initial interconnection analysis cannot be applied to existing or future interconnection application fee(s) as set forth by 52 Pa. Code § 69.2104. **(C)**

8.2 LARGE LOAD STUDY DEPOSIT For a project to establish service to a new load of 300 kW or larger or to increase the load of an existing service by 300 kW or larger, the Company, at its discretion, may require a load study and report. The load study report will include high-level estimated timeline and costs associated with the project. The high-level estimated timeline and costs provided in the load study report are current as of the date the Company provides the load study report and are subject to change. The load study results are not binding on the Company. The Company will not commence work on the load study until it receives the following from the customer, applicant, or prospective customer: (a) a deposit for the load study, (b) proposed location of the project or potential project, and (c) sufficient technical details for the project or proposed project, including, but not limited to, the size of the project or proposed project in kW and estimated power factor. The applicant is responsible for, and must pay, all actual load study costs. The actual costs of the load study may exceed the deposit. If load study costs exceed the deposit, the Company will send the customer/applicant/prospective customer notification and they must pay the additional costs in order for the study to proceed. If load study costs do not exceed the deposit, the Company will send the customer/applicant/prospective customer notification and the Company will return any unused funds to them. After receiving the aforementioned information and deposit, the Company will provide the load study report without unreasonable delay. **(C)**

9. RELOCATIONS OF FACILITIES**(C)****A. Pole Removal or Relocation for Residential Customers**

When requested by a residential property owner who is not otherwise entitled to receive condemnation damages to cover the cost of the pole removal or relocation or who is not requesting a pole removal or relocation as the result of damages caused by the intentional or negligent conduct of any party, the Company will when it is practicable, subject to the execution

RULES AND REGULATIONS - (Continued)

MEASUREMENT AND USE OF SERVICE - (Continued)

16.1 INTERCONNECTION, SAFETY AND RELIABILITY REQUIREMENTS In order to assure the integrity and safe operation of the Company's system and to permit the continuation of reliable service to other customers, the following requirements and standards apply to all types of Generating Facilities, including customer owned generation and customer owned energy storage systems, desiring to interconnect with the Company's system. (C)

All generation operations shall be performed in a safe, reasonable and competent manner in accordance with prudent electric practices in order to, among other things, preserve and protect the Company's electric system.

All Generating Facilities shall submit a written application to the Company for acceptance of interconnected operation of their facilities with the Company's system prior to engaging in such interconnected operations. The Company may require, among other things, the following as part of any application submitted by an Applicant/Customer for service under this Rule No. 16.1.

1. Plans, specifications and location of the proposed installation.
2. Single line diagrams and details, including relay settings, of the proposed protection schemes.
3. Instruction manuals for all protective components.
4. Component specifications and internal wiring diagrams of protective components, if not provided in instruction manuals.
5. Generator data required to analyze fault contributions and load current flows including, but not limited to, equivalent impedances, time constants and harmonic distortions.
6. The rating of all protective equipment if not provided in instruction manuals.
7. All such other information that may be required by the Company.

Paralleling customer generation with the Company's system, including closed transition of customer back-up generation, shall be permitted only upon the written consent of the Company.

17. ~~FLUCTUATIONS AND UNBALANCES~~ POWER QUALITY The customer's use of electric service shall not cause ~~fluctuating loads or unbalanced loads of sufficient magnitude to~~ power quality issues that impair the service to other customers or ~~to~~ interfere with the proper operation of the Company's facilities. Reference herein to power quality issues shall include, but is not limited to, fluctuating/unbalanced current or voltage of sufficient magnitude, power factors outside of +/- 95%, and excessive harmonic distortion. The Company may require the customer to make such changes in his equipment or use thereof, or to install such corrective equipment, as may be necessary to eliminate ~~fluctuating or unbalanced loads~~ power quality issues; or, where the disturbances caused thereby may be eliminated more economically by changes in or additions to the Company's facilities, the Company will, at the request of the customer, provide the necessary corrective facilities at a reasonable charge. Payment will be made in full in advance for supplying special equipment installed under this Rule. (C)

18. REDISTRIBUTION All electric energy shall be consumed by the customer to whom the Company supplies and delivers such energy, except that (1) the customer owning and operating a separate office building, and (2) any other customer who, upon showing that special circumstances exist, obtains the written consent of the Company may redistribute electric energy to tenants of such customer, but only if such tenants are not required to make a specific payment for such energy.

This Rule shall not affect any practice undertaken prior to June 1, 1965. See Rule No. 41 for special requirements for residential dwelling units in a building.

RATE RS - RESIDENTIAL SERVICE

AVAILABILITY

Available to residential or combined residential and farm customers using the Company's standard low voltage service for lighting, appliance operation, and general household purposes and for commercial or professional activity where associated consumption represents less than 25% of the total monthly usage at the premise.

Available only when supplied at 240 volt (or less) single phase service through a single meter directly by the Company to a single family dwelling or to an individual dwelling unit in a multiple dwelling structure. For the purposes of this rate, a dwelling unit is defined as one or more rooms arranged for the use of one or more individuals for shelter, sleeping, dining, and with permanent provisions for cooking and sanitation.

MONTHLY RATE

DISTRIBUTION CHARGES

Customer Charge.....	\$ 12.50 <u>15.00</u>	<u>(I)</u>
Energy Charge	7.09938 <u>8.4662</u> cents per kilowatt hour	<u>(I)</u>

SUPPLY CHARGES

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 8 – Default Service Supply and will be billed in accordance with the terms contained therein.

ELECTRIC CHARGES

The Supply Charges for residential customers will be updated through competitive requests for proposal as described in Rider No. 8 – Default Service Supply. The Supply rate shall be determined based on the formula described in the "Calculation of Rate" section in Rider No. 8. Applicability of the Supply rate to residential customers shall be as described in Rider No. 8 and for the effective period defined in Rider No. 8.

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy supply requirements from an EGS will be charged the Distribution Charges by the Company and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the EGS becomes unavailable or during which the customer has not chosen an EGS, the Company will supply electricity at the above Distribution Charges, the Supply Charges in Rider No. 8 and the Transmission Service Charges in Appendix A.

RATE RH - RESIDENTIAL SERVICE HEATING

AVAILABILITY

Available to residential or combined residential and farm customers using the Company's standard low voltage service for lighting, appliance operation, general household purposes and for commercial or professional activity where associated consumption represents less than 25% of the total monthly usage at the premise, and as the sole primary method of space heating except that the space heating system may be supplemented with renewable energy sources such as solar, wind, wood, or hydro.

Available only when supplied at 240 volt (or less) single phase service through a single meter directly by the Company to a single family dwelling or to an individual dwelling unit in a multiple dwelling structure. For the purposes of this rate, a dwelling unit is defined as one or more rooms arranged for the use of one or more individuals for shelter, sleeping, dining, and with permanent provisions for cooking and sanitation.

MONTHLY RATE

DISTRIBUTION CHARGES

Customer Charge.....\$~~12.50~~15.00 (I)

Winter Monthly Rate — For the Billing Months of November through April:

Energy Charge ~~6.0206~~7.5466 cents per kilowatt hour (I)

Summer Monthly Rate — For the Billing Months of May through October:

Energy Charge ~~7.0993~~8.4662 cents per kilowatt hour (I)

SUPPLY CHARGES

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 8 – Default Service Supply and will be billed in accordance with the terms contained therein.

ELECTRIC CHARGES

The Supply Charges for residential customers will be updated through competitive requests for proposal as described in Rider No. 8 – Default Service Supply. The Supply rate shall be determined based on the formula described in the “Calculation of Rate” section in Rider No. 8. Applicability of the Supply rate to residential customers shall be as described in Rider No. 8 and for the effective period defined in Rider No. 8.

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

(I) – Indicates Increase

RATE GS/GM - GENERAL SERVICE SMALL AND MEDIUM

AVAILABILITY

Available for all the standard electric service taken on a small or medium general service customer's premises for which a residential rate is not available and where the demand is less than 300 kW. (G)

MONTHLY RATE FOR NON-DEMAND CUSTOMERS

DISTRIBUTION CHARGES — RATE GS

Customer Charge.....	\$15.00 <u>18.00</u>	(I)
Energy Charge — All kWh.....	7.94169 <u>11.4171</u> cents per kilowatt-hour	(I)

MONTHLY RATE FOR DEMAND CUSTOMERS

DISTRIBUTION CHARGES — RATE GM < 25 kW

Customer Charge.....	\$60.00 <u>73.00</u>	(I)
Energy Charge — All kWh.....	1.59001 <u>1.9501</u> cents per kilowatt-hour	(I)
Demand Charge — First five (5) kilowatts or less.....	No Charge	
— Additional kilowatts of Demand	\$7.268 <u>94</u> per kilowatt	(I)

DISTRIBUTION CHARGES — RATE GM ≥ 25 kW

Customer Charge.....	\$72.00 <u>90.00</u>	(I)
Energy Charge — All kWh.....	1.25161 <u>1.6263</u> cents per kilowatt-hour	(I)
Demand Charge — First five (5) kilowatts or less.....	No Charge	
— Additional kilowatts of Demand	\$7.268 <u>94</u> per kilowatt	(I)

MONTHLY RATE FOR NON-DEMAND AND DEMAND CUSTOMERS

DISTRIBUTION RATE ASSIGNMENT

A new customer or a customer with limited or no historical data shall be eligible for and assigned to the applicable rate based on Duquesne Light’s estimate of the customer’s monthly usage and/or peak monthly demand for the next twelve (12) month period. In no instance shall a customer be eligible for more than one of Rate GS, Rate GM < 25 kW or Rate GM ≥ 25 kW at a time.

(I) – Indicates Increase

RATE GMH - GENERAL SERVICE MEDIUM HEATING - (Continued)**MONTHLY RATE - (Continued)****SUPPLY CHARGES – (Continued)**

Rider No. 9 – Day-Ahead Hourly Price Service – Customers with monthly demand of 200 kW, on average, or greater and elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 9 and will be billed in accordance with the terms contained therein.

ELECTRIC CHARGES

For purposes of determining the monthly rate for demand customers, 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 charged the monthly rate for demand customers less than 25 kW for the next calendar year and automatically assigned to that rate effective with their January billing. If the customer's average monthly demand is 25 kW or greater in the twelve (12) month period, then that customer shall be charged the monthly rate for demand customers equal to or greater than 25 kW for the next calendar year and automatically assigned to that rate as their default service rate effective with their January billing. In no instance shall a customer be eligible for more than one default service offering at a time. A new customer or a customer with limited or no historical data shall be eligible for and assigned to the applicable rate based on Duquesne Light's estimate of the customer's average monthly billing demand for the next twelve (12) month period.

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy requirements from an EGS will be charged the Distribution Charge by the Company, and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the supplier becomes unavailable or during which the customer has not chosen a supplier, the Company will supply electricity at the above Distribution and Supply Charges and the Transmission Service Charges in Appendix A.

Customers who choose an EGS may select Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

MINIMUM CHARGE

For the months of ~~October-November~~ through ~~May~~April, the Minimum Charge shall be the Customer Distribution Charge for the first kilowatt, plus a Distribution Charge of ~~\$7.268.94~~ per kW, plus the current billing period charges for Company supplied transmission and supply service, if any. The Minimum Charge shall not be less than the Customer Distribution Charge. For the months of ~~June-May~~ through ~~September~~October, the Minimum Charge shall be calculated in accordance with the Minimum Charge provisions in Rate GS/GM. (C) (I) (C)

RATE GL - GENERAL SERVICE LARGE

AVAILABILITY

Available for all the standard electric service taken on a customer's premises where the demand is greater than or equal to 300 kilowatts (≥ 300 kW) and less than 5,000 kilowatts (< 5,000 kW).

(G)
(G)

MONTHLY RATE

SUPPLY

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 9 – Day-Ahead Hourly Price Service and will be billed in accordance with the terms contained therein.

DISTRIBUTION

DEMAND CHARGES

First 300 kilowatts or less of Demand	\$3,500.00 <u>\$4,375.00</u>	(I)
Additional kilowatts of Demand	\$9.80 <u>\$12.53</u> per kW	(I)

ELECTRIC CHARGES

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy requirements from an EGS will be charged the full Distribution Charge by the Company, and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the supplier becomes unavailable or during which the customer has not chosen a supplier, the Company will supply electricity pursuant to Rider No. 9 – Day-Ahead Hourly Price Service.

Customers who choose an EGS may elect Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

(I) – Indicates Increase

RATE GLH - GENERAL SERVICE LARGE HEATING - (Continued)

MONTHLY RATE - (Continued)

ELECTRIC CHARGES

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy requirements from an EGS will be charged the full Distribution Charge by the Company, and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the supplier becomes unavailable or during which the customer has not chosen a supplier, the Company will supply electricity pursuant to Rider No. 9 – Day-Ahead Hourly Price Service.

Customers who choose an EGS may elect Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

MINIMUM CHARGE

For the months of ~~October-November~~ through ~~May~~ April, the Minimum Charge shall be the Customer Distribution Charge for the first kilowatt plus a Distribution Charge of ~~\$9.80~~ 12.53 per kW and the charges for Company supplied transmission and supply, if any. For Company supplied transmission and supply, the transmission charges shall be calculated as set forth in Appendix A and the supply charges shall be calculated as set forth under Rider No. 9. The Minimum Charge shall not be less than the Customer Distribution Charge. For the months of ~~June-May~~ through ~~September~~ October, the Minimum Charge shall be calculated in accordance with the Minimum Charge provisions contained in Rate GL. (C)
(I)
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(C)

RIDERS

Bills rendered under this schedule are subject to the charges stated in any applicable rider.

LATE PAYMENT CHARGE

Bills will be calculated on the rates stated herein, and are due and payable on or before fifteen days from the date of mailing of the bill to the ratepayer. The bill is overdue when not paid on or before the due date indicated on the bill. An overdue bill is subject to a Late Payment Charge of 1.25% interest per month on the full unpaid and overdue balance of the Company charges on the bill. The Charge shall be calculated on the overdue portions of the Company charges on the bill and shall not be charged against any sum that falls due during a current billing period.

RATE L - LARGE POWER SERVICE

AVAILABILITY

Available for all the standard electric service taken on a customer's premises where the Contract Demand is not less than 5,000 kilowatts.

MONTHLY RATE

SUPPLY

Customers who elect to purchase their electric supply requirements from the Company may do so under the provisions of Rider No. 9 – Day-Ahead Hourly Price Service and will be billed in accordance with the terms contained therein.

DISTRIBUTION

DEMAND CHARGES

Service Voltage Less than 138 kV:

First 5,000 kilowatts or less of Demand	\$39,174.00 <u>\$50,000.00</u>	<u>(I)</u>
Additional kilowatts of Demand	\$15.68 <u>\$19.76</u> per kW	<u>(I)</u>

ELECTRIC CHARGES

The Company will provide and charge for Transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy requirements from an EGS will be charged the full Distribution Charge by the Company, and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the supplier becomes unavailable or during which the customer has not chosen a supplier, the Company will supply electricity pursuant to Rider No. 9 – Day-Ahead Hourly Price Service.

Customers who choose an EGS may elect Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

(I) – Indicates Increase

ISSUED: ~~JANUARY 4, 2022~~ MARCH 20, 2024

EFFECTIVE: ~~JANUARY 15, 2022~~ MAY 20, 2024

RATE HVPS - HIGH VOLTAGE POWER SERVICE

AVAILABILITY

Available to customers with Contract On-Peak Demands greater than or equal to 5,000 kilowatts (≥ 5,000 kW) where service is supplied at 69,000 volts or higher. (G)

MONTHLY RATE

SUPPLY

Customers who elect to purchase their electric supply requirements from the Company may do so under the provisions of Rider No. 9 – Day-Ahead Hourly Price Service and will be billed in accordance with the terms contained therein.

DISTRIBUTION

FIXED MONTHLY CHARGE

Up to and Including 50,000 kW Billing Demand	\$2,503,202,809.85	(I)
50,001 kW to 100,000 kW Billing Demand	\$3,910,164,389.17	(I)
Greater than 100,000 kW Billing Demand	\$5,545,236,224.55	(I)

ELECTRIC CHARGES

The Company will provide and charge for Transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy requirements from an EGS will be charged the full Distribution Charge by the Company, and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the supplier becomes unavailable or during which the customer has not chosen a supplier, the Company will supply electricity pursuant to Rider No. 9 – Day-Ahead Hourly Price Service.

Customers who choose an EGS may elect Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

(I) – Indicates Increase

RATE HVPS - HIGH VOLTAGE POWER SERVICE - (Continued)

CONTRACT PROVISION – (Continued)

Where the customer has established an energy management and conservation program and has demonstrated to the satisfaction of the Company that such program has resulted in a reduced demand, the Company will, upon the customer's request, amend the contract to reflect such reduced demand for the purpose of calculating the Minimum Charge, but in no case shall the Billing Demand be reduced to less than 5,000 kilowatts if the customer remains on this rate.

VOLTAGE CONTROL PROVISION

The customer shall be required to operate its equipment in such a manner that the voltage fluctuations produced thereby on the Company's system shall not exceed the following limits, the measurements to be made at the Company's substation nearest (electrically) the customer.

1. Instantaneous voltage fluctuations, defined as a change in voltage consuming two seconds or less, shall not exceed 1-1/4% more than six times a day, of which not more than one such fluctuation shall occur between 6:00 p.m. and midnight, and in no case shall such fluctuations exceed 3%.
2. Periodic voltage fluctuations, where the change in voltage consumes a period from 2 seconds to 1 minute, shall not exceed 1-1/4% more than five times an hour, and in no case shall such fluctuations exceed 3%.

FACILITIES CHARGE

Customer must pay for all new or additional facilities installed ~~on the premises~~ with the exception of meters and metering equipment. (C)

RATE AL - ARCHITECTURAL LIGHTING SERVICE

AVAILABILITY

Beginning January 15, 2022, Rate AL will no longer be available to new customers or applicants, or to new installations for existing customers. (G)

Available for separately metered circuitry connected solely to outdoor architectural lighting equipment, with demand of 5 kilowatts or greater, to be operated during non-peak periods.

MONTHLY RATE

DISTRIBUTION CHARGES

Customer Charge.....	\$8.00	
Demand Charge.....	\$ 1.772 .26 per kilowatt	(I)
Energy Charge	0.23190 .2803 cents per kilowatt-hour	(I)

SUPPLY CHARGES

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 8 – Default Service Supply and will be billed in accordance with the terms contained therein.

ELECTRIC CHARGES

The Supply Charges for Rate AL – Architectural Lighting Service customers will be updated through competitive requests for proposal as described in Rider No. 8 – Default Service Supply. The Supply rate shall be determined based on the formula described in the “Calculation of Rate” section in Rider No. 8. Applicability of the Supply rate to Rate AL customers shall be as described in Rider No. 8 and for the effective period defined in Rider No. 8.

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy supply requirements from an EGS will be charged the Distribution Charges by the Company, and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the EGS becomes unavailable or during which the customer has not chosen an EGS, the Company will supply electricity at the above Distribution Charges, the Supply Charges in Rider No. 8 and the Transmission Service Charges in Appendix A.

Customers who choose an EGS may select Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

(I) – Indicates Increase

RATE SE - STREET LIGHTING ENERGY

AVAILABILITY

Available for the entire electric energy requirements of municipal street lighting systems where the municipality has not less than 15,000 street lamp installations and provides for the ownership, operation, and maintenance of its own street lamp installations and takes its entire energy requirements for street lighting under this rate.

MONTHLY RATE

DISTRIBUTION CHARGE

Monthly charge per lamp ~~\$3,153.75~~ (I)

SUPPLY CHARGES

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 8 – Default Service Supply and will be billed in accordance with the terms contained therein.

ELECTRIC CHARGES

The Supply Charges for Rate SE – Street Lighting Energy customers will be updated through competitive requests for proposal as described in Rider No. 8 – Default Service Supply. The Supply rate shall be determined based on the formula described in the “Calculation of Rate” section in Rider No. 8. Applicability of the Supply rate to Rate SE customers shall be as described in Rider No. 8 and for the effective period defined in Rider No. 8.

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy supply requirements from an EGS will be charged the Distribution Charges by the Company and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the EGS becomes unavailable or during which the customer has not chosen an EGS, the Company will supply electricity at the above Distribution Charge, the Supply Charges in Rider No. 8 and the Transmission Service Charges in Appendix A.

Customers who choose an EGS may select Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

(I) – Indicates Increase

RATE SM - STREET LIGHTING MUNICIPAL

AVAILABILITY

Available for mercury vapor, high pressure sodium and light-emitting diode (LED) lighting of public streets, highways, bridges, parks and similar public places, for normal dusk to dawn operation of approximately 4,200 hours per year.

Beginning January 15, 2022, only LED lighting options will be installed. Replacement of mercury vapor or high pressure sodium lamps, fixtures or luminaries, including brackets and ballasts, will not be available. (I)

Beginning January 15, 2022, the Company may replace existing high pressure sodium lights with LED lights, and place the customer on the corresponding rate schedule, at the Company’s discretion. The Company may exchange functioning high pressure sodium lights with LEDs upon customer request and upon receipt, in advance, of the Company’s estimated removal costs of such replacement. Such elective replacements shall be at the Company’s discretion. (I)

MONTHLY RATE (I)

DISTRIBUTION CHARGE — Monthly Rate Per Unit

<u>Minimum Nominal Lamp Wattage</u>	<u>Nominal kWh Energy Usage per Unit per Month</u>	<u>Company Owned and Maintained Equipment</u>	<u>Customer Owned and Maintained Equipment</u>	
		<u>Distribution Charge per Unit</u>	<u>Distribution Charge per Unit</u>	
Mercury Vapor				
100	44	\$13.85 <u>\$16.50</u>	\$2.96 <u>\$3.53</u>	(I)
175	74	\$14.13 <u>\$16.84</u>	\$2.96 <u>\$3.53</u>	(I)
250	102	\$14.41 <u>\$17.17</u>	\$2.96 <u>\$3.53</u>	(I)
400	161	\$14.99 <u>\$17.86</u>	\$2.96 <u>\$3.53</u>	(I)
1,000	386	\$17.23 <u>\$20.53</u>	\$2.96 <u>\$3.53</u>	(I)
Sodium Vapor				
70	29	\$14.31 <u>\$17.05</u>	\$2.96 <u>\$3.53</u>	(I)
100	50	\$14.42 <u>\$17.18</u>	\$2.96 <u>\$3.53</u>	(I)
150	71	\$14.63 <u>\$17.43</u>	\$2.96 <u>\$3.53</u>	(I)
250	110	\$15.01 <u>\$17.89</u>	\$2.96 <u>\$3.53</u>	(I)
400	170	\$15.61 <u>\$18.60</u>	\$2.96 <u>\$3.53</u>	(I)
1,000	387	\$17.94 <u>\$21.38</u>	\$2.96 <u>\$3.53</u>	(I)

(I) – Indicates Increase

RATE SM - STREET LIGHTING MUNICIPAL - (Continued)

MONTHLY RATE – (Continued)

DISTRIBUTION CHARGE – Monthly Rate Per Unit - (Continued)

<u>Minimum Nominal Lamp Wattage</u>	<u>Nominal kWh Energy Usage per Unit per Month</u>	<u>Company Owned and Maintained Equipment Distribution Charge per Unit</u>	<u>Customer Owned and Maintained Equipment Distribution Charge per Unit</u>	
Light-Emitting Diode (LED) – Cobra Head				
30	11	\$12.60 <u>\$15.01</u>	\$2.96 <u>\$3.53</u>	<u>(I)(I)</u>
45	16	\$12.60 <u>\$15.01</u>	\$2.96 <u>\$3.53</u>	<u>(I)(I)</u>
60	21	\$13.01 <u>\$15.50</u>	\$2.96 <u>\$3.53</u>	<u>(I)(I)</u>
95	34	\$14.35 <u>\$17.10</u>	\$2.96 <u>\$3.53</u>	<u>(I)(I)</u>
139	49	\$15.00 <u>\$17.87</u>	\$2.96 <u>\$3.53</u>	<u>(I)(I)</u>
219	77	\$15.27 <u>\$18.20</u>	\$2.96 <u>\$3.53</u>	<u>(I)(I)</u>
Light-Emitting Diode (LED) – Colonial				
20	7	\$16.48 <u>\$19.64</u>	\$2.96 <u>\$3.53</u>	<u>(I)(I)</u>
45	16	\$16.82 <u>\$20.04</u>	\$2.96 <u>\$3.53</u>	<u>(I)(I)</u>
Light-Emitting Diode (LED) – Contemporary				
40	14	\$15.22 <u>\$18.14</u>	\$2.96 <u>\$3.53</u>	<u>(I)(I)</u>
55	20	\$15.22 <u>\$18.14</u>	\$2.96 <u>\$3.53</u>	<u>(I)(I)</u>

SUPPLY CHARGES

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 8 – Default Service Supply and will be billed in accordance with the terms contained therein.

ELECTRIC CHARGES

The Supply Charges for Rate SM – Street Lighting Municipal customers will be updated through competitive requests for proposal as described in Rider No. 8 – Default Service Supply. The Supply rate shall be determined based on the formula described in the “Calculation of Rate” section in Rider No. 8. Applicability of the Supply rate to Rate SM customers shall be as described in Rider No. 8 and for the effective period defined in Rider No. 8.

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

(I) – Indicates Increase

ISSUED: ~~JANUARY 4, 2022~~MARCH 20, 2024

EFFECTIVE: ~~JANUARY 15, 2022~~MAY 20, 2024

RATE SM - STREET LIGHTING MUNICIPAL - (Continued)**MONTHLY RATE – (Continued)****ELECTRIC CHARGES – (Continued)**

Customers who elect to purchase their electric energy supply requirements from an EGS will be charged the Distribution Charges by the Company and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the EGS becomes unavailable or during which the customer has not chosen an EGS, the Company will supply electricity at the above Distribution Charge, the Supply Charges in Rider No. 8 and the Transmission Service Charges in Appendix A.

Customers who choose an EGS may select Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

RIDERS

Bills rendered under this schedule are subject to the charges stated in any applicable rider.

LATE PAYMENT CHARGE

Bills will be calculated on the rates stated herein, and are due and payable on or before thirty days from the date of mailing of the bill to the ratepayer. The bill is overdue when not paid on or before the due date indicated on the bill. An overdue bill is subject to a Late Payment Charge of 1.25% interest per month on the full unpaid and overdue balance of the Company charges on the bill. The Charge shall be calculated on the overdue portions of the Company charges on the bill and shall not be charged against any sum that falls due during a current billing period.

POLES

No charge is made for wood poles used jointly for street lighting and the support of the Company's general distribution system or for tubular steel poles, trolley type, used jointly for street lighting and the support of trolley span wires.

Where the installation of one (1) or more wood poles is required to serve the customer, the customer has the option to install the pole(s) at its own expense in accordance with SPECIAL TERM AND CONDITION NO. 2 or the Company will install, own and maintain the pole(s) and bill the customer at the monthly rate of ~~\$11.26~~\$13.42 for each pole required. (I)

CUSTOMER OWNED AND MAINTAINED EQUIPMENT CHARGE

A per unit monthly charge whenever the customer or an agent of the customer owns the entire street lighting system, including, but not limited to, the fixture, pole, circuit, controls, and all other related equipment on the load side of the Company's service point or when such facility is provided by a public agency and the customer and/or agent is obligated to operate and maintain such facility.

The street lighting system equipment must be approved by and installed in a manner acceptable to the Company and must be equipped with photocells or other such equipment that permit only dusk-to-dawn operation.

RATE SH - STREET LIGHTING HIGHWAY

AVAILABILITY

Beginning January 15, 2022, Rate SH will no longer be available to new customers or applicants, or to new installations for existing customers. (I)

Available for high intensity discharge lighting of state highways for normal dusk to dawn operation of approximately 4,200 hours per year where the highway lighting system acceptable to Duquesne Light Company is installed by the State and ownership of the entire highway lighting system has been transferred to the Company for a nominal consideration.

Beginning January 15, 2022, replacement of high pressure sodium lamps, fixtures or luminaries, including brackets and ballasts, will not be available. In such cases, the customer must take service under one of the available LED lighting options listed below. (I)

Due to the limited availability of high pressure sodium lighting, the Company will be replacing existing high pressure sodium lights with LED lights at its discretion. The Company may exchange functioning high pressure sodium lights with LEDs upon customer request and upon receipt, in advance, of the Company’s estimated removal costs of such replacement. Such elective replacements shall be at the Company’s discretion. (I)

MONTHLY RATE

DISTRIBUTION CHARGE – Monthly Rate Per Unit

<u>Minimum Nominal Lamp Wattage</u>	<u>Nominal kWh Energy Usage per Unit per Month</u>	<u>Company Owned and Maintained Equipment Distribution Charge per Unit</u>	<u>Customer Owned and Maintained Equipment Distribution Charge per Unit</u>	
Sodium Vapor				
100	50	\$13.69 <u>16.31</u>	\$2.96 <u>3.53</u>	(I)
150	71	\$13.87 <u>16.53</u>	\$2.96 <u>3.53</u>	(I)
200	95	\$14.07 <u>16.77</u>	\$2.96 <u>3.53</u>	(I)
400	170	\$15.64 <u>18.60</u>	\$2.96 <u>3.53</u>	(I)
Light-Emitting Diode (LED) – Cobra Head				
30	11	\$12.60 <u>15.01</u>	\$2.96 <u>3.53</u>	(I)
45	16	\$12.60 <u>15.01</u>	\$2.96 <u>3.53</u>	(I)
60	21	\$13.04 <u>15.50</u>	\$2.96 <u>3.53</u>	(I)
95	34	\$14.35 <u>17.10</u>	\$2.96 <u>3.53</u>	(I)
139	49	\$15.00 <u>17.87</u>	\$2.96 <u>3.53</u>	(I)
219	77	\$15.27 <u>18.20</u>	\$2.96 <u>3.53</u>	(I)

SUPPLY CHARGES

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 8 – Default Service Supply and will be billed in accordance with the terms contained therein.

(I) – Indicates Increase

RATE UMS – UNMETERED SERVICE

AVAILABILITY

Available to customers using unmetered standard service at each point of connection for customer-owned and maintained equipment such as traffic signals, communication devices and billboard lighting.

MONTHLY RATE

DISTRIBUTION CHARGES

Customer Charge.....	\$ 11.00 <u>14.00</u>	(I)
Energy Charge	2.3582 <u>2.8932</u> cents per kilowatt-hour	(I)

SUPPLY CHARGES

Customers who elect to purchase their electric supply requirements from the Company will do so under the provisions of Rider No. 8 – Default Service Supply and will be billed in accordance with the terms contained therein.

ELECTRIC CHARGES

The Supply Charges for Rate UMS – Unmetered Service customers will be updated through competitive requests for proposal as described in Rider No. 8 – Default Service Supply. The Supply rate shall be determined based on the formula described in the “Calculation of Rate” section in Rider No. 8. Applicability of the Supply rate to Rate UMS customers shall be as described in Rider No. 8 and for the effective period defined in Rider No. 8.

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission for customers who receive Default Service from the Company. The Transmission Service Charges are included, for informational purposes, in Appendix A of this Tariff.

Customers who elect to purchase their electric energy supply requirements from an EGS will be charged the Distribution Charges by the Company and must purchase their transmission and supply requirements from their selected EGS. Customers may change suppliers or return to the Company for electric supply requirements as defined in Rule No. 45.

For customers who elect to purchase their supply from an EGS, the customer is responsible for any other charges from the EGS. Any month in which the EGS becomes unavailable or during which the customer has not chosen an EGS, the Company will supply electricity at the above Distribution Charges, the Supply Charges in Rider No. 8 and the Transmission Service Charges in Appendix A.

Customers who choose an EGS may elect Consolidated Billing or Separate Billing as defined in Rule No. 20.1.

(I) – Indicates Increase

RATE PAL - PRIVATE AREA LIGHTING

AVAILABILITY

Available for high pressure sodium lighting and flood lighting of residential, commercial and industrial private property installations including parking lots, for normal dusk to dawn operation of approximately 4,200 hours per year.

Beginning January 15, 2022, replacement of high pressure sodium lamps, fixtures or luminaries, including brackets and ballasts, will not be available. In such cases, the customer must take service under one of the available LED lighting options listed below. (C)

Due to the limited availability of high pressure sodium lighting, the Company will be replacing existing high pressure sodium lights with LED lights at its discretion. The Company may exchange functioning high pressure sodium lights with LEDs upon customer request and upon receipt, in advance, of the Company's estimated removal costs of such replacement. Such elective replacements shall be at the Company's discretion. (C)

MONTHLY RATE

DISTRIBUTION CHARGE - Monthly Rate Per Unit

<u>Minimum Nominal Lamp Wattage</u>	<u>Nominal kWh Energy Usage per Unit per Month</u>	<u>Company Owned and Maintained Equipment</u>	<u>Customer Owned and Maintained Equipment</u>	
		<u>Distribution Charge per Unit</u>	<u>Distribution Charge per Unit</u>	
High Pressure Sodium				
70	29	\$14.31 <u>17.05</u>	\$2.963.53	(U)(I)
100	50	\$14.42 <u>17.18</u>	\$2.963.53	(U)(I)
150	71	\$14.63 <u>17.43</u>	\$2.963.53	(U)(I)
250	110	\$15.04 <u>17.89</u>	\$2.963.53	(U)(I)
400	170	\$15.64 <u>18.60</u>	\$2.963.53	(U)(I)
Flood Lighting				
100	46	\$14.31 <u>17.05</u>	\$2.963.53	(U)(I)
250	100	\$14.98 <u>17.85</u>	\$2.963.53	(U)(I)
400	155	\$15.65 <u>18.65</u>	\$2.963.53	(U)(I)
Light-Emitting Diode (LED) — Cobra Head				
30	11	\$12.60 <u>15.01</u>	\$2.963.53	(U)(I)
45	16	\$12.60 <u>15.01</u>	\$2.963.53	(U)(I)
60	21	\$13.04 <u>15.50</u>	\$2.963.53	(U)(I)
95	34	\$14.35 <u>17.10</u>	\$2.963.53	(U)(I)
139	49	\$15.00 <u>17.87</u>	\$2.963.53	(U)(I)
219	77	\$15.27 <u>18.20</u>	\$2.963.53	(U)(I)
Light-Emitting Diode (LED) — Colonial				
20	7	\$16.48 <u>19.64</u>	\$2.963.53	(U)(I)
45	16	\$16.82 <u>20.04</u>	\$2.963.53	(U)(I)
Light-Emitting Diode (LED) — Contemporary				
40	14	\$15.22 <u>18.14</u>	\$2.963.53	(U)(I)
55	20	\$15.22 <u>18.14</u>	\$2.963.53	(U)(I)

(C) – Indicates Change

(I) – Indicates Increase

(D) – Indicates Decrease

ISSUED: ~~JANUARY 4, 2022~~MARCH 20, 2024

EFFECTIVE: ~~JANUARY 15, 2022~~MAY 20, 2024

RATE PAL - PRIVATE AREA LIGHTING - (Continued)**MONTHLY RATE - (Continued)****POLES – (Continued)**

Where the installation of one (1) or more wood poles is required to serve the customer, the customer has the option to install the pole(s) at its own expense in accordance with SPECIAL TERM AND CONDITION NO. 2 or the Company will install, own and maintain the pole(s) and bill the customer at the monthly rate of \$~~11.26~~13.42 for each pole required. (I)

CUSTOMER OWNED AND MAINTAINED EQUIPMENT CHARGE

A per unit monthly charge whenever the customer or an agent of the customer owns the entire street lighting system, including, but not limited to, the fixture, pole, circuit, controls, and all other related equipment on the load side of the Company's service point or when such facility is provided by a public agency and the customer and/or agent is obligated to operate and maintain such facility.

The street lighting system equipment must be approved by and installed in a manner acceptable to the Company and must be equipped with photocells or other such equipment that permit only dusk-to-dawn operation.

The customer/agent must provide the Company with a written inventory of all street lighting fixtures. This inventory shall include the location, type and wattage rating for each fixture. The customer/agent will update its inventory of lighting fixtures by informing the Company in writing of changes in type, rating, location, and quantity of lighting fixtures as such changes occur and billings will be adjusted accordingly.

The Company reserves the right to inspect the equipment at each location and make prospective adjustments in billing as indicated by such inspections. The Company shall be under no obligation to conduct such inspections for the purpose of determining accuracy of billing or otherwise. The Company's decision not to conduct such inspections shall not release the customer/agent from the obligation to provide to the Company, and to update, an accurate inventory of the types, ratings, and quantities of lighting equipment upon which billing is based.

As this service is a per unit monthly charge, the customer/agent agrees to pay amounts billed in accordance with the current inventory, regardless of whether any of the equipment was electrically operable during the period in question and regardless of the cause of any such equipment's failure to operate.

The contract period is as covered by any existing contract now in effect with the customer/agent. All new contracts shall be for a period of one year.

SPECIAL TERMS AND CONDITIONS

1. The above charges include installation of standard Company facilities including lamps, fixtures or luminaires, brackets and ballasts, all when installed on the overhead distribution system. The above charges include normal operation and maintenance. Normal operation and maintenance does not include periodic tree trimming around the fixture or luminaire.
2. Where it is necessary to install wood, metal, or ornamental poles, or other special facilities or services not in conformance with the Company's standard overhead practice, the additional cost shall be borne by the customer. Title to all facilities, except as noted below, shall vest in the Company.

(I) – Indicates Increase

ISSUED: ~~JANUARY 4, 2022~~MARCH 20, 2024

EFFECTIVE: ~~JANUARY 15, 2022~~MAY 20, 2024

STANDARD CONTRACT RIDERS – (Continued)

RIDER MATRIX

	RS	RH	RA	GS/GM	GMH	GL	GLH	L	HVPS	AL	SE	SM	SH	UMS	PAL
Rider No. 1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Rider No. 2				X	X	X	X								
Rider No. 3				X	X	X	X	X							
Rider No. 4	X	X	X												
Rider No. 5	X	X	X												
Rider No. 6				X											
Rider No. 7	X	X	X												
Rider No. 8	X	X	X	X	X					X	X	X	X	X	X
Rider No. 9				X	X	X	X	X	X						
Rider No. 10	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Rider No. 11				X		X									
Rider No. 12				X	X										
Rider No. 13				X											
Rider No. 14	X														
Rider No. 15															
Rider No. 15A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Rider No. 16				X	X	X	X	X							
Rider No. 17						X	X	X	X						
Rider No. 18	X	X	X	X	X	X	X								
Rider No. 19				X		X		X							

(C)

(C)

(G)

Rider Titles:

- Rider No. 1 — Retail Market Enhancement Surcharge
- Rider No. 2 — Untransformed Service
- Rider No. 3 — School and Government Service Discount Period
- Rider No. 4 — ~~Intentionally Left Blank~~ Electric Vehicle Time-of-Use Distribution Rate Pilot
- Rider No. 5 — Universal Service Charge
- Rider No. 6 — Temporary Service
- Rider No. 7 — ~~Intentionally Left Blank~~ Residential Managed Charging Pilot
- Rider No. 8 — Default Service Supply
- Rider No. 9 — Day-Ahead Hourly Price Service
- Rider No. 10 — State Tax Adjustment
- Rider No. 11 — Street Railway Service
- Rider No. 12 — Billing Option – Volunteer Fire Companies and Nonprofit Senior Citizen Centers
- Rider No. 13 — General Service Separately Metered Electric Space Heating Service
- Rider No. 14 — Residential Service Separately Metered Electric Space and Water Heating
- Rider No. 15 — Intentionally Left Blank
- Rider No. 15A — Phase IV Energy Efficiency and Conservation Surcharge
- Rider No. 16 — Service to Non-Utility Generating Facilities
- Rider No. 17 — Emergency Energy Conservation
- Rider No. 18 — Rates for Purchase of Electric Energy from Customer-Owned Renewable Resources Generating Facilities
- Rider No. 19 — Community Development for New Load

(C)

(C)

(G)

Continued on ~~First-Second~~ Revised Page No. 87A

(C)

(C) – Indicates Change

STANDARD CONTRACT RIDERS – (Continued)

(G)

RIDER MATRIX – (Continued)

(G)

	RS	RH	RA	GS/GM	GMH	GL	GLH	L	HVPS	AL	SE	SM	SH	UMS	PAL
Rider No. 20	X	X	X	X	X	X	X	X	X	X					
Rider No. 21	X	X	X	X	X	X	X	X							
Rider No. 22	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Rider No. 23	X	X	X												
Appendix A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

(C)

(C)

Rider Titles:

- Rider No. 20 — Smart Meter Charge
- Rider No. 21 — Net Metering Service
- Rider No. 22 — Distribution System Improvement Charge (“DSIC”)
- ~~Rider No. 23~~ — ~~Behavioral Load Management Pilot~~
- Appendix A — Transmission Service Charges

(C)

STANDARD CONTRACT RIDERS - (Continued)

(C)

RIDER NO. 4 – ELECTRIC VEHICLE TIME-OF-USE DISTRIBUTION RATE PILOT(Applicable to Rate Schedules RS, RH and RA)

Effective June 1, 2025, the Electric Vehicle Time-of-Use Distribution Rate Pilot (“EV TOU Distribution Rate Pilot”) Rider will be available for up to 1,500 eligible customers on a first come, first served basis.

PURPOSE

The EV TOU Distribution Rate Pilot Rider sets forth the eligibility, terms, and conditions applicable to residential customers that own or lease an electric vehicle and elect to take service under the provisions of this Rider.

APPLICABILITY

The EV TOU Distribution Rate Pilot is available to customers that (i) are served under Rate Schedules RS, RH, or RA and have an account in good standing, signifying that the Account is active, does not have a past due balance or an outstanding payment arrangement at the time of enrollment, and has demonstrated a timely payment history; (ii) own or lease a highway-capable plug-in battery electric vehicle or plug-in hybrid electric vehicle registered to the service address, (iii) are not enrolled in the Company’s Customer Assistance Program, budget billing, virtual meter aggregation, Rider No. 7 – Residential Managed Charging Pilot, or Rider No. 23 – Behavioral Load Management Pilot; (iv) have not de-enrolled from the EV TOU Distribution Rate Pilot, for any reason, within the last twelve (12) months; and (v) comply with any other applicable EV TOU Distribution Rate Pilot rules established at Docket No. R-2024-3046523 or subsequent proceeding.

MONTHLY RATES

Eligible customers will have the choice to enroll in either the WholeHome EV TOU Distribution Rate or the EV-Only TOU Distribution Rate. The WholeHome EV TOU Distribution Rate will apply to all the electricity used at the premise. The EV-Only TOU Distribution Rate will require the customer to have an eligible EV or charging station for the Company to track usage as the rate will only apply to the customer’s EV usage, while the rest of their premise remains on the standard distribution rate.

STANDARD CONTRACT RIDERS - (Continued)

(C)

RIDER NO. 4 – ELECTRIC VEHICLE TIME-OF-USE DISTRIBUTION RATE PILOT – (Continued)

(Applicable to Rate Schedules RS, RH and RA)

MONTHLY RATES – (Continued)

Class	Months	WholeHome		EV-Only	
		TOU Distribution Rates		TOU Distribution Rate	
		Peak⁽³⁾	Off-Peak⁽⁴⁾	Peak⁽³⁾	Off-Peak⁽⁴⁾
RS	All Months	8.4662	6.7827	8.46662	4.0924
RH	Winter⁽¹⁾	7.5466	6.5694	7.5466	3.6480
	Summer⁽²⁾	8.4662	6.7596	8.4662	4.0923
RA	Winter⁽¹⁾	3.5598	3.0435	3.5598	1.7208
	Summer⁽²⁾	8.4662	7.0869	8.4662	4.0923

⁽¹⁾ Winter Monthly Rate – For the Billing Months of November through April

⁽²⁾ Summer Monthly Rate – For the Billing Months of May through October

⁽³⁾ Peak Hours are 3:00 PM to 9:00 PM, Monday through Friday.

⁽⁴⁾ Off-Peak Hours are 6:00 AM to 3:00 PM and 9:00 PM to 6:00 AM, Monday through Friday and all day on Saturday, Sunday, and the noted PJM holidays.

For customers enrolled in the EV TOU Distribution Rate Pilot, the above Monthly Rates will be applicable for the energy charge for electric distribution service in place of the energy charge for distribution service on the respective rate schedule. All other applicable charges and payment provision terms will be billed per the respective rate schedule.

OFF-PEAK PJM HOLIDAYS

For the purpose of this EV TOU Distribution Rate Pilot, the following PJM holidays are considered Off-Peak for billing:

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Day

STANDARD CONTRACT RIDERS - (Continued)**(C)****RIDER NO. 4 – ELECTRIC VEHICLE TIME-OF-USE DISTRIBUTION RATE PILOT – (Continued)****(Applicable to Rate Schedules RS, RH and RA)****SPECIAL TERMS AND CONDITIONS**

1. The customer must have a Company-qualified Level 2 charging station or electric vehicle to enroll in the EV-Only TOU Distribution Rate. A list of Company-qualified vehicles and charging stations will be published on the Company website at duquesnelight.com.
2. The Company will select a managed charging vendor that can manage Company-qualified charging stations and vehicles for the EV-Only TOU Distribution Rate.
3. The Company is granted permission to utilize a third-party vendor to access vehicle telematics or charging station data or similar for enrolled customers as part of the EV TOU Distribution Rate Pilot. This information will be provided to the Company by the third-party vendor and will be utilized to bill the EV-Only TOU Distribution Rate. Eligible customers enrolling in the EV-Only TOU Distribution Rate consent to the Company using their charging station or vehicle telematics or similar data for billing purposes with written authorization, as applicable.
4. The customer will be responsible for the accuracy, network connectivity, and overall maintenance of their charging station or vehicle telematics to ensure the transmission of their EV data.
5. The customer retains their right to file a billing complaint at the PUC.
6. Customers enrolled in the EV-Only TOU Distribution rate option will not be permitted to enroll in the Rider No. 8 – Default Service Supply WholeHome EV TOU or the Default Service Standard rates. Customers selecting the EV-Only TOU Distribution Rate option must enroll in the Default Service – EV-Only TOU option or select an Electric Generation Supplier (“EGS”). Similarly, customers enrolling in the WholeHome EV TOU Distribution rate option, will not be permitted to enroll in the Rider No. 8 – Default Service Supply – EV-Only option or the Default Service – Standard options. Customers selecting the WholeHome EV TOU Distribution rate option must enroll in the Default Service Supply – WholeHome EV TOU option or select an EGS.
7. The Company may unenroll customers from the Pilot if they do not remain in good standing, signifying that the customer account is active, does not have a past due balance or an outstanding payment arrangement at the time of enrollment, and has demonstrated a timely payment history.
8. The Company reserves the right to inspect, at all reasonable times, the customer's circuitry to determine that the load served under the terms of this Rider is as defined herein.
9. If the Company finds, in its sole judgment, that the conditions of this Rider are being violated, it may discontinue application of the Rider and bill all usage pursuant to the applicable Rate Schedule.
10. Customer enrollment is dependent on continuously meeting the Applicability provisions and Special Terms and Conditions of this Rider. If the Company finds, in its sole judgment, that the conditions of this Rider are being violated, it may terminate the customer from the Pilot with notice.

MISCELLANEOUS

Minimum bills shall not be reduced by reason of this Rider.

(C) – Indicates Change**ISSUED: MARCH 20, 2024****EFFECTIVE: MAY 20, 2024**

STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 5 – UNIVERSAL SERVICE CHARGE - (Continued)

(Applicable to Rate Schedules RS, RH and RA)

CALCULATION OF CHARGE – (Continued)

- Customer Assistance Program (“CAP”): CAP costs will be calculated to include the projected CAP discount and CAP program costs for the Computational Year. The total CAP discount will be based on the annual average discount from the previous year, the Reconciliation Year, multiplied by the projected average number of CAP program participants during the Computational Year. The projected customer additions to the CAP program during the Computational Year will be based on the number of CAP customers receiving a discount at the end of the Reconciliation Year plus a projection of the average monthly number of CAP customers during the Computational Year. The projected number of CAP customers will include net additions to the program (additions minus exits), and a projection of customers enrolled through expected changes in policy (e.g. changes in the definition of poverty, changes in regulatory mandates). The projected CAP program costs will include the estimated costs for new applications, maintenance and annual recertification, and the projected CAP pre-program arrearages to be forgiven and written off during the USC Computational Year.
- Smart Comfort Program [Low Income Usage Reduction Program (“LIURP”)]: LIURP costs will be calculated based on the projected number of homes that participate in the usage reduction program and the average cost per visit.
- Customer Assistance and Referral Evaluation Services (“CARES”): CARES costs will be calculated based on the projected annual Community Based Organization (“CBO”) program costs and CBO costs for administering the program.
- Hardship Fund: Hardship Fund costs will be calculated based on the projected annual program costs and CBO costs for administering the program.
- Any other replacement or Commission-mandated Universal Service Program or low income program that is implemented during the Reconciliation or Computational Year.

Cr = A credit to reduce CAP customer discounts included in the USC to the extent that the monthly CAP enrollment level exceeds ~~35,853~~40,386 customers. Specifically, the recoverable CAP discounts will be reduced by the number of CAP participants in excess of ~~35,853~~40,386 times the average CAP credit and arrearage forgiveness costs times 10.43%. The participation level above which the offset shall be applied will be reset in each distribution rate case. (C)
(C)

E = The over- or under- collection of actual Universal Service Program costs and revenue that result from the billing of the USC during the USC Reconciliation Year (an over-collection is denoted by a positive E and an under-collection by a negative E), including applicable interest. Interest shall be computed monthly at the statutory legal rate of interest, from the month the over or under collection occurs to the effective month that the over collection is refunded or the under collection is recouped.

(C) – Indicates Change

ISSUED: ~~JANUARY 4, 2022~~MARCH 20, 2024

EFFECTIVE: ~~JANUARY 15, 2022~~MAY 20, 2024

STANDARD CONTRACT RIDERS - (Continued)

(C)

RIDER NO. 7 – RESIDENTIAL MANAGED CHARGING PILOTApplicable to Rate Schedules RS, RH and RAPURPOSE

The Residential Managed Charging Pilot Rider sets forth the eligibility, terms, and conditions applicable to residential customers that own or lease an electric vehicle (EV) and elect to participate under the provisions of this Rider. This Pilot is available for up to 500 eligible customers that successfully enroll on a first come, first served basis.

PILOT DESCRIPTION

The Company offers customers participating in the Residential Managed Charging Pilot an incentive to reduce their electric vehicle charging during Peak Demand Events, as designated by the Company.

APPLICABILITY

The Residential Managed Charging Pilot is available to customers that (i) are served under Rate Schedules RS, RH, or RA and have an account in good standing, signifying that the customer account is active, does not have a past due balance or an outstanding payment arrangement at the time of enrollment, and has demonstrated a timely payment history; (ii) own or lease a highway-capable plug-in battery electric vehicle or plug-in hybrid electric vehicle registered to the service address and have a private, dedicated Level 2 charging station at their service address; (iii) own or rent a single-family detached, row house or duplex property with a personal garage or private off-street parking suitable for a charging station installation; (iv) are not enrolled in Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate, the Electric Vehicle Time-of-Use rate under Rider No. 8 – Default Service Supply, or Rider No. 23 – Behavioral Load Management Pilot; and (v) comply with any other applicable Residential Managed Charging Pilot rules established at Docket No. R-2024-3046523 or subsequent proceeding.

INCENTIVE

Participating customers will be eligible to receive \$20 for each Event Month that they participate (opt-in) in >50% of the Peak Demand Events for that month and charge their EV for at least 15 minutes during each Event Month. Participating control group customers will be eligible to receive \$20 for each Event Month if they charge their EV at least 15 minutes during the Event Month. The Company reserves the authority to modify the incentive value by up to 25%, without advance notice to the customer.

SPECIAL TERMS AND CONDITIONS

1. The customer must have a Company-qualified Level 2 charging station or electric vehicle to enroll in the Pilot. A list of Company-qualified vehicles and charging stations will be published on the Company website at duquesnelight.com.
2. The Company will be responsible for selecting a managed charging vendor that can manage Company-qualified charging stations and vehicles.

(C) – Indicates ChangeISSUED: ~~JANUARY 4, 2022~~ MARCH 20, 2024EFFECTIVE: ~~JANUARY 15, 2022~~ MAY 20, 2024

STANDARD CONTRACT RIDERS - (Continued)

(C)

RIDER NO. 7 – RESIDENTIAL MANAGED CHARGING PILOT – (Continued)Applicable to Rate Schedules RS, RH and RASPECIAL TERMS AND CONDITIONS – (Continued)

3. The Company is granted permission to utilize a third-party vendor to access and control electric vehicle charging through vehicle telematics or charging stations or similar as part of the Pilot. Eligible customers will be required to enroll in the Residential Managed Charging Pilot and to allow the third-party platform access to and control of their charging with written authorization, as applicable.
4. The customer will be responsible for the accuracy, network connectivity, and overall maintenance of their charging station or vehicle telematics to ensure the transmission of their EV data.
5. Customers will be notified in advance of Peak Demand Events and will have the option to opt-out.
6. Control group customers are not required to participate in Peak Demand Events but must charge their EV a minimum of 15 minutes each Event Month to qualify to receive the incentive in a given Event Month.
7. If a customer opts-in to an event, the customer's EV charging will be paused for the duration of the Peak Demand Event. It is the customer's responsibility to verify that their vehicle has resumed charging after a Peak Demand Event ends and the Company is not liable for any disruptions in vehicle charging.
8. The Company may unenroll customers from the Pilot if they do not remain in good standing, signifying that the customer account is active, does not have a past due balance or an outstanding payment arrangement at the time of enrollment, and has demonstrated a timely payment history.
9. The Company reserves the right to inspect at all reasonable times the customer's circuitry to determine that the load served under the terms of this Rider is as defined herein.
10. If the Company finds, in its sole judgment, that the conditions of this Rider are being violated, it may discontinue application of the Rider.
11. Customer enrollment is dependent on continuously meeting the Applicability provisions and Special Terms and Conditions of this Rider. If the Company finds, in its sole judgment, that the conditions of this Rider are being violated, it may terminate the customer from the Pilot with notice.

DEFINITIONS

Peak Demand Events: Days and time windows, typically between 3:00 PM and 9:00 PM, on weekdays and non-holidays when system demand is expected to be high. Ten (10) to fifteen (15) Peak Demand Events will be targeted each year, as designated by the Company, and last no longer than six (6) hours.

Event Month: A month during which at least one Peak Demand Event has been called.

STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 10 - STATE TAX ADJUSTMENT

(Applicable to All Rates)

In addition to the charges provided in this Tariff, a two-part surcharge will apply to all bills rendered by the Company, pursuant to the Pennsylvania Public Utility Commission authorization of March 10, 1970, to compensate the Company for new and increased taxes imposed by the General Assembly.

Part 1 of the surcharge, at a rate of (~~0.35170.0000~~%) will include Capital Stock Tax, Corporate Net Income Tax, and Public Utility Realty Tax, which will be applied to the distribution charges of customer bills. (C)

Part 2 of the surcharge, at a rate of 0.0000% will include Gross Receipts Tax and will be applied to all portions of customer bills.

The Company will recompute the surcharge using the elements prescribed by the Commission's March 10, 1970, authorization:

1. Whenever any of the tax rates used in computing the surcharge is changed, in which case the recomputation shall take into account the changed tax rate.
2. Whenever the Company makes effective increased or decreased rates (other than net energy clause), in which case the recomputation shall take into account the adjustments prescribed by the Commission's March 10, 1970, authorization.
3. On December 22, and each year thereafter.

Every recomputation made pursuant to the above paragraph shall be submitted to the Commission within ten (10) days after the occurrence of the event or date which occasions such recomputation: and if the recomputed surcharge is less than the one then in effect the Company will, and if the recomputed surcharge is more than the one then in effect the Company may, accompany such recomputation with a Tariff or supplement to reflect such recomputed surcharge, the effective date of which, shall be ten (10) days after filing.

STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 16 - SERVICE TO NON-UTILITY GENERATING FACILITIES - (Continued)

(Applicable to Rates GM < 25, GM ≥ 25, GMH, GL, GLH and L)

A. DEFINITIONS – (Continued)

Distribution Base Period Billing Determinants are the billing demand (kW) for the month in the Base Period corresponding to the current billing month under which the on-site generation is operable. For new customers, the Company will use existing procedures to estimate the Distribution Base Period Billing Determinants. (C)

Supply Billing Determinants for customers not being served by an Electric Generation Supplier (“EGS”). Supply Billing Determinants for customers on Rate GL, GLH, and L shall be the billing determinants for the current billing month then in effect under Rider No. 9 – Day-Ahead Hourly Price Service. Supply Billing Determinants for customers on Rate GM and GMH shall be the billing determinants for the current billing month then in effect under Rider No. 8 – Default Service Supply or Rider No. 9 – Day-Ahead Hourly Price Service, as applicable. (C)
(C)
(C)
(C)

B. BACK-UP SERVICE

The Company will supply Back-Up Service at the following rates for customers with an executed contract for service under this Rider: (C)
(C)

DISTRIBUTION

A distribution charge of ~~\$3.09~~ \$3.71 per kW shall be applied to the Back-Up Service Maintenance Demand Billing Determinants. (I)

The Maintenance Contract Demand distribution charges will be applied in each month based on the customer’s Maintenance Contract Demand without regard to actual usage.

An additional distribution charge of ~~\$6.79~~ \$7.91 per kW shall be applied to the Back-Up Service As-Used Contract Demand Billing Determinants. The As-Used Contract Demand distribution charge will be applied in each month based on the customer’s As-Used Contract Demand if the customer calls upon Back-Up service during the Peak Period. (I)

Overage charges will also apply if the customer exceeds their Maintenance Contract Demand by 10% or more. The Maintenance Overage Charge of ~~\$9.88~~ \$11.62 per kW shall be applied to the difference in actual maximum billing demand during the billing period and the customer’s combined Supplementary and Maintenance Contract Demands. No additional charges will apply to the As-Used Contract Demand Charge. (C)
(I)
(C)
(C)

If actual usage of Back-Up Service exceeds zero for more than 15% of the hours in any Base Period, then those hours above the 15% threshold will be counted toward the billing on the customer’s applicable general service rates, including all ratchets applicable.

(I) – Indicates Increase

ISSUED: ~~MARCH 1, 2022~~ MARCH 20, 2024

EFFECTIVE: ~~MAY 12, 2022~~ MAY 20, 2024

STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 16 - SERVICE TO NON-UTILITY GENERATING FACILITIES - (Continued)

(Applicable to Rates GM < 25, GM ≥ 25, GMH, GL, GLH and L)

B. BACK-UP SERVICE – (Continued)

If a customer's Back-Up Service requirement at any time exceeds the customer's Maintenance Contract Demand by 5% or more, the actual Back-Up Service requirement provided, measured in kW demand will become the customer's new Maintenance Contract Demand ~~for the remaining term of the back-up contract.~~ The customer will be required to stay on the new Maintenance Contract Demand for twelve (12) months from when they hit the ratchet and for twelve (12) months each time thereafter a new ratchet is hit. If a customer's actual Back-Up Service requirement provided at any time exceeds the customer's Maintenance Contract Demand by 10% or more, the customer will be assessed a fee equal to the difference between the actual Back-Up Service provided at the time during the billing period and the Maintenance Contract Demand multiplied by the Overage Charge (~~\$9.88~~\$11.62).

C. INTERCONNECTION

Each non-utility generating facility will be required to install at its expense or pay in advance to have the Company install interconnection equipment and facilities which are over and above that equipment and facilities required to provide electric service to the non-utility generating facility according to the Company's General Service Rates, except as noted below. Any such equipment to be installed by the non-utility generating facility must be reviewed and approved in writing by the Company prior to installation. Nothing in this Rider shall exempt a new customer from the application of Rule No. 7 and Rule No. 9 regarding Supply Line Extensions and Relocation of Facilities.

However, customers may elect to pay the cost of existing or newly required transformation equipment that is over and above that equipment necessary for the Company to supply the customer with its contracted Supplemental Power via a monthly charge rather than in total at the onset of the contract. The monthly charge for transformation equipment for customers with contract demand under this rider of 5,000 kW or more will be determined by the Company on a case-by-case basis.

STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 19 – COMMUNITY DEVELOPMENT FOR NEW LOAD

(C)

(Applicable to Rate Schedules GS/GM, GL, and L)

AVAILABILITY

This Rider is available to customers taking distribution service under Rate GM < 25, GM ≥ 25, GL, or L. For new services, the customer or applicant must have a projected load of at least 10 kW and must apply for the Rider prior to the service being energized. For existing services, the customer must reasonably project a peak load increase of at least 10 kW and apply for the Rider before the load growth occurs. Additionally, the customer or applicant must (i) show that they have a competitive energy alternative to electricity delivered by the Company or (ii) affirm that they will not be able to commence and/or sustain their business without participating in this Rider. The Rider will apply no sooner than thirty (30) days after the customer provides to the Company written notice of its desire to be placed on the Rider. For those eligible customers that may be waiting for Company provided equipment to be installed, the Company will allow for a twelve-month grace period. The initial percent discount will be established based upon when the contract is signed, and that discount will begin once the customer takes service. The Company reserves the right to decline to enroll any customer or applicant in this Rider, at the Company's sole discretion. Customers taking service under this Rider are not eligible for any other distribution rate discount.

(C)
(C)
(C)
(C)DEFINITIONS

Service Location. A single or contiguous premises that has or will have one or more delivery points for distribution service billed by the Company under a single account.

Brownfield Site. A Service Location where the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Requires documentation either by providing a copy of the pertinent sections of the ASTM E1903-97 Phase II Site Assessment documenting the site contamination or by providing a letter from a local, state or federal regulatory agency confirming the site is classified as a Brownfield by that agency.

Site Expansion. A Service Location where the Company has not previously provided service, or where the service previously provided by the Company was not used for substantially the same type of operation or was terminated at least twelve (12) months before the customer's contractually specified effective date for service under this rider. This condition is waived for existing Service Locations where an entity has assumed operation of a Service Location from a customer which has ceased operations as a result of dissolution, so long as the formation of the entity did not occur as a result of merger, joint venture, acquisition and/or any other variation of combined business structures with the former customer at the service location. In any event, the completed application for the rider must be made within six (6) months from ~~the later of the date: (1) the customer first received-receiving~~ service from the Company; ~~or (2) the date the customer received its sales tax exemption certificate from the Commonwealth of Pennsylvania.~~

(C)
(C)
(C)

~~**Manufacturing Sales Tax Exemption Certificate.** Pennsylvania Sales Tax Blanket Exemption Certificate filed by the customer with the Company showing the address of the Service Location and certifying that more than fifty (50) percent (on an annual basis) of the service purchased by the customer for the Service Location is exempt from sales tax because it is used in manufacturing operations, shipbuilding operations, or ship cleaning operations.~~

(C)

Employment Report. The "Employer's Report for Unemployment Compensation" (PA Form UC-2) as filed by the customer with the Office of Employment Security, Department of Labor and Industry, Commonwealth of Pennsylvania and as defined by 43 P.S. 753 [d].

(C) – Indicates ChangeISSUED: ~~JANUARY 4, 2022~~MARCH 20, 2024EFFECTIVE: ~~JANUARY 15, 2022~~MAY 20, 2024

STANDARD CONTRACT RIDERS - (Continued)

(C)

RIDER NO. 19 – COMMUNITY DEVELOPMENT FOR NEW LOAD – (Continued)

(Applicable to Rate Schedules GS/GM, GL, and L)

MONTHLY RATE

DISTRIBUTION CHARGES

Rider No. 19 provides a percent discount to monthly demand charges for base distribution services included in Rates GM < 25, GM ≥ 25, GL, and L during the months of January through May and October through December. The percent discount declines ratably over five years as follows.

2025 2022 Percent Discount	25%	(C)
2026 2023 Percent Discount	20%	(C)
2027 2024 Percent Discount	15%	(C)
2028 2025 Percent Discount	10%	(C)
2029 2026 Percent Discount	5%	(C)

This Rider applies only to base distribution services. All other applicable charges and Riders will be charged as designed.

QUALIFICATIONS

Customers and applicants requesting service under this Rider shall file with the Company, before the effective date of the Rider for the Service Location, ~~a Manufacturing Sales Tax Exemption Certificate, as defined above, for the Service Location. Customer also files with the Company~~ copies of the Employment Reports, as defined above, for the Service Location at the time of application, along with any other documentation the Company may reasonably require to demonstrate the customer/applicant’s eligibility for the Rider (see “AVAILABILITY” above).

(C)

(C)

TRANSFER OF OWNERSHIP

The Company will only apply the Rider to the customer's base distribution charges for the term of contract. If, during the term of contract, the ownership of the Service Location changes, the Company may continue to apply the Rider to the new owner's bills for the Service Location. If the Company continues to apply the Rider in such circumstances, the Company shall apply the Rider to the new owner's bills for the Service Location as if the new owner had been on the Rider for the Service Location for the same period of time as was the previous owner.

STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 22 – DISTRIBUTION SYSTEM IMPROVEMENT CHARGE

(Applicable to All Rates)

In addition to the net charges provided for in this Tariff, a charge of ~~3-680.00~~% will apply consistent with the Commission Order entered September 15, 2016, at Docket No. P-2016-2540046 approving the Distribution System Improvement Charge (“DSIC”).

(C)

GENERAL DESCRIPTION**PURPOSE**

To recover the reasonable and prudent costs incurred to repair, improve, or replace eligible property which is completed and placed in service and recorded in the individual accounts, as noted below, between base rate cases and to provide the Company with the resources to accelerate the replacement of aging infrastructure, to comply with evolving regulatory requirements and to develop and implement solutions to regional supply problems.

The costs of extending facilities to serve new customers are not recoverable through the DSIC.

ELIGIBLE PROPERTY

The DSIC-eligible property will consist of the following:

- Poles and towers (account 364);
- Overhead conductors (account 365) and underground conduit and conductors (accounts 366 and 367);
- Line transformers (account 368) and substation equipment (account 362);
- Any fixture or device related to eligible property listed above including insulators, circuit breakers, fuses, reclosers, grounding wires, cross arms and brackets, relays, capacitors, converters and condensers;
- Unreimbursed costs related to highway relocation projects where an electric distribution company must relocate its facilities; and
- Other related capitalized costs.

EFFECTIVE DATE

The DSIC will become effective October 1, 2016.

STANDARD CONTRACT RIDERS - (Continued)

(C)

RIDER NO. 23 – BEHAVIORAL LOAD MANAGEMENT PILOT(Applicable to Rate Schedules RS, RH and RA)PURPOSE

This Rider sets forth the eligibility, terms, and conditions applicable to residential customers who elect to participate in The Behavioral Load Management Pilot. The Pilot is available to up to 7,500 customers who successfully enroll and qualify on a first come, first served basis.

PILOT DESCRIPTION

Customers who elect to participate in the Behavioral Load Management Pilot will be asked to reduce their consumption during Peak Events, as designated by the Company, during the Peak Season. Customers will receive an incentive of approximately \$1 per kWh they reduce during all Peak Events via a digital gift card at the end of the Peak Season.

APPLICABILITY

This Rider is available to customers taking distribution service under Rate RS, RH, and RA. Eligible customers who elect to participate in the Behavioral Load Management Pilot will be notified by the Company in advance of a Peak Event and asked to voluntarily reduce their consumption, by any means of their choosing. Participating customers who successfully reduce their usage will receive an Incentive Payment of approximately \$1 per kWh reduced.

Incentive Payments will be based on the amount of kWh reduced as compared to a customer-specific calculated Baseline Consumption level. To establish the Baseline Consumption for a particular Peak Event, the Company will first look at the 15 previous days that are not weekends, holidays, or prior Peak Events. For each of the 15 days, the kWh usage, and the Heat Index for the hours of the Event will be compiled. The days with the five (5) highest kWh values are averaged to determine the participant's Baseline. If any of the five (5) days did not have similar weather to the Peak Event (within 10% of the Heat Index), they will be excluded from the average. If there are no days of similar weather, the Baseline is set equal to the kWh for the highest load day. If a participating customer's consumption is lower during a Peak Event than their Baseline, they would earn an incentive on the difference. Earned Incentive Payments will be provided annually to customers at the end of the Peak Season as a digital gift card.

SPECIAL TERMS AND CONDITIONS

1. To participate, the Account must be in good standing, signifying that the Account is active, does not have a past due balance or an outstanding payment arrangement at the time of enrollment, and has demonstrated a timely payment history. Participants must remain in good standing to stay enrolled in the Pilot. Customers enrolled in the Company's Customer Assistance Program ("CAP") who meet these requirements are eligible to participate.
2. Enrollment is capped at a maximum of 7,500 participants throughout the Pilot.

STANDARD CONTRACT RIDERS - (Continued)

(C)

RIDER NO. 23 – BEHAVIORAL LOAD MANAGEMENT PILOT – (Continued)(Applicable to Rate Schedules RS, RH and RA)SPECIAL TERMS AND CONDITIONS – (Continued)

3. To participate, the Account cannot be enrolled in the EV TOU Distribution Rate Pilot (Rider No. 4) or the Residential Managed Charging Pilot (Rider No. 7)
4. To participate, Account cannot be enrolled in Rider No. 21 - Net Metering Service.
5. Customer enrollment is dependent on continuously meeting the Applicability provisions and Special Terms and Conditions of this Rider. If the Company finds, in its sole judgment, that the conditions of this Rider are being violated, it may terminate the customer from the Pilot with notice.

DEFINITIONS

Peak Events: Days and time windows, typically between 3:00 PM and 9:00 PM, on weekdays and non-holidays during the Peak Season when system demand is expected to be high. Five (5) Peak Events will be targeted each year, as designated by the Company, and last no longer than six (6) hours.

Peak Season: Days falling on or between June 1 and September 30.

Incentive Payment: Performance-based incentive valued at approximately \$1 per kWh derived from each participating customer's reduction in consumption during Peak Events. The Company reserves the authority to modify the incentive value by up to 25%, without advance notice to the customer.

Baseline Consumption: A customer-specific representation of typical consumption used to determine kWh reduction during Peak Events. The Company reserves the authority to modify the Baseline calculation based on Pilot findings annually before June 1.

Heat Index: A measure used to determine days of similar weather based on the combined effects of the air temperature and humidity.

Holidays: Generally observed holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

APPENDIX A

TRANSMISSION SERVICE CHARGES

(Applicable to All Rates)

The Company will provide and charge for transmission service consistent with the PJM Open Access Transmission Tariff approved or accepted by the Federal Energy Regulatory Commission (FERC) for customers who receive Default Service from the Company. Customers taking Default Service from the Company shall be charged in accordance with the charges of the applicable rate schedules stated below. These charges shall also apply to riders applicable to each rate schedule.

MONTHLY RATES

Rate Class	Energy Charge \$/kWh	Demand Charge \$/kW	Monthly Charge Per Fixture	Monthly Charge Per Fixture	Monthly Charge Per Fixture	
RS	\$0.022514	—				(D)
RH	\$0.012076	—				(D)
RA	\$0.017976	—				(D)
GS	\$0.014159	—				(D)
GM < 25 kW	\$0.009323	\$2.08				(D) (#)
GM => 25 kW	\$0.010568	\$2.31				(#) (#)
GMH < 25 kW	\$0.009745	\$4.18 ⁽¹⁾				(#) (C)
GMH => 25 kW	\$0.004998	\$6.61 ⁽¹⁾				(D) (C)
GL	—	\$6.36 ⁽²⁾				(#)
GLH	—	\$6.39 ⁽²⁾				(#)
L	—	\$6.08 ⁽²⁾				(#)
HVPS	—	\$6.08 ⁽²⁾				(D)
AL	(\$0.001755)	—				(D)
SE	\$0.001494	—				(#)
UMS	\$0.001494	\$5.46 ⁽²⁾				(#) (#)
			Rate Class			
By Wattage			SH	PAL	SM	
Mercury Vapor						
100			—	—	\$0.06	(#)
175			—	—	\$0.11	(#)
250			—	—	\$0.15	(#)
400			—	—	\$0.23	(#)
1000			—	—	\$0.55	(#)
High Pressure Sodium						
70			—	\$0.04	\$0.04	(#)
100			\$0.07	\$0.07	\$0.07	(#)
150			\$0.10	\$0.10	\$0.10	(D) (#)
200			\$0.13	—	—	(D)
250			—	\$0.16	\$0.16	(#)
400			\$0.23	\$0.24	\$0.24	(D) (D) (#)
1000			—	—	\$0.55	(#)

(1) ~~June-May~~ through ~~September~~October

(2) Demand charge based on the customer’s Network Service Peak Load (“NSPL”).

(C)

(C) – Indicates Change

Duquesne Light Company

**Digest of Proposed Changes
contained in
Tariff Electric – PA. P.U.C. No. 25
Supplement No. 71**

Docket No. R-2024-3046523

March 20, 2024

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I. General

Duquesne Light Company's Supplement No. 71 to Tariff Electric – PA. P.U.C. No. 25 issued March 20, 2024, to become effective May 20, 2024, results in an overall average increase of 15.9% in distribution revenues and is expected to produce \$101.1 million of additional annual distribution revenue under future test year conditions.

All customers will be notified of the proposed rate increase by a news release issued the day of the filing and by a bill insert to be mailed to all customers during the month after the filing is made.

Other modifications to the rules, rates and riders of Duquesne's tariff are being proposed and, together with a presentation of the proposed and current rates, are discussed below.

II. Proposed Changes to the Table of Contents

Table of Contents

List of Modifications Pages No. 2A through 2G have been added to Tariff No. 25 in order to accommodate the noted revisions/updates and, therefore, the Table of Contents has been updated to reflect those revisions/updates.

Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate Pilot has been added to Tariff No. 25 and, therefore, to the Table of Contents.

In Rider No. 4 - Electric Vehicle Time-of-Use Distribution Rate Pilot, Page No. 92A and Page No. 92B have been added to Tariff No. 25 and, therefore to the Table of Contents.

Rider No. 7 – Residential Managed Charging Pilot has been added to Tariff No. 25 and, therefore, to the Table of Contents.

In Rider No. 7 - Residential Managed Charging Pilot, Original Page No. 97A has been added to Tariff No. 25 and, therefore to the Table of Contents.

Rider No. 23 – Behavioral Load Management Pilot has been added to Tariff No. 25 and, therefore, to the Table of Contents.

In Rider No. 23 – Behavioral Load Management Pilot, Page No. 141A and Page No. 141B have been added to Tariff No. 25 and, therefore, to the Table of Contents.

III. Proposed Changes to Tariff Rules

Rule No. 3 Application

Under Rule No. 3 – Application, 120/208 volts, 3 wire was moved from the “legacy” standard service section back to the standard nominal service delivery voltages section.

Under Rule No. 3 – Application, 480 volts, 2 wire was moved from the standard nominal service delivery voltages section to the "legacy" standard service section.

Under Rule No. 3, language was removed and added in regard to the effective dates of the revisions.

Rule No. 6.1 Service Point

Under the “Service Point” column in Rule No. 6.1, language has been inserted to add clarity for 1-phase underground connections not covered in Rule No. 13.2 - Underground Electric Service in New Residential Developments (“URDs”):

Language has been added to ensure that the definition of Service Point aligns with alternative service point needs for Transportation Electrification Program offerings for customers.

Rule No. 7 Supply Line Extensions

Under the “Definitions” Section of Rule No. 7 – Supply Line Extensions, a new Definition No. 6 - Contribution In Aid of Construction (“CIAC”) has been added to define a non-refundable CIAC.

Under the “Definitions” Section of Rule No. 7 – Supply Line Extensions, current Definition No. 6 – Income Tax has been renamed to Definition No. 7 – Income Tax in order to accommodate the addition of the Contribution In Aid of Construction (“CIAC”) definition.

Original Page No. 14A has been added to Tariff No. 25 in order to accommodate the language added for the CIAC definition under the “Definitions” Section of Rule No. 7 – Supply Line Extensions.

Language that referenced a refundable CIAC has been replaced with language referencing “cash advance” to clarify and reflect current business practice.

Language that acknowledged costs that are borne by the customer that had been removed in the Company’s 2018 Rate Case at Docket No. R-2018-3000124 has been added back into Rule No. 7 – Supply Line Extensions, B. Overhead Areas – (Continued) to clarify and reflect current business practice.

III. Proposed Changes to Tariff Rules – (Continued)

Rule No. 7 Supply Line Extensions – (Continued)

Language that acknowledged costs that are borne by the customer that had been removed in the Company's 2018 Rate Case at Docket No. R-2018-3000124 has been added back into Rule No. 7 – Supply Line Extensions, C. Underground Areas – (Continued) to clarify and reflect current business practice.

The “D. Rights-of-Way” language that was previously located at the bottom of Second Revised Page No. 15, Cancelling Original and First Revised Pages No. 15 has been moved to the middle of Original Page No. 15A.

In the “E. Revenue Guarantees” section, language has been added to clarify and reflect current business practice.

Item No. F. has been renamed to “Cash Advance” and language has been updated to reflect “cash advance” throughout the section to clarify and reflect current business practice.

Rule No. 8 Non-Standard Service

Language has been added to clarify and reflect current business practice.

Rule No. 8.1 Customer-Generator Pre-Application

New Rule No. 8.1 Customer-Generator Pre-Application has been added to the tariff to clarify and reflect the pre-application process for a potential interconnection project.

Rule No. 8.2 Large Load Study Deposit

New Rule No. 8.2 Large Load Study Deposit has been added to the tariff to clarify and reflect that a load study may be required to establish service in certain instances.

Rule No. 17 Power Quality

Rule No. 17 Fluctuations and Unbalances has been renamed to “Power Quality” to clarify and reflect current business practice.

Language in Rule No. 17 Power Quality has been updated to reference how power quality issues will be addressed in order to clarify and reflect current business practice.

IV. Proposed Changes to Tariff Rate Schedules**Rate RS – Residential Service**

<u>Distribution</u>		<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>
Customer Charge		\$13.09	\$15.00
All kWh	\$/kWh	\$0.074347	\$0.084662

Rate RH – Residential Service Heating

<u>Distribution</u>		<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>	
Customer Charge		\$13.09	\$15.00	
Summer:	All kWh	\$/kWh	\$0.074347	\$0.084662
Winter:	All kWh	\$/kWh	\$0.063050	\$0.075466

Rate RA – Residential Service Add-On Heat Pump

<u>Distribution</u>		<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>	
Customer Charge		\$13.09	\$15.00	
Summer:	All kWh	\$/kWh	\$0.074347	\$0.084662
Winter:	All kWh	\$/kWh	\$0.025741	\$0.035598

Language has been added to Rate RA – Residential Service Add-On Heat Pump to reflect that effective May 20, 2024, Rate RA will no longer be available to new customers or applicants, or to new installations for existing customers.

IV. Proposed Changes to Tariff Rate Schedules – (Continued)

Rate GS/GM – General Service Small and Medium

Non-Demand – Rate GS

<u>Distribution</u>		<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>
Customer Charge		\$15.71	\$18.00
All kWh	\$/kWh	\$0.083168	\$0.094171

Demand - Rate GM < 25

<u>Distribution</u>		<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>
Customer Charge		\$62.83	\$73.00
Demand over 5 kW	\$/kW	\$7.60	\$8.94
All kWh	\$/kWh	\$0.016651	\$0.019501

Demand - Rate GM ≥ 25

<u>Distribution</u>		<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>
Customer Charge		\$75.40	\$90.00
Demand over 5 kW	\$/kW	\$7.60	\$8.94
All kWh	\$/kWh	\$0.013107	\$0.016263

IV. Proposed Changes to Tariff Rate Schedules – (Continued)**Rate GMH – General Service Medium Heating**

<u>Distribution</u>		<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>
Customer Charge		\$62.83	\$73.00
Summer:			
Demand over 5 kW	\$/kW	\$7.60	\$8.94
All kWh	\$/kWh	\$0.016651	\$0.019501
Winter:			
All kWh	\$/kWh	\$0.037280	\$0.044573

In Rate Schedule GMH – General Service Medium Heating, language has been revised to reflect that November through April will be the Winter Billing Months and that May through October will be the Summer Billing Months.

Rate GL – General Service Large

<u>Distribution</u>		<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>
First 300 kW or less		\$3,665.35	\$4,375.00
Additional kW		\$10.26	\$12.53

IV. Proposed Changes to Tariff Rate Schedules – (Continued)**Rate GLH – General Service Large Heating**

<u>Distribution</u>	<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>
Customer Charge	\$76.97	\$92.00
Summer:		
First 300 kW or less	\$3,665.35	\$4,375.00
Additional kW	\$10.26	\$12.53
Winter:		
All kWh	\$/kWh \$0.028967	\$0.036656

In Rate Schedule GLH – General Service Large Heating, language has been revised to reflect that November through April will be the Winter Billing Months and that May through October will be the Summer Billing Months.

Rate L – Large Power Service

Service Voltage Less than 138 kV:

<u>Distribution</u>	<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>
First 5,00 kW or less	\$41,024.65	\$50,000.00
Additional kW	\$16.42	\$19.76

IV. Proposed Changes to Tariff Rate Schedules – (Continued)**Rate HVPS – High Voltage Power Service**

<u>Distribution</u>	<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>
Up to and Including 50,000 kW Billing Demand \$/kW	\$2,621.46	\$2,809.85
50,001 kW to 100,000 kW Billing Demand \$/kW	\$4,094.88	\$4,389.17
Greater than 100,000 kW Billing Demand \$/kW	\$5,807.20	\$6,224.55

In Rate HVPS – High Voltage Power Service, language has been removed to clarify and reflect current business practice.

Rate AL – Architectural Lighting Service

<u>Distribution</u>		<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>
Demand all kW	\$/kW	\$1.85	\$2.26
All kWh	\$/kWh	\$0.002429	\$0.002803

Rate SE – Street Lighting Energy

<u>Distribution</u>	<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>
Customer Charge	\$3.30	\$3.75

IV. Proposed Changes to Tariff Rate Schedules – (Continued)**Rate SM – Street Lighting Municipal**

<u>Distribution</u>	<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>
Company Owned and Maintained Equipment		
Mercury Vapor:		
100 watt per month	\$14.50	\$16.50
175 watt per month	\$14.80	\$16.84
250 watt per month	\$15.09	\$17.17
400 watt per month	\$15.70	\$17.86
1000 watt per month	\$18.04	\$20.53
Sodium Vapor:		
70 watt per month	\$14.99	\$17.05
100 watt per month	\$15.10	\$17.18
150 watt per month	\$15.32	\$17.43
250 watt per month	\$15.72	\$17.89
400 watt per month	\$16.35	\$18.60
1000 watt per month	\$18.79	\$21.38
Light-Emitting Diode (LED) – Cobra Head:		
30 watt per month	\$13.20	\$15.01
45 watt per month	\$13.20	\$15.01
60 watt per month	\$13.62	\$15.50
95 watt per month	\$15.03	\$17.10
139 watt per month	\$15.71	\$17.87
219 watt per month	\$15.99	\$18.20
Light-Emitting Diode (LED) – Colonial:		
20 watt per month	\$17.26	\$19.64
45 watt per month	\$17.61	\$20.04
Light-Emitting Diode (LED) – Contemporary:		
40 watt per month	\$15.94	\$18.14
55 watt per month	\$15.94	\$18.14
Poles per month	\$11.79	\$13.42
Customer Owned and Maintained Equipment		
Distribution Charge per Unit	\$3.10	\$3.53

IV. Proposed Changes to Tariff Rate Schedules – (Continued)**Rate SH – Street Lighting Highway**

<u>Distribution</u>		<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>
Company Owned and Maintained Equipment			
Sodium Vapor:			
100 watt	per month	\$14.34	\$16.31
150 watt	per month	\$14.53	\$16.53
200 watt	per month	\$14.73	\$16.77
400 watt	per month	\$16.35	\$18.60
Light-Emitting Diode (LED) – Cobra Head:			
30 watt	per month	\$13.20	\$15.01
45 watt	per month	\$13.20	\$15.01
60 watt	per month	\$13.62	\$15.50
95 watt	per month	\$15.03	\$17.10
139 watt	per month	\$15.71	\$17.87
219 watt	per month	\$15.99	\$18.20
Customer Owned and Maintained Equipment			
Distribution Charge per Unit		\$3.10	\$3.53

Rate UMS – Unmetered Service

<u>Distribution</u>		<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>
Customer Charge		\$11.52	\$14.00
All kWh	\$/kWh	\$0.024696	\$0.028932

IV. Proposed Changes to Tariff Rate Schedules – (Continued)**Rate PAL – Private Area Lighting**

Company Owned and Maintained Equipment

<u>Distribution</u>		<u>Current Rates w/ STAS & DSIC</u>	<u>Proposed Rates w/ STAS & DSIC</u>
High Pressure Sodium:			
70 watt	per month	\$14.99	\$17.05
100 watt	per month	\$15.10	\$17.18
150 watt	per month	\$15.32	\$17.43
250 watt	per month	\$15.72	\$17.89
400 watt	per month	\$16.35	\$18.60
Flood Lighting:			
100 watt	per month	\$14.99	\$17.05
250 watt	per month	\$15.69	\$17.85
400 watt	per month	\$16.39	\$18.65
Light-Emitting Diode (LED) – Cobra Head:			
30 watt	per month	\$13.20	\$15.01
45 watt	per month	\$13.20	\$15.01
60 watt	per month	\$13.62	\$15.50
95 watt	per month	\$15.03	\$17.10
139 watt	per month	\$15.71	\$17.87
219 watt	per month	\$15.99	\$18.20
Light-Emitting Diode (LED) – Colonial:			
20 watt	per month	\$17.26	\$19.64
45 watt	per month	\$17.61	\$20.04
Light-Emitting Diode (LED) – Contemporary:			
40 watt	per month	\$15.94	\$18.14
55 watt	per month	\$15.94	\$18.14
Poles	per month	\$11.79	\$13.42
Customer Owned and Maintained Equipment			
Distribution Charge per Unit		\$3.10	\$3.53

V. Proposed Changes to Tariff Riders

Rider Matrix

Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate Pilot

Rider No. 7 – Residential Managed Charging Pilot

Rider No. 23 – Behavioral Load Management Pilot

Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate Pilot has been updated in the Matrix to reflect the applicable Rate Schedules to which it applies.

Rider No. 7 – Residential Managed Charging Pilot has been updated in the Matrix to reflect the applicable Rate Schedules to which it applies.

Rider No. 21 – Net Metering Service has been updated in the Matrix to reflect the applicable Rate Schedules to which it applies.

Rider No. 23 – Behavioral Load Management Pilot has been updated in the Matrix to reflect the applicable Rate Schedules to which it applies.

Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate Pilot

Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate Pilot is being added to Tariff No. 25 to allow for a limited number of eligible customers the option to enroll in either WholeHome distribution time-of-use service or electric vehicle only (“EV-Only”) distribution TOU service.

Rider No. 5 – Universal Service Charge

The CAP participation level has been reset as per the provisions of Rider No. 5.

Rider No. 7 – Residential Managed Charging Pilot

Rider No. 7 – Residential Managed Charging Pilot has been added to Tariff No. 25 to offer eligible residential customers the opportunity to enroll in a managed charging pilot and receive an incentive to reduce their electric vehicle charging during peak demand events.

Rider No. 10 – State Tax Adjustment

Rider No. 10 – State Tax Adjustment has been modified to reflect that Part 1 of the STAS has been set to zero.

V. Proposed Changes to Tariff Riders – (Continued)

Rider No. 16 – Service to Non-Utility Generating Facilities

Language in Rider No. 16 – Service to Non-Utility Generating Facilities has been modified to clarify customer requirements.

Rider No. 19 – Community Development for New Load

Language in Rider No. 19 – Community Development for New Load has been modified to reflect updated discount periods and incentives for eligible customers to move and/or expand their operations within the Company’s service territory.

Rider No. 22 – Distribution System Improvement Charge

Rider No. 22 – Distribution System Improvement Charge (“DSIC”) has been modified to reflect that it has been set to zero.

Rider No. 23 – Behavioral Load Management Pilot

Rider No. 23 – Behavioral Load Management Pilot has been added to Tariff No. 25 to offer up to 7,500 eligible customers an opportunity to enroll in a peak demand pilot program and receive an incentive to reduce their consumption during peak events.

VII. Appendix A – Transmission Service Charges

Appendix A – Transmission Service Charges

Language in Appendix A – Transmission Service Charges has been revised to reflect that May through October will be the Summer Billing Months.