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March 1, 2022

VIA ELECTRONIC MAIL

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Aida Camacho-Welch
Secretary of the Board
Board of Public Utilities
44 South Clinton Avenue, 1st Floor
P.O. Box 350
Trenton, New Jersey 08625-0350

RE: In the Matter of the Petition of Atlantic City Electric Company for Approval of
a Voluntary Program for Plug-In Vehicle Charging
BPU Docket No. EO18020190

Dear Secretary Camacho-Welch:

The undersigned is Assistant General Counsel serving on behalf of Atlantic City Electric Company (“ACE”). Pursuant to the February 17, 2021 Order Approving Stipulation of Settlement in the above captioned proceeding, enclosed please find the following reports submitted for ACE.

1. **Semi-Annual Report.** The Stipulation of Settlement required ACE “to provide a semi-annual report on EV [Electric Vehicle] deployment to the Board Staff and Rate Counsel” (the “Semi-Annual Report”). The Stipulation further stated that “[t]he second semi-annual report will be submitted by March 1, 2022 based on actual results through December 31, 2021.” ACE timely submits this Semi-Annual Report covering the period ending December 31, 2021.
2. **EV Charging Report.** The Stipulation of Settlement required “an annual EV charging report to the Board and a copy to Rate Counsel, with summary analyses of the [EV charging] data.” The Stipulation of Settlement further stated that “[t]he first report shall be due to the Board by March 1, 2022.” ACE timely submits this Annual EV Charging Report for the 2021 Program Year.

Aida Camacho-Welch

March 1, 2022

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Consistent with the Order issued by the New Jersey Board of Public Utilities in connection with *In the Matter of the New Jersey Board of Public Utilities' Response to the COVID-19 Pandemic for a Temporary Waiver of Requirements for Certain Non-Essential Obligations*, BPU Docket No. EO20030254, Order dated March 19, 2020, these documents are being electronically filed with the Secretary of the Board and the New Jersey Division of Rate Counsel. No paper copies will follow.

Thank you for your attention and consideration in this matter. Feel free to contact the undersigned if you have any questions regarding this compliance filing.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Cynthia L.M. Holland".

Cynthia L.M. Holland
An Attorney at Law of the
State of New Jersey

Enclosures

cc: Robert Brabston, Esq.
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ACE

Annual Electric Vehicle

Charging Report

March 1, 2022

**IN THE MATTER OF THE PETITION
OF ATLANTIC CITY ELECTRIC
COMPANY FOR APPROVAL OF A
VOLUNTARY PROGRAM FOR
PLUG-IN VEHICLE CHARGING**

**STATE OF NEW JERSEY
BOARD OF PUBLIC UTILITIES
BPU DOCKET NO. EO18020190**

**ANNUAL ELECTRIC VEHICLE CHARGING REPORT OF ATLANTIC CITY
ELECTRIC COMPANY REGARDING IMPLEMENTATION OF ITS APPROVED
VOLUNTARY ELECTRIC VEHICLE CHARGING PROGRAM OFFERINGS**

Atlantic City Electric Company (“ACE” or “The Company”) submits to the New Jersey Board of Public Utilities (the “Board” or “BPU”) its annual electric vehicle charging report in accordance with the Stipulation of Settlement executed on the 2nd day of February, 2021, by and among ACE, the Staff of the New Jersey Board of Public Utilities (“Board Staff” or “Staff”), the New Jersey Division of Rate Counsel (“Rate Counsel”), ChargePoint, Inc. (“ChargePoint”), EVgo Services LLC (“EVgo”), and Tesla, Inc. (“Tesla”) (hereafter referred to as the “Signatory Parties”). The Stipulation of Settlement resolved all issues pertaining to the above-captioned voluntary program for electric vehicle (“EV”) charging infrastructure filed by the Company on February 22, 2018 (“Original EV Petition”), and substantially revised and expanded by ACE pursuant to an Amended Petition filed on December 17, 2019 (“Amended EV Petition”). By Order dated February 17, 2021, the Board adopted the Stipulation of Settlement in its entirety.

With this filing, the ACE provides the Board with the required reporting regarding the analysis of residential, mixed-use commercial (multifamily, workplace, fleet) and public charging behavior as a result of its approved electric vehicle charging program offerings, from the time period spanning from program approval to December 31, 2021 (“2021 program year”).

I. EXECUTIVE SUMMARY

ACE respectfully submits this annual electric vehicle charging report for the 2021 program year. Overall, the Company fully recognizes the importance of the full suite of electric vehicle programs to achieving the State of New Jersey's electric vehicle adoption goals and views its EV programs as critical to New Jersey's plans to electrify its transportation sector.

Since receiving approval from the Board to begin offering EV programs in February 2021, ACE has worked to develop several business processes to ensure the successful launch and ongoing management of its EV programs. In the second half of 2021, ACE selected and began working with its third party program implementation contractors responsible for ongoing program management, data gathering, and reporting activities. To facilitate a more streamlined experience for interested EV customers across its service territory, ACE has worked with its implementation contractors to further enhance the ACE EV website by including an application intake form (portal at <https://aceevsmart.programprocessing.com/>) complete with information about each of ACE's EV offerings, as well as a program manual that includes the list of approved charging vendor technologies that qualify for ACE's rebate offers.

In addition to working with its implementation contractors to stand up the customer facing elements of its program, ACE has also partnered with its implementation contractor to engage with various EV charging network providers to discuss the charging data requirements necessary to enable ACE to conduct a Class Cost of Service Study ("CCOSS") to develop and propose a cost-based rate for residential and non-residential EV charging sites operating on the Company's distribution system, pursuant to its Stipulation of Settlement.

The ACE EV program officially launched and began accepting applications in December 2021. While no customer rebates were issued in the reporting period, ACE received several customer applications in the first weeks after program launch and expects to remit its first program rebates in Q1 2022.

II. INTRODUCTION

As a condition of its Stipulation of Settlement, The Board directed “ACE [to] provide an annual EV charging report to the Board and a copy to Rate Counsel, with summary analyses of the data, which may include, but are not limited to, location (latitude/longitude), charging session duration, session frequencies, load curves, and utilization of home charging within its service territory on an aggregate basis.” In the following sections, ACE first describes the measures that is has taken to ensure a coordinated approach to the collection of EV charging related data with its implementation contractors and the various electric vehicle supply equipment (“EVSE”) of companies planning to participate in its approved electric vehicle programs. ACE then describes each of its approved electric vehicle portfolio offerings and provides the reporting format that ACE will use to present charging behavior related statistics in subsequent filings.

II. DATA REPORTING REQUIREMENTS

As a condition of the Stipulation of Settlement, the signatory parties acknowledged that ACE intends to conduct a CCOS to develop and propose cost-based EV charging rates for residential and non-residential EV customers operating on the Company’s distribution system. Pursuant to this condition, ACE worked with its Rates Administration teams to determine and define all of the charging data fields necessary to comply with the Board’s directive to develop cost-based EV charging rates. Once the charging data fields were identified, ACE worked with its

implementation contractor to highlight the ability of EV charging vendors to provide these data fields as a required condition for participation in its EV program.

As an additional condition of the Stipulation of Settlement, ACE committed to “work to address and standardize these data collection and reporting practices with Board Staff as well as with the other utilities to create a uniform reporting process.” During the charging data requirements develop process, ACE simultaneously held meetings with members of Board Staff, other state agencies offering EV programs, and other New Jersey utilities to socialize the data requirements and drive toward uniformity in reporting practices across all EV programs in the state.

III. RESIDENTIAL CHAGING PROGRAM PARTICIPATION AND IMPACT HIGHLIGHTS

Residential Portfolio Offering Summary

ACE’s approved residential program consists of two offerings: (1) An off peak incentive residential charging program that offers a Residential Plug In Vehicle (“PIV”) Time of Use (“TOU”) Tariff available to PIV owners that have installed an approved Level 2 (“L2”) Smart Charger; and (2) a residential managed charging program that offers a 50% rebate on an approved L2 smart charger on the customer side of the meter, with make-ready work limited to \$1,000 of qualified smart charging equipment.

Location of Charging Station Deployments

Due to program launch in December 2021, ACE has not approved rebates for any residential charging stations as part of its voluntary EV program. In future annual compliance filings, ACE plans to highlight charging deployment by zip code across its service territory, overlaying said deployments with the hosting capacity maps that ACE currently provides to the Board as part of its Stipulation of Settlement.

Residential Charging Data Summary

Metrics for residential EV charging during the 2021 program year are presented by approved EVSE brand as detailed in the following table:

¹Data Points	Detail	Company 1	Company 2	Average
Average Frequency of Daily Charging	charge sessions per day (sessions less than 5 min excluded)	-	-	-
Average Length of Daily Charging	minutes of charging activity while plugged (all sessions)	-	-	-
Timing of Daily Charging	most frequent time when the most drivers started the charging	-	-	-

IV. MULTIFAMILY CHARGING PROGRAM PARTICIPATION AND IMPACT HIGHLIGHTS

Multifamily Charging Portfolio Offering Summary

ACE's approved multifamily program offerings consists of make ready incentives to cover 75% of make ready costs up to \$5,000 per smart charging port for new Level 2 EV charging infrastructure installed at multifamily dwellings located in ACE's service territory. This cost and percentage cap is adjusted to 100% and \$6,700 per smart charging port, respectively, for multifamily dwellings situated in overburdened communities.

Location of Multifamily Charging Station Deployments

As of December 31, 2021, ACE has not approved rebates for any multifamily charging stations as part of its voluntary EV program. In future annual compliance filings, ACE plans to highlight charging deployment by zip code across its service territory, overlaying said deployments with the hosting capacity maps that ACE currently provides to the Board as part of its Stipulation of Settlement.

¹ ACE launched its programs in December 2021 and thus did not approve any rebates in the 2021 program year. ACE submits this reporting template to indicate the charging behavior statistics that it plans to file in order to comply with the Board's directive to develop cost based rates for residential and non – residential EV customers.

Multifamily Charging Data Summary

Metrics for multi- family EV charging during the 2021 program year are presented by approved EVSE brand as detailed in the following table:

² Data Points	Detail	Company 1	Company 2	Average
Average Frequency of Daily Charging	charge sessions per day (sessions less than 5 min excluded)	-	-	-
Average Length of Daily Charging	minutes of charging activity while plugged (all sessions)	-	-	-
Timing of Daily Charging	most frequent time when the most drivers started the charging	-	-	-

V. WORKPLACE CHARGING PROGRAM PARTICIPATION AND IMPACT HIGHLIGHTS

Workplace Charging Portfolio Offering Summary

ACE's approved workplace program offerings consists of make ready incentives to cover to cover 50% of make ready costs up to \$4,500 per smart charging port for new Level 2 EV charging infrastructure installed at workplace facilities located in ACE's service territory.

Location of Workplace Charging Station Deployments

As of December 31, 2021, ACE has not approved rebates for any workplace charging stations as part of its voluntary EV program. In future annual compliance filings, ACE plans to highlight charging deployment by zip code across its service territory, overlaying said deployments with the hosting capacity maps that ACE currently provides to the Board as part of its Stipulation of Settlement.

² See footnote 1.

Workplace Charging Data Summary

Metrics for residential EV charging during the 2021 program year are presented by approved EVSE brand as detailed in the following table:

³ Data Points	Detail	Company 1	Company 2	Average
Average Frequency of Daily Charging	charge sessions per day (sessions less than 5 min excluded)	-	-	-
Average Length of Daily Charging	minutes of charging activity while plugged (all sessions)	-	-	-
Timing of Daily Charging	most frequent time when the most drivers started the charging	-	-	-

VI. FLEET CHARGING PROGRAM PARTICIPATION AND IMPACT HIGHLIGHTS

Fleet Charging Portfolio Offering Summary

ACE's approved fleet program offerings consists of make ready incentives to cover 50% of make ready costs up to \$2,500 per smart charging port for new Level 2 EV charging infrastructure deployed in support of commercial fleet operations in ACE's service territory.

Location of Fleet Charging Station Deployments

As of December 31, 2021, ACE has not approved rebates for any fleet charging stations as part of its voluntary EV program. In future annual compliance filings, ACE plans to highlight charging deployment by zip code across its service territory, overlaying said deployments with the hosting capacity maps that ACE currently provides to the Board as part of its Stipulation of Settlement.

³ See footnote 1.

Fleet Charging Data Summary

Metrics for fleet EV charging during the reporting period from January 1, 2021 through December 31, 2021 are presented by approved EVSE brand as detailed in the following table.

⁴ Data Points	Detail	Company 1	Company 2	Average
Average Frequency of Daily Charging	charge sessions per day (sessions less than 5 min excluded)	-	-	-
Average Length of Daily Charging	minutes of charging activity while plugged (all sessions)	-	-	-
Timing of Daily Charging	most frequent time when the most drivers started the charging	-	-	-

VII. PUBLIC CHARGING PROGRAM PARTICIPATION AND IMPACT HIGHLIGHTS

Public Charging Portfolio Offering Summary

ACE's approved public program offerings consist of two items: (1) a make ready incentive that offers a 50% rebate of customer side of the meter make ready costs up to \$4,500 per smart charging port for publicly available L2 smart chargers, and (2) a make ready incentive to cover 90% of customer side of the meter make ready costs up to \$60,000 per smart charging port for publicly available DCFC smart chargers.

Location of charging station deployments

As of December 31, 2021, ACE has not approved rebates for any publicly available charging stations as part of its voluntary EV program. In future annual compliance filings, ACE plans to highlight charging deployment by Zip code across its service territory, overlaying said deployments with the hosting capacity maps that ACE currently provides to the Board as part of its Stipulation of Settlement.

⁴ See footnote 1.

Public Charging Data Summary

Metrics for public EV charging during the reporting period from January 1, 2021 through December 31, 2021 are presented by approved EVSE brand as detailed in the following table.

DCFC

⁵ Data Points	Detail	Company 1	Company 2	Average
Average Frequency of Daily Charging	charge sessions per day (sessions less than 5 min excluded)	-	-	-
Average Length of Daily Charging	minutes of charging activity while plugged (all sessions)	-	-	-
Timing of Daily Charging	most frequent time when the most drivers started the charging	-	-	-

L2

⁶ Data Points	Detail	Company 1	Company 2	Average
Average Frequency of Daily Charging	charge sessions per day (sessions less than 5 min excluded)	-	-	-
Average Length of Daily Charging	minutes of charging activity while plugged (all sessions)	-	-	-
Timing of Daily Charging	most frequent time when the most drivers started the charging	-	-	-

⁵ See footnote 1.

⁶ See footnote 1.

ACE

Voluntary Program for
Plug-In Vehicle Charging
Semi-Annual Report

March 1, 2022

**Atlantic City Electric Company (ACE)
Voluntary Program for Plug-In Vehicle Charging –
Electric Vehicle (EV) Program
Semi-Annual Report to the Board of Public Utilities
H2-2021 – July through December 2021**

**ACE Voluntary Program for PIV Charging – Electric Vehicle (EV) Program
H2-2021 - July through December 2021**

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Section 1: Estimated Quantity of Make-Ready Work

For each ACE-EV Sub-program:

A. N/A

B. In the second half of 2021, ACE selected and began work with its 3rd party program implementation contractors (ICs) responsible for the ongoing program management, data gathering, and reporting activities.

ACE worked with its ICs to further enhance the ACE EV website and stand up the application intake form / portal at <https://aceevsmart.programprocessing.com/>; compile a list of approved charging vendors that will be updated continuously throughout the program; create educational materials in the form of a program manual to help customers understand each program offering; and establish program-specific customer care procedures.

ACE also engaged with EV charging network providers to discuss data and qualified vendor requirements, and with its ICs to develop a process to gather and aggregate data from charging vendors.

The ACE EV program launched and began accepting applications in December 2021. No customer rebates have been issued as submitted applications during December are at varying stages of the approval process.

NOTE: This semi-annual report covers the second half (H2) of 2021 (H2 2021), for the period of July 1, 2021, through December 31, 2021. There is no estimated or actual make ready work in this period.

Residential Make-Ready Sub-Program

A. Pole to Meter

I. None in the current reporting period.

B. Meter to Charger

II. None in the current reporting period.

**ACE Voluntary Program for PIV Charging – Electric Vehicle (EV) Program
H2-2021 - July through December 2021**

Mixed-Use Commercial Make-Ready Sub-Program

A. Pole to Meter

- i. None in the current reporting period.

B. Meter to Charger

- i. None in the current reporting period.

Public DCFC Make-Ready Sub-Program

A. Pole to Meter

- i. None in the current reporting period.

B. Meter to Charger

- i. None in the current reporting period.

Section 2: DCFC EV Demand Charge Solution

For the DCFC EV Demand Charge Solution

A. There have been no enrollments in this program in the current reporting period.

B. N/A

Program Enrollment

- i. 0 customers enrolled.

Funding Balance

- i. N/A

Section 3: Semi-Annual and Program To-Date Forecast and Actual Costs

Capital Costs

- i. None in the current reporting period.

O&M Expenses

- i. Expenses incurred due to administrative activities total **\$67,713.42.**

ACE Voluntary Program for PIV Charging – Electric Vehicle (EV) Program
H2-2021 - July through December 2021

Section 4: Financial Tables

ACE EV Program Summary

Summary of Program Investment & Expenses

<i>Period</i>	<i>Investment</i>	<i>Expenses</i>
2021 Total		
<i>July</i>	\$ -	\$ -
<i>August</i>	\$ -	\$ -
<i>September</i>	\$ -	\$ -
<i>October</i>	\$ -	\$ 10,658.90
<i>November</i>	\$ -	\$ 25,054.52
<i>December</i>	\$ -	\$ 32,000.00
Year-to-Date	\$ -	\$ 67,713.42
Program-to-Date	\$ -	\$ 67,713.42
To-Go Forecast	\$ 14,793,000.00	\$ 5,812,286.58
Total Program Forecast	\$ 14,793,000.00	\$ 5,880,000.00
Program Caps	N/A	N/A

**ACE Voluntary Program for PIV Charging – Electric Vehicle (EV) Program
H2-2021 - July through December 2021**

Expenses by Category

Reported Program Expenses by Cost Category

<i>Program/Budget Line</i>	<i>Total Expenses for Reporting Period (a=b+c+d)</i>	<i>Administrative (b)</i>	<i>Education & Outreach (c)</i>	<i>Data Collection & Networking (d)</i>
RESIDENTIAL				
<i>Program Admin: ACE Labor</i>	\$ -	\$ -	\$ -	\$ -
<i>Program Admin: Contractor Labor</i>	\$ 7,448.48	\$ 7,448.48	\$ -	\$ -
<i>Data Aggregator</i>	\$ -	\$ -	\$ -	\$ -
<i>Marketing, Education & Outreach</i>	\$ -	\$ -	\$ -	\$ -
MIXED-USE COMMERCIAL PROGRAM (Multi-Family, Workplace, Fleet, and Public-Level 2)				
<i>Program Admin: ACE Labor</i>	\$ -	\$ -	\$ -	\$ -
<i>Program Admin: Contractor Labor</i>	\$ 33,856.71	\$ 33,856.71	\$ -	\$ -
<i>Data Aggregator</i>	\$ -	\$ -	\$ -	\$ -
<i>Marketing, Education & Outreach</i>	\$ -	\$ -	\$ -	\$ -
PUBLIC DCFC MAKE-READY SUB PROGRAM				
<i>Program Admin: ACE Labor</i>	\$ -	\$ -	\$ -	\$ -
<i>Program Admin: Contractor Labor</i>	\$ 26,408.23	\$ 26,408.23	\$ -	\$ -
<i>Data Aggregator</i>	\$ -	\$ -	\$ -	\$ -
<i>Marketing, Education & Outreach</i>	\$ -	\$ -	\$ -	\$ -
TOTAL EXPENSES BY CATEGORY	\$ 67,713.42	\$ 67,713.42	\$ -	\$ -
PROGRAM CAPS BY CATEGORY	N/A	N/A	N/A	N/A

**ACE Voluntary Program for PIV Charging – Electric Vehicle (EV) Program
H2-2021 - July through December 2021**

Period Expenses by Labor, Materials & Other

Reported Program Expenses LM&O

<i>Period</i>	<i>Total Expenses</i>	<i>ACE Labor</i>	<i>Contract Labor</i>	<i>Materials</i>	<i>Other</i>
<i>July-21</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>August-21</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>September-21</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>October-21</i>	\$ 10,658.90	\$ -	\$ 10,658.90	\$ -	\$ -
<i>November-21</i>	\$ 25,054.52	\$ -	\$ 25,054.52	\$ -	\$ -
<i>December-21</i>	\$ 32,000.00	\$ -	\$ 32,000.00	\$ -	\$ -
Period Total	\$ 67,713.42	\$ -	\$ 67,713.42	\$ -	\$ -

**ACE Voluntary Program for PIV Charging – Electric Vehicle (EV) Program
H2-2021 - July through December 2021**

Investment by Category

Reported Program Investment by Cost Category

<i>Program/Budget Line</i>	<i>Total Investment for Reporting Period (a=b+c+d+e)</i>	<i>Make Ready: Pole- to-Meter (b)</i>	<i>Make Ready: Behind-the- Meter (c)</i>	<i>Demand Charge Solution (d)</i>	<i>IT Systems (e)</i>
RESIDENTIAL					
<i>Make Ready: Pole-to-Meter</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Make Ready: Behind-the-Meter</i>	\$ -	\$ -	\$ -	\$ -	\$ -
MIXED-USE COMMERICAL PROGRAM					
<i>Make Ready: Pole-to-Meter</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Make Ready: Behind-the-Meter</i>	\$ -	\$ -	\$ -	\$ -	\$ -
PUBLIC DCFC MAKE-READY SUB PROGRAM					
<i>Make Ready: Pole-to-Meter</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Make Ready: Behind-the-Meter</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Demand Charge Rebate</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL INVESTMENT BY CATEGORY	\$ -	\$ -	\$ -	\$ -	\$ -
PROGRAM CAPS BY CATEGORY	N/A	N/A	N/A	N/A	N/A

**ACE Voluntary Program for PIV Charging – Electric Vehicle (EV) Program
H2-2021 - July through December 2021**

Period Investment by Labor, Materials & Other

Reported Program Investment LM&O

<i>Period</i>	<i>Total Expenses</i>	<i>ACE Labor</i>	<i>Contract Labor</i>	<i>Materials</i>	<i>Other</i>
<i>July-21</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>August-21</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>September-21</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>October-21</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>November-21</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>December-21</i>	\$ -	\$ -	\$ -	\$ -	\$ -
Period Total	\$ -	\$ -	\$ -	\$ -	\$ -