

BEFORE THE
STATE OF NEW JERSEY
BOARD OF PUBLIC UTILITIES

IN THE MATTER OF THE PETITION OF :
PUBLIC SERVICE ELECTRIC AND GAS :
COMPANY FOR APPROVAL OF ITS CLEAN : BPU DOCKET NO.: EO18101111
ENERGY FUTURE-ELECTRIC VEHICLE AND :
ELECTRIC STORAGE ("CEF-EVES") :
PROGRAM ON A REGULATED BASIS :

CERTIFICATION OF ROBERT BAROSSA

Robert Barossa, of full age, upon his oath, certifies as follows:

1. I am the Director, Utility Strategy and Operations for Electrify America, LLC ("Electrify America").
2. I am authorized to make this certification on behalf of Electrify America.
3. On October 11, 2018, Public Service Electric and Gas Company ("PSE&G" or "Company") filed with the Board of Public Utilities ("Board" or "BPU") a Petition requesting approval of its Clean Energy Future-Electric Vehicle and Energy Storage Program ("CEF-EVES Program" or "Program").
4. On August 3, 2020, Electrify America filed a Motion for Leave to Intervene in this matter (the "Motion"). The procedural history of this proceeding was set forth in the Motion, and will not be repeated herein.
5. On August 13, 2020, PSE&G filed a letter in opposition to the Motion (the "Opposition").
6. In the opposition PSE&G stated as follows:

" Electric Vehicle Service Equipment (EVSE) providers similar to Electrify America are already well represented by intervenors in this proceeding. EVgo, Tesla, and ChargePoint already represent companies who are "building a nationwide network of ultra-fast direct current fast charging stations" as ElectrifyAmerica (sic) describes its operations."
7. This assertion is simply inaccurate.

8. Electrify America operates dispensers in PSE&G's service area that have the potential to deliver 350 kW to a single vehicle.

9. As a result PSE&G's rate structure combined with its current proposal in this docket could have a profound effect on Electrify America. For example, PSE&G's combined summer demand charges at \$33.5672/kW can cause in excess of \$60,000 in demand charges in a single month from just 15-minutes of coincident charging at our East Brunswick, NJ location. Similar impacts can be expected at the other eight current and the prospective Electrify America installations in PSE&G's service area.

10. The rate increases which will emanate from this proceeding may further exacerbate this issue, and potentially introduce a ratepayer-subsidized competitor into our New Jersey business.

11. In comparison, the only other owner/operator of non-proprietary DCFC in PSE&G's service area, EVgo, operates at only 50 kW DCFC in the service area.

12. ChargePoint, who does not own any of its chargers but does operate the charging stations on behalf of owners, also does not have any DCFC in NJ above 50 kW.

13. Tesla—a proprietary DCFC charging provider—does not, at present, have infrastructure capable of achieving the same power levels in PSEG's service area. Further, on information and belief, Tesla charging stations power share, resulting in reduced power levels for simultaneous users.

14. As a result, our business model is substantially different from the other intervenors.

15. Our interests cannot be materially represented by other intervenors when our technology has the potential to incur 7x the demand charges of our competitors' technology in the area.

16. Electrify America's interests are materially unique as a result.

Dated: August 14, 2020



ROBERT BAROSSA