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December 22, 2025

**VIA ELECTRIC FILING**

Mr. Matthew Homsher, Secretary  
Pennsylvania Public Utility Commission  
Commonwealth Keystone Building, 2nd  
Floor 400 North Street  
Harrisburg, PA 17120

**Re: Duquesne Light Company – Default Service Plan IX Time-Of-Use Annual  
Report  
Docket No. P-2020-3019522**

Dear Secretary Homsher:

Enclosed for filing, please find an original copy of Duquesne Light Company's ("Duquesne Light" or the "Company") 2024-2025 Time-Of-Use Annual Report. Should you have any questions, please do not hesitate to contact me.

Respectfully submitted,

  
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Aron J. Beatty  
Counsel, Regulatory



Time-of-Use Program Annual Report  
June 1, 2024 through May 31, 2025

December 22, 2025

## Background

On June 1, 2021, Duquesne Light Company (“DLC” or “Company”) launched its Electric Vehicle Time-of-Use Pilot default service supply rate program (“EV-TOU Pilot”) for residential, small commercial and industrial (“C&I”), and medium C&I customers with less than 200 kW<sup>1</sup> of demand who use default service supply. The Company’s EV-TOU Pilot was approved by the Pennsylvania Public Utility Commission (“Commission”) on January 14, 2021, as part of the Company’s Default Service Plan IX (“DSP IX”).<sup>2</sup>

Pursuant to Act 129 of 2008,<sup>3</sup> the Company submits this Annual Report assessing the EV-TOU Pilot for the period June 1, 2024, through May 31, 2025. This marks the final reporting period for the EV-TOU Pilot, which ended with DSP IX on May 31, 2025.

## Overview

The Company’s EV-TOU Pilot, which began on June 1, 2021, was an optional time-of-use default supply service rate available to eligible customers. Residential, small C&I, and medium C&I customers with demand less than 200 kW who owned or leased an EV or operated EV charging infrastructure at their service location were eligible to participate in the EV-TOU Pilot. Customers who were eligible for hourly priced service (“HPS”), or those who participated in the Customer Assistance Program (“CAP”), virtual meter aggregation, or budget billing were not eligible for the EV-TOU Pilot. Participating

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<sup>1</sup> Duquesne Light customers with demands less than 200kW are eligible for default supply under the Company’s tariffed Rider No. 8 – Default Supply Service. The Company evaluates a customer’s twelve (12) most recent months of monthly billing demand of the preceding year. If the customer’s average monthly billing demand is greater than or equal to 200 kW, the customer will become eligible for default service under Rider No. 9 – Day Ahead Hourly Price Service.

<sup>2</sup> See *Petition of Duquesne Light Company for Approval of its Default Service Plan for the Period from June 1, 2021 through May 31, 2025*, Opinion and Order, Docket No. P-2020-3019522, entered Jan. 14, 2021. The Order included approval of the EV-TOU Stipulation, which required, among other things, DLC to file a report prior to its next DSP filing that includes information regarding customer enrollments, bill impacts, energy usage shifts and customer installation of separate meters for EV charging. The EV-TOU Stipulation also provided for stakeholder review and feedback on EV-TOU Pilot customer education materials and required DLC to convene a collaborative meeting around the midpoint of DSP IX to discuss the EV-TOU Pilot Program implementation, results to-date, and rates for mass transit and fleet EVs.

<sup>3</sup> 66 Pa. C.S. § 2807(f)(5) (“ . . . The default service provider shall submit an annual report to the [time-of-use rate and real-time] price programs and the efficacy of the programs in affecting energy demand and consumption and the effect on wholesale market prices.”)

customers were able to withdraw from the EV-TOU Pilot at any time without penalty but could not re-enroll for a period of twelve months thereafter.

Participating customers received EV-TOU service for the entire usage served by their smart meter. Customers were charged different supply rates for Peak, Off-Peak and Super Off-Peak<sup>4</sup> time periods as follows:

Schedule	Time Period
Peak	1 p.m. – 9 p.m.
Off-Peak	6 a.m. – 1 p.m. 9 p.m. – 11 p.m.
Super Off-Peak	11 p.m. – 6 a.m.

The Company obtained default service supply for EV-TOU customers through the same products that provided default service supply for the respective customer classes.

The Company determined the EV-TOU supply rates for each time period by modifying the adjusted wholesale price for each class using rate class factors that are based in part upon hourly locational marginal prices for energy, respective energy consumption patterns, and capacity requirements. The Company annually reset the EV-TOU supply rate factors as part of its tariff supplements updating Default Service Supply Rates effective June 1<sup>st</sup> of each year.

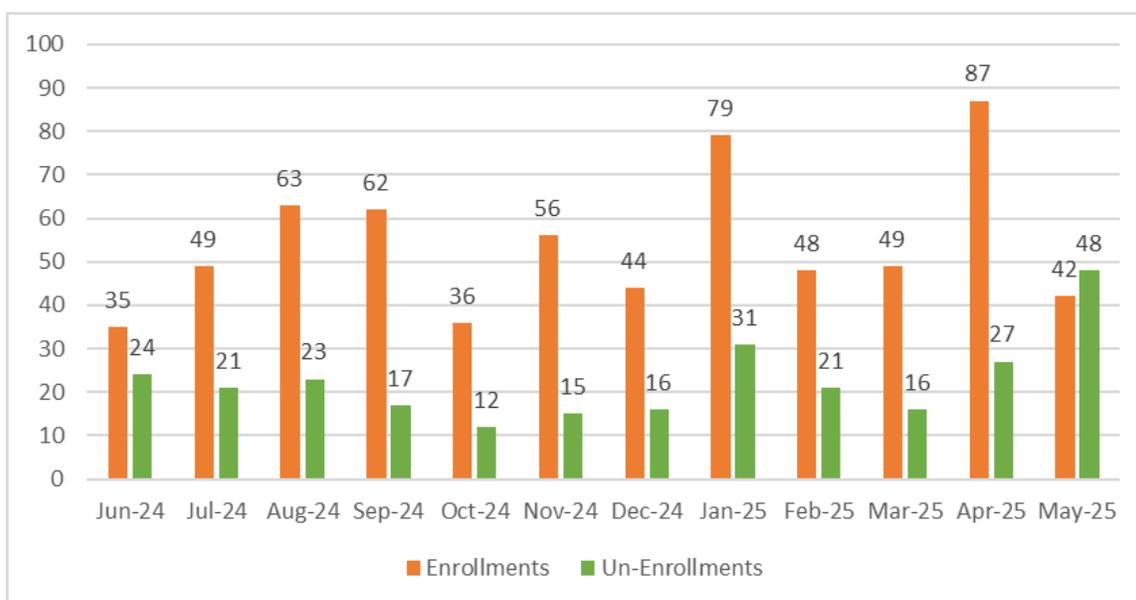
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<sup>4</sup> DLC's initial DSP IX filing included the terms "On-Peak," "Shoulder" and "Off-Peak" for the EV-TOU time periods. In its Supplement No. 23 replacement pages, DLC amended the period names to "Peak," "Off-Peak" and "Super Off-Peak" for consistency with other utilities' terminology and customer preference. See *Duquesne Light Company – Tariff Electric – PA P.U.C. No. 25; Supplement No. 23 Replacement Pages and Request for Waiver of 60-Day Notice Period*, Docket No. P-2020-3019522, submitted Apr. 28, 2021. The Commission served, at this docket, a Secretarial Letter on May 11, 2021, approving the replacement pages.

## Customer Participation

Eligible customers were able to enroll in the EV-TOU Pilot beginning June 1, 2021. As of May 31, 2025, 1,248 residential, five (5) small C&I, and four (4) medium C&I customers were actively enrolled, including 212 residential customers also participating in net metering. There were 650 total enrollments and 271 total unenrollments during this reporting period, as shown in the breakdown of monthly enrollments and unenrollments in Figure 1.

**Figure 1: Monthly EV-TOU Pilot Enrollments and Unenrollments**



## Customer Outreach Summary

DLC conducted periodic customer outreach and education regarding the EV-TOU pilot through a variety of efforts, including emails and website updates. In all communications, DLC encouraged customers to compare the EV-TOU rates with the standard default service rates and with supply offerings from electricity generation suppliers, including on its EV-TOU webpages for residential and commercial customers.

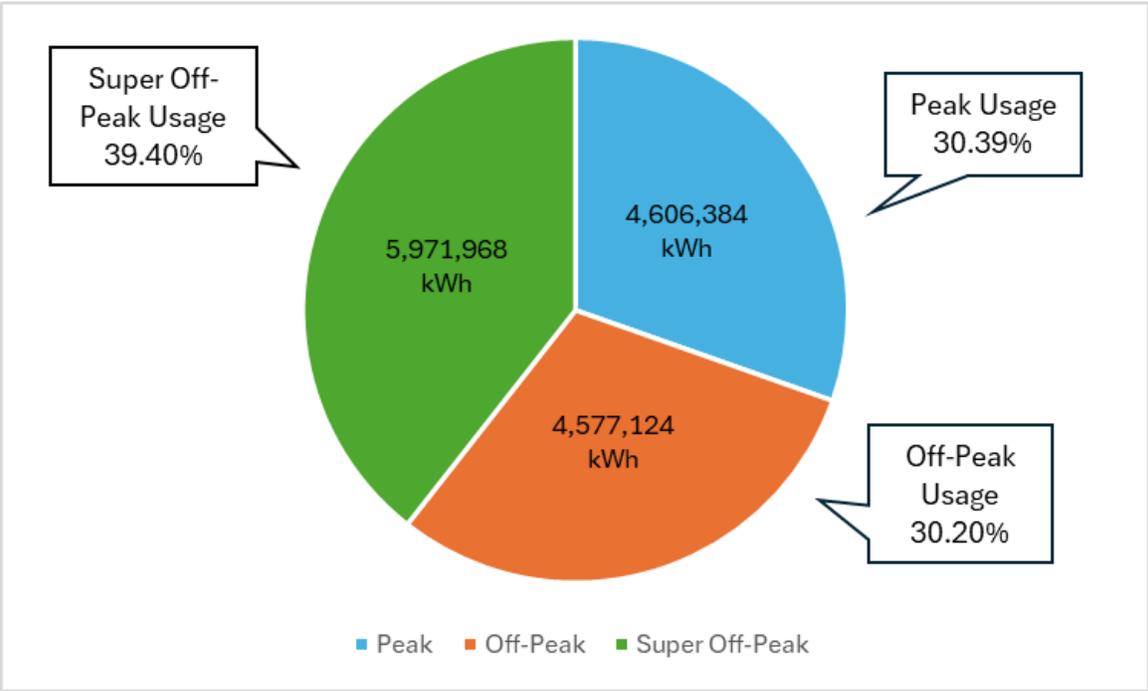
In October 2021, DLC launched a Rate Advisor tool, an online tool residential customers could use to compare the EV-TOU rate with DLC's standard default service

rate and electric generation supplier rates to estimate bill impacts. The Rate Advisor tool was used by customers nearly 6,300 times during this reporting period.

**Consumption & Bill Impacts**

DLC evaluated the proportion of energy that was consumed during each TOU pricing period. During this reporting period, 69.6% of EV-TOU participants' usage occurred during the super off-peak and off-peak periods, with 39.4% of consumption occurring during the super off-peak period and 30.2% occurring during the off-peak period as shown in Figure 2.

**Figure 2: EV-TOU Customers' Energy Usage by TOU Pricing Period**



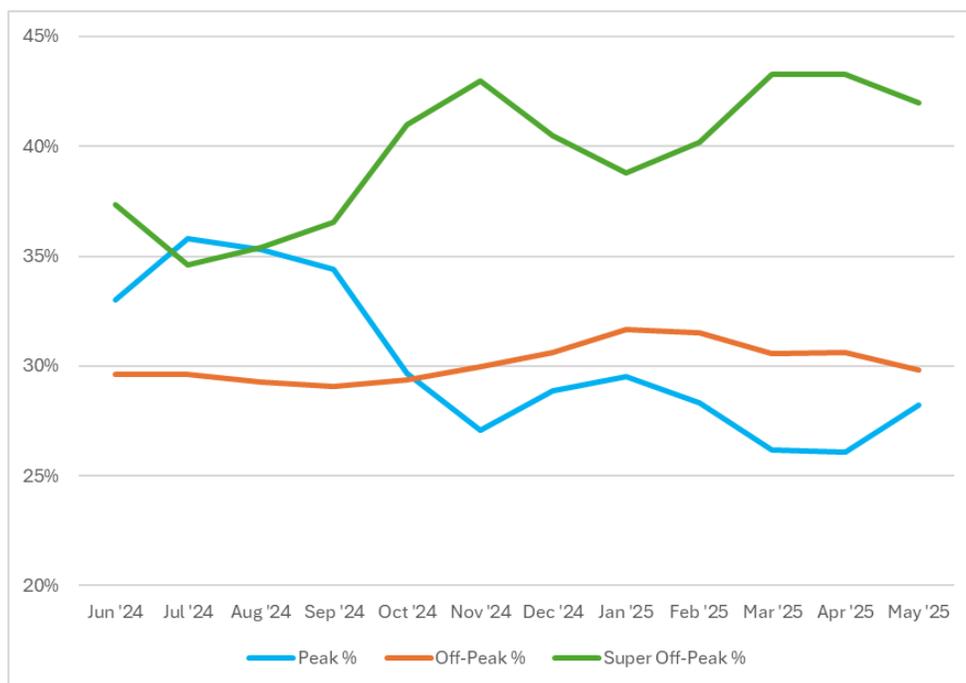
DLC compared the share of utilization by time-of-use period by month for EV-TOU customers and EV-driving customers who were not enrolled in the EV-TOU Pilot.<sup>5</sup> As shown in Figures 3 through 5, customers enrolled in the EV-TOU rate used a much

<sup>5</sup> EV-driving customers were identified from customers who had registered their EV with the Company.

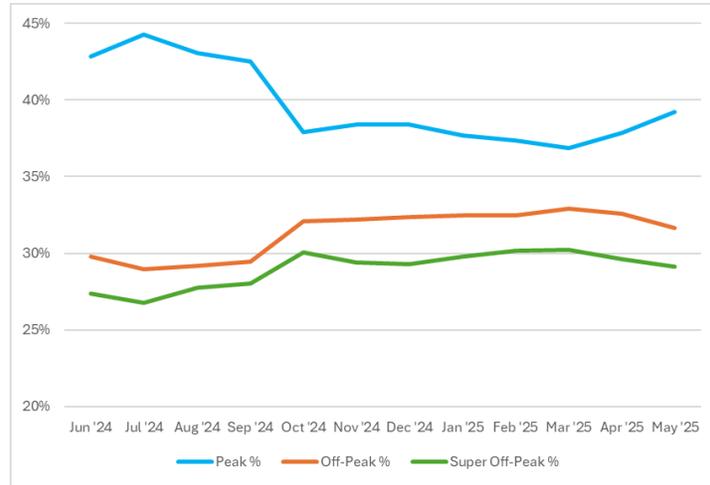
larger share of electricity during the Super Off-Peak period, as compared to EV-driving customers who were not enrolled in the EV-TOU Pilot.

The Company also compared the EV-TOU Pilot participants' usage profile to that of EV owners who did not participate in the EV-TOU Pilot. If EV-TOU Pilot customers had used electricity at the same time periods as non-enrolled EV-driving customers, DLC estimates an additional 1,417 MWh would have been consumed during Peak hours and 168 MWh during Off-Peak hours throughout this reporting period. Instead, an additional 1,585 MWh was consumed during Super Off-Peak hours throughout this reporting period. This suggests that there may be a correlation between EV-TOU participation and proportionally lower peak electricity consumption.

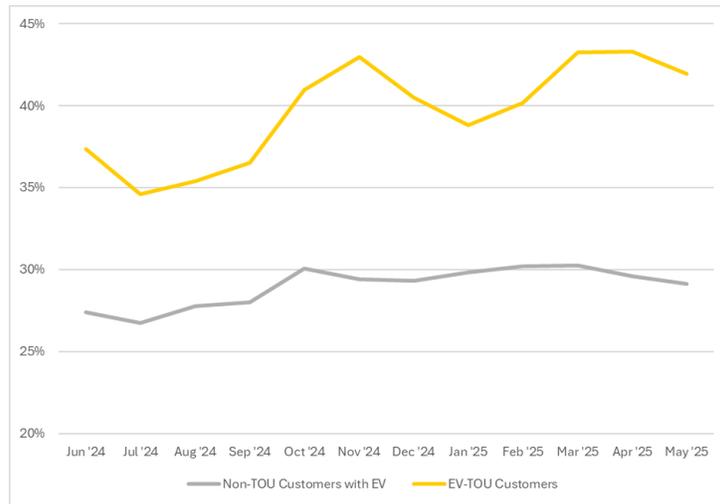
**Figure 3:** Share of Total Utilization by TOU Time Period and Month for EV-TOU Enrolled Customers



**Figure 4:** Share of Total Utilization by TOU Time Period and Month for Non-EV-TOU Enrolled Customers with EVs



**Figure 5:** Share of Super Off-Peak Utilization by Month for Non-TOU Enrolled Customers with EVs Compared to EV-TOU Enrolled Customers



The average per bill savings over DLC’s standard default service rate for the customers enrolled in the EV-TOU Pilot between June 1, 2024 and May 31, 2025 was \$5.91.

## **Demand Impacts**

Duquesne Light saw no material impact on customer usage and pricing in the wholesale market. Relative to the Company's total system loads, the total electric usage from EV-TOU participants was too low to yield measurable impacts.

## **Wholesale Market Price Effects**

The Company believes that any load shift from Peak hours to Off-peak and Super Off-Peak hours attributable to the EV-TOU Pilot did not impact the locational marginal price ("LMP") for the Duquesne Light zone. Relative to the Company's total system loads, the total electric usage from EV-TOU participants was too low to yield measurable impacts.

## **Conclusion**

The EV-TOU Pilot was available to customers from June 1, 2021 to May 31, 2025. During this and all other reporting periods under DSP IX, the EV-TOU pilot has shown itself to be effective in shifting customer usage from peak to off-peak or super off-peak times and, on average, has resulted in customer savings.

On May 31, 2025, the EV-TOU Pilot under DSP IX ended and, on June 1, 2025, the Time-of-Use Supply Rate Pilot under DSP X began.<sup>6</sup> The Time-of-Use Supply Rate Pilot has similar eligibility requirements; however, it does not require customers to own or lease an EV or host EV charging. The Time-of-Use Supply Rate pilot is structured similarly to the EV-TOU Pilot in that it focuses on usage during peak, off-peak, and super off-peak time windows, but the hours and rate factors for each window are different. The Time-of-Use Supply Rate Pilot will be the subject of future annual time-of-use program reports, beginning in 2026.

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<sup>6</sup>See *Petition of Duquesne Light Company for Approval of its Default Service Plan for the Period from June 1, 2021 through May 31, 2025*, Opinion and Order, Docket No. P-2024-3048592, entered Jan. 14, 2025, and April 10, 2025.

## CERTIFICATE OF SERVICE

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

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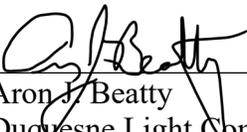
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Dated: December 22, 2025