STATE OF NEW JERSEY
BOARD OF PUBLIC UTILITIES

In the Matter of the Petition of Public Service Electric and Gas Company for Approval of an Increase in Electric and Gas Rates and for Changes in the Tariffs for Electric and Gas Service, B.P.U.N.J. No. 17 Electric and B.P.U.N.J. No. 17 Gas, and for Changes in Depreciation Rates, Pursuant to N.J.S.A. 48:2-18, N.J.S.A. 48:2-21 and N.J.S.A. 48:2-21.1, and for Other Appropriate Relief

BPU Docket Nos. _____

DIRECT TESTIMONY
OF
KAREN REIF
VICE PRESIDENT OF RENEWABLES AND ENERGY SOLUTIONS

December 29, 2023

P-11

Table of Contents

PUBLIC SERVICE ELECTRIC AND GAS COMPANY
DIRECT TESTIMONY
OF
KAREN REIF
VICE PRESIDENT OF RENEWABLES AND ENERGY SOLUTIONS

I. INTRODUCTION

Q. Please state your name and business address.

A. My name is Karen Reif. My business address is 80 Park Plaza, Newark, New Jersey, 07102.

Q. In what capacity are you employed?

A. I am currently employed by Public Service Electric and Gas Company ("PSE&G" or "Company") as Vice President of Renewables and Energy Solutions. I have been employed by PSE&G for 28 years in a number of positions in trading, deregulated subsidiaries, information technology, and continuous improvement. I have held my present position since 2018. My credentials are set forth in Schedule KR-1.

Q. What is the purpose of your testimony?

A. As part of PSE&G's 2023 base rate filing with the New Jersey Board of Public Utilities ("BPU" or "Board"), the purpose of my testimony is to provide information regarding the PSE&G Clean Energy Future – Electric Vehicles ("CEF-EV") program that will support a finding by the Board that the investments and expenditures made by the program are prudent and reasonable. The Company should be permitted to establish rates in this proceeding that will permit recovery of both the CEF-EV costs that the Company proposes to include in to rates and the regulatory asset balances of CEF-EV capital and operation and maintenance ("O&M") costs that have been established in accordance with the Board's January 27, 2021 Order in BPU Docket No.

EO18101111.[1] My testimony will describe the programs and their implementation as well as costs and investments to date and expected during the test period. The details of the Company's accounting and cost recovery are presented in the testimony of witness Michael McFadden. The template for rate adjustments after this rate case proceeding as allowed in the CEF-EV Order are presented in the testimony of witness Mr. Stephen Swetz.

Q. Do you sponsor any schedules as part of your direct testimony?

A. Yes. I sponsor the following schedules that were prepared or compiled under my direction and supervision.

(1) Schedule KR-1 sets forth my credentials;

(3) Schedule KR-2 includes the Company's CEF-EV semi-annual reports as required by the CEF-EV Order.

II. THE COMPANY'S CEF-EV PROGRAMS

Q. Please describe the Company's CEF-EV Program that was approved by the Board in its CEF-EV Order.

A. In 2018, in light of legislative and executive actions in New Jersey supporting electric vehicles, PSE&G filed its CEF-EV program in conjunction with a proposal for energy storage. [2] Subsequently, while PSE&G's program was pending approval, the legislature passed the Plug In Vehicle Act of 2020 directing the Board to adopt policies and programs to advance the adoption

[1] *I/M/O The Petition Of Public Service Electric and Gas Company For Approval Of Its Clean Energy Future – Electric Vehicle And Energy Storage ("CEF-EVES") Program On A Regulated Basis*, BPU Docket No. EO18101111, "Decision and Order Approving Stipulation" (January 27, 2021) ("CEF-EV Order"). The cost recovery mechanism established in that Board Order is discussed in the testimony of Michael McFadden.

[2] New Jersey's 2018 Clean Energy Law (P.L. 2018, c. 17, § 1(a)(2), directed the Board to conduct an analysis of whether implementation of energy storage systems would promote the use of electric vehicles, and Executive Order 28 called for the development of a revised Energy Master Plan to include exploration of methods to incentivize transportation electrification. Additionally at that time New Jersey had recently become a partner in California's zero-emission vehicle program that stipulated that large volume automobile manufacturers achieve a certain percentage of sales from EVs.

of EVs, and the Board issued an order implementing the Act establishing requirements for utility files for light-duty EV charging infrastructure.[3]

In 2021, the CEF-EV Order authorized PSE&G to invest up to $166.2 million in facilities associated with its CEF-EV programs and to incur up to $39 million of incremental O&M expenses, including administrative costs, to support the program. The CEF-EV programs consist of the following three subprograms: (i) a Residential Smart Charging program; (ii) a Level 2 Mixed Use Commercial Charging program; and (iii) a Public Direct Current ("DC") Fast Charging program.[4] The CEF-EV program also provides for cross-program investments for Information Technology ("IT") system upgrades and modifications that support administration of the program.

Q. Please describe the Residential Smart Charging subprogram.

A. The Residential Smart Charging program permits the Company to provide utility incentives to individual residential sites to offset up to $1,500 of the costs of electric facilities required between the utility electric meter and the EV charging stub. The program budget of $60 million is designed to provide make-ready costs for up to 40,000 charging stubs. The Make-Ready work from the meter to the charging station includes the pre-wiring of electrical infrastructure at a parking space or a set of parking spaces to facilitate easy and cost-efficient installation of EV Service Equipment. This program also permits the Company to provide utility incentives of up to $5,000 to offset the costs of making a site Charger-Ready from the utility pole to the meter. This pole-to-meter work includes activities and facilities needed to upgrade an electric service to

[3] PIV Act, P.L. 2019, c.362, codified at N.J.S.A. 48:25-1, *et seq*; *In the Matter of Straw Proposal on Electric Vehicle Infrastructure Build Out*, B.P.U. Docket No. QO20050357 (Order Adopting the Minimum Filing Requirements for Light-Duty, Publicly-Accessible Electric Vehicle Charging, September 23, 2020.

[4] The CEF-EV order holds PSE&G's energy storage proposal and a medium-heavy duty EV program in abeyance pending the Board's consideration of energy storage policy issues and policy for medium-heavy-duty EV charging infrastructure.

accommodate EV service equipment. The budget for this portion of the subprogram is $20 million and is designed to enable the Company to provide incentives at up to 4,000 locations.

Q. Please describe the Mixed Use Commercial Level 2 subprogram.

A. This subprogram is designed to incentivize the installation of 3,500 chargers at 875 sites that include multi-family unit developments, government facilities and public facilities. Under the program PSE&G will provide (i) utility incentives up to $7,500 per charger to cover the make-ready costs of serving up to 3,500 charger stubs up to a total investment of $26.25 million, and (ii) utility incentives to offset up to $10,000 of make-ready electric service upgrades for up to 875 locations, up to a total investment of $8.75 million.

Q. Please describe the Public DC Fast-Charging subprogram.

A. Under this subprogram, PSE&G will provide (i) utility incentives of up to $25,000 per charger of make-ready utility meter to charger stub costs for up to 1,200 fast charger stations, up to a total investment of $30 million, and (ii) utility incentives to offset up to $50,000 of make-ready electric service upgrade costs for up to 300 locations, up to a total investment of $15 million. Of the total $30 million of investments for make-ready utility meter to charger stub work, $5 million is being used to provide demand charge rebates to customers under Rate Schedules GLP and LPL.

Q. Did the CEF-EV Order authorize PSE&G to invest any other EV-related costs in addition to those associated with the three subprograms?

A. Yes. The Company was authorized to invest up to $6.2 million for EV-related IT upgrades.

Q. Did the CEF-EV Order authorize PSE&G to incur any incremental O&M costs?

A. Yes. The Board authorized the Company to incur and defer for future recovery the following O&M costs:

(i) $0.6 million for telematic tracking devices to understand residential charging behaviors of 500 customers;

(ii) $13.8 million for data acquisition costs for all deployed EV chargers for six years;

(iii) $8 million for marketing, education, and outreach to support the EV program; and

(iv) $16.6 million for O&M costs for all administrative services needed to support the EV program, including IT-related O&M.

III. COST RECOVERY

Q. Did the CEF-EV Order establish a method for the Company to account for and recover the costs of the CEF-EV Program?

A. Yes. The CEF-EV Order permitted the Company to establish two regulatory assets that allow it to defer for recovery in this rate case the capital and O&M costs of the CEF-EV program. Under the capital cost deferral, the Company is permitted to defer the capital costs of the CEF-EV program until those costs are rolled into rates in a future base rate case. The CEF-EV Order provided that subject to a prudence review of all CEF-EV costs, the Company's next base rate case would include a request for recovery of all prudently incurred costs associated with the CEF-EV program. Accordingly, in this case, the Company is proposing to recover the CEF-EV regulatory asset on CEF-EV related plant in-service that is or will be placed in service within six months of the end of the test year, as described in the testimony of Michael McFadden and set forth in Schedule MPM-17. Similarly, the Company is proposing recovery of the CEF-capital and O&M regulatory assets, over the same period as set forth in Mr. McFadden's schedule MPM-49.

Q. How did the Company estimate investment levels and costs of the CEF-EV program?

A. The Company estimates these investment and cost levels based on a forecast that models participation levels and growth rates from program inception and uses investment averages per site and per charger for the average number of chargers per site. The costs are based on project costs and participation levels to date with indexes such as inflation and cost of living increases factored into the forecast.

Q. How will the Company recover future CEF-EV program costs?

A. CEF-EV investment that is not likely to be in service by six months following the end of the test year (November 30, 2024), will be deferred and placed in a regulatory asset. Consistent with the CEF-EV Order, this case will remain open so that CEF-EV investments placed in service after November 30, 2024 may be reviewed and placed into rates through annual rate adjustment filings after the Board issues an order at the conclusion of this proceeding. The Company's proposal for the methodology and schedule of the annual rate adjustment filings is set forth in the testimony of Mr. Swetz.

IV. PROGRESS IN IMPLEMENTING CEF-EV PROGRAMS

Q. Please describe implementation of the CEF-EV program.

A. Following the issuance of the CEF-EV Order, PSE&G undertook and completed program development, including development of the IT architecture and coordination with billing processes and systems necessary to administer the program, including EV-specific options such as time-of-use rebates. PSE&G then launched the CEF-EV Program in a series of steps from June through September 2021, that included opening program enrollment applications, issuing demand charge rebates, and marketing and customer education activities.

Q. Following launch, please describe the enrollment levels in the various programs and the investment levels to date.

A. The program has been very successful to date and has exceeded expected enrollment levels for the overall program despite initial delays due in part to supply chain issues. As documented in the most recent semi-annual CEF-EV Program report that is included in Schedule KR-2, through June 2023, enrollments included 5,405 residential customers (5,640 chargers), 72 Mixed Use Commercial customers (143 chargers), and 41 DC fast charger customers (267 chargers). These amounts will be updated in a future Company update.

Q. Has the Company implemented the CEF-EV Program in a reasonable and prudent manner consistent with the CEF-EV Order?

A. Yes. In implementing its CEF-EV program, PSE&G has used first-come, first-served implementation (*i.e.*, not based on geographical area or other preference) to encourage early participation and to eliminate the risk of bias or favoritism. Also, the Company's program application process ensures, consistent with the CEF-EV Order, that all customers or EV stations receiving an incentive must be networked, meaning that the charging station is capable of sending and receiving communications via a wi-fi or cellular network. Moreover, the Company has worked collaboratively with the signatory parties to the Stipulation adopted by the Board in the CEF-EV Order to refine and obtain charging data that has permitted the Company to prepare the residential and non-residential cost-of-service studies that are being presented by Company witness Mr. Swetz in support of corresponding proposed rate changes proposed in this proceeding.

Q. Please describe the Company's approach to customer education, outreach, and marketing activities for the CEF-EV program.

A. PSE&G engaged the services of a marketing consultant to help develop and manage the marketing, education, and outreach of the CEF-EV Program. The vendor collaborates with the

Company to develop annual marketing plans that build upon the success of each previous year to market the program and educate customers most effectively. The overall marketing campaign included developing marketing materials in both digital and print, bill inserts, executing paid media ads, speaking at public conferences and EV-related webinars/seminars, and participating in multiple events such as National Drive Electric Week, Earth Day celebrations, and auto shows. Moreover, PSE&G actively participates in several EV organizations and has participated as speakers or panelists at multiple industry conferences and events.

Q. Is the Company proposing to use any public funding to offset the costs of the CEF-EV Program?

A. In accordance with the CEF-EV Order, PSE&G is committed to helping customers obtain all federal, state or local funding that can be used to offset the cost of the CEF-EV program. PSE&G's CEF-EV program web site's "FAQs" section advises potential participants that PSE&G incentives can be combined with other publicly funded EV incentive programs and includes links to other available State and Federal Programs.[5]

As part of the effort to maximize customers' cross-program participation the Company meets monthly with BPU Staff and the New Jersey Department of Environmental Protection ("NJDEP") to discuss implementation of the EV incentive programs managed by the Office of Clean Energy, NJDEP and the New Jersey Economic Development Authority "(NJEDA") that are available to customers alongside the utility-run programs. These meetings have resulted in the development of cross-promotional materials that have been posted on applicable State websites. Furthermore, PSE&G presented (virtually) to NJZIP stakeholders at a webinar scheduled by

[5] https://nj.myaccount.pseg.com/myservicepublic/electricvehicles

Rutgers University.[6] To the extent that any applicant for PSE&G's CEF-EV program receives public funding that, coupled with the incentives provided under the Company's program, results in a project being funded 90 percent or more, the Company will reduce its incentive funding and rebates to bring the total rebates and incentives under 90 percent of funding costs, though this scenario has rarely occurred.[7]

Q. Are there are any other steps that PSE&G takes to ensure that the costs of CEF-EV programs are reasonable?

A. Yes. PSE&G uses outside vendors to administer certain aspects of the program such as: data acquisition; marketing, education, and outreach; administrative program support; and application processing. When retaining outside vendors, PSE&G used a competitive bid process as part of the Company's procurement process to ensure the costs of procured services are reasonable. Moreover, all CEF-EV Program expenditures are subjected to an internal pre-approval review process that examines the cost prudency and appropriateness of the costs as part of the CEF-EV Program. As part of that process, the Company benchmarks against costs of similar services in other utility-led EV programs.

Q. In addition to the CEF-EV Order, are there other BPU requirements for utility EV incentive programs with which the CEF-EV program complies?

A. Yes. In April, 2023 the BPU issued an order directing the state's electric distribution companies including PSE&G to modify their respective EV programs to comply with the

[6] NJZIP is NJEDA's pilot EV incentive program that provides vouchers for medium-heavy duty EVs. *See* https://www.njeda.gov/njzip/ .

[7] The Company has reviewed 23 applications to date that have indicated receipt of public funding, and has had to reduce PSE&G's incentive on the basis of additional public funding only once. An additional 49 applications are pending review at this time.

requirements of the New Jersey Appliance Standards Law of 2022 (Appliance Act).[8] In compliance with this order, PSE&G added eligibility requirements for CEF-EV Program participants that EV chargers must be Energy Star certified.

Additionally, PSE&G requires program participants to provide charging data that PSE&G reports to the BPU in accordance with the November 2022 and November 2023 orders in the dockets establishing procedures for New Jersey electric distribution companies' basic generation service (BGS) auction requirements.[9]

Q. Does this conclude your direct testimony?

A. Yes. It does.

[8] *In the Matter of the Petition of Public Service Electric and Gas Company for Approval of Its Clean Energy Future Electric Vehicle and Energy Storage ("CEF-EVES") Program on a Regulated Basis*, BPU Docket No. EO18101111 (Order dated April 12, 2023). The Appliance Act is codified at N.J.S.A. 52:27D-141.18 – 141.24.

[9] *In the Matter of the Provision of Basic Generation Service (BGS) for the Period Beginning June 1, 2023* (Decision and Order, November 9, 2022) (requiring EDCs to collect and report charging data from both residential EV and DCFC charging stations including total energy consumed, capacity and transmission tags, measured demands, connected load, and the resulting load factor); *In the Matter of the Provision of Basic Generation Service (BGS) for the Period Beginning June 1, 2024*, (Decision and Order, November 17, 2023) (requiring EDCs to continue to report on the charging data specified in the prior year's order).

CREDENTIALS
OF
KAREN REIF
VICE PRESIDENT RENEWABLES AND ENERGY SOLUTIONS

My name is Karen Reif, and I am employed by Public Service Electric and Gas Company ("PSE&G", "the Company") as the Vice President of Renewables and Energy Solutions. In this role, I have primary management and oversight responsibility for the market strategy, development and implementation of the Company's solar, electric vehicle, energy storage, and energy efficiency programs.

EDUCATIONAL BACKGROUND

I have a Bachelor of Arts degree in International Studies from Emory University, and a Master of Business Administration in Finance and Strategy from Carnegie Melon University.

WORK EXPERIENCE

I have worked for PSE&G and its affiliate PSEG Services Corporation for 28 years in various positions. I have also worked for ScottMadden Management Consultants as a consultant. I joined PSEG in 1995. I have held multiple positions across the organization including various roles in trading, deregulated subsidiaries, information technology and most recently, continuous improvement. I spent 14 years in the Information Technology Department, holding several leadership roles including system implementation, business relationship management and project management/quality support. Prior to becoming Vice President of Renewables and Energy Solutions, I served as the Senior Director of Continuous Improvement for PSEG Services Corporation. I established this function for PSEG, which is responsible for developing sustainable and quantifiable business improvements based on industry best practices. In July of 2018, I was named Vice President of Renewables and Energy Solutions. My professional experience includes

finance, strategy, business relationships, application implementation, quality assurance, process management and program management.

I have the following certifications: Project Management Professional, Lean Six Sigma, and Information Technology Infrastructure Library Foundation. I was named a 2023 Return on Information New Jersey ("ROI-NJ") Woman in Business Influencer, a 2023 ROI-NJ Energy & Utilities Influencer, a MOVES Power Woman 2022 (New York Moves Magazine), and won the Tribute to Women in NJ ("TWIN") Award in 2015. I am also a board member of the Boys & Girls Club in New Jersey, the Children's Specialized Hospital Foundation, and the Rutgers Business School Advisory Board.

Clean Energy Future – Electric Vehicle (EV) Program

Semi-Annual Report to the Board of Public Utilities

H1-2021 – January through June 2021

Table of Contents

Section 1: Estimated Quantity of Work

PSE&G will provide semi-annual reports on the CEF-EV deployment ("CEF-EV Report") with the following information:

- Estimated quantity of work
- Quantity completed to date or, if the project cannot be quantified with numbers, the major tasks completed, e.g. Residential, Mixed Use Commercial L2, and DCFC Public Charging Make Ready to Charger Stub units completed and number of service upgrades

Quantity of Work

See Table 1 for a summary of the period-to-date, program-to-date, and forecasted capital costs and O&M expenses for the CEF-EV Program.

Major Tasks Completed: Following Board approval on January 27, 2021, PSE&G initiated program development, including Infrastructure Technology (IT) architecture.

Quantity Completed to Date

See Table 2 for the capital costs per subprogram, indicating the work completed to date.

Quantity Completed: As of June 30, 2021, PSE&G has given no rebates for infrastructure development. PSE&G has invested in IT systems to support the deployment of the CEF-EV program and the development of associated customer platforms.

Section 2: DCFC Distribution Demand Charge Rebate

The semi-annual reports will include the following information

- The usage of the rebate funding
- The balance remaining of the $5 million rebate funding;

Program Usage

The application and agreement form for the DCFC Distribution Charge Rebate for pre-existing sites was launched on June 15, 2021. PSE&G received 8 applications for the DCFC Distribution Demand Charge Rebate on June 30, 2021 that are under review.

Funding Balance

See Table 2 for the balance remaining of the $5 million rebate funding. No DCFC Distribution Demand Charge Rebates were issued this reporting period.

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

The semi-annual reports will include the following information:

- The forecasted and actual capital costs
- The forecasted and actual O&M expenses

The project expenditures shall be broken out between labor, material and other costs.

Program Forecast

See Table 1 for the period-to-date, program-to-date, and forecasted capital costs and O&M expenses for the CEF-EV Program.

Capital Costs

See Table 2 for the actual capital costs by cost category and Table 3 for the capital costs broken out between labor, material and other.

O&M Expenses

See Table 4 for the actual expenses by cost category and Table 5 for the expenses broken out between labor, material and other.

Section 4: Financial Tables

Table 1: Summary of Program Investment & Expenses

Summary of Program Investment & Expenses

Utility Name: PSE&G
Program Name: Clean Energy Future - Electric Vehicles
BPU Docket No. EO18101111

Period	*Investment (a)*	*Expenses (b)*	*Total (c=a+b)*
H1 2021	**$89,635**	**$723,093**	**$812,727**
January	$0	$0	**$0**
February	$0	$0	**$0**
March	$0	$337,327	**$337,327**
April	$0	$65,997	**$65,997**
May	$20,494	$180,627	**$201,120**
June	$69,141	$139,142	**$208,282**
Period-to-Date	**$89,635**	**$723,093**	**$812,727**
Program-to-Date	**$89,635**	**$723,093**	**$812,727**
To-Go Forecast	**$166,110,365**	**$38,243,474**	**$38,153,840**
Total Program Forecast	**$166,200,000**	**$38,966,567**	**$38,966,567**
Program Caps	$166,200,000	$38,966,567	$38,966,567

CEF – EV Program
H1-2021 - January through June 2021

PSE&G

Table 2: Investment by Cost Category

Program Investment by Cost Category

Utility Name: PSE&G
Program Name: Clean Energy Future - Electric Vehicles
BPU Docket No. EO18101111
Reporting Period: January 1, 2021 thru June 30, 2021

Program/Budget Line	*Make Ready: Pole-to-Meter (a)*	*Make Ready: Behind-the-Meter (b)*	*Demand Charge Rebate (c)*	*IT Systems (d)*	*Total Investment for Reporting Period (e=a+b+c+d)*
RESIDENTIAL					
Residential Subtotal	$0	$0	$0	$0	$0
MIXED USE / COMMERICAL L2					
Mixed Use Commerical Subtotal	$0	$0	$0	$0	$0
DCFC PUBLIC CHARGING					
DCFC Subtotal	$0	$0	$0	$0	$0
IT SYSTEMS					
IT Systems Subtotal	$0	$0	$0	$89,635	$89,635
TOTAL INVESTMENT BY CATEGORY	$0	$0	$0	$89,635	$89,635
PROGRAM CAPS BY CATEGORY	$43,750,000	$111,250,000	$5,000,000	$6,200,000	$166,200,000
REMAINING FUNDING BY CATEGORY	$43,750,000	$111,250,000	$5,000,000	$6,110,365	$166,110,365

CEF – EV Program
H1-2021 - January through June 2021

Table 3: Investment by Labor, Material & Other Costs

Program Investment LM&O

Utility Name: PSE&G
Program Name: Clean Energy Future - Electric Vehicles
BPU Docket No. EO18101111
Reporting Period: January 1, 2021 thru June 30, 2021

2021	*Labor (a)*	*Materials (b)*	*Other (c)*	*Total Expenses (d=a+b+c)*
January	$0	$0	$0	$0
February	$0	$0	$0	$0
March	$0	$0	$0	$0
April	$0	$0	$0	$0
May	$18,164	$0	$2,330	$20,494
June	$56,374	$0	$12,767	$69,141
Period Total	**$74,538**	**$0**	**$15,097**	**$89,635**

CEF – EV Program
H1-2021 - January through June 2021

Table 4: Expenses by Cost Category

Program Expenses by Cost Category

Utility Name: PSE&G
Program Name: Clean Energy Future - Electric Vehicles
BPU Docket No. EO18101111
Reporting Period: January 1, 2021 thru June 30, 2021

Program/Budget Line	*Administration & Program Development (a)*	*Marketing, Education & Outreach (b)*	*Data Acquisition (c)*	*Residential Vehicle Device Technical Trial (d)*	*Total Expenses for Reporting Period (e=a+b+c+d)*
RESIDENTIAL					
Residential Subtotal	$299,186	$1,067	$21,018	$0	$321,271
MIXED USE / COMMERICAL L2					
Mixed Use Commerical Subtotal	$107,228	$903	$0	$0	$108,131
DCFC PUBLIC CHARGING					
DCFC Subtotal	$131,554	$1,067	$0	$0	$132,621
IT SYTEMS					
IT Systems Subtotal	$128,598	$0	$32,471	$0	$161,069
TOTAL EXPENSES BY CATEGORY	$666,567	$3,037	$53,489	$0	$723,093
PROGRAM CAPS BY CATEGORY	$16,620,000	$8,000,000	$13,776,567	$570,000	$38,966,567

Table 5: Expenses by Labor, Material & Other Costs

Program Expenses LM&O

Utility Name: PSE&G
Program Name: Clean Energy Future - Electric Vehicles
BPU Docket No. EO18101111
Reporting Period: January 1, 2021 thru June 30, 2021

2021	*Labor (a)*	*Materials (b)*	*Other (c)*	*Total Expenses (d=a+b+c)*
January	$0	$0	$0	$0
February	$0	$0	$0	$0
March	$77,327	$0	$260,000	$337,327
April	$59,247	$0	$6,750	$65,997
May	$58,909	$0	$121,718	$180,627
June	$77,958	$0	$61,184	$139,142
Period Total	**$273,441**	**$0**	**$449,651**	**$723,093**

Clean Energy Future – Electric Vehicle (EV) Program

Semi-Annual Report to the Board of Public Utilities

H2-2021 – July through December 2021

Table of Contents

Section 1: Estimated Quantity of Make-Ready Work

PSE&G will provide semi-annual reports on the CEF-EV deployment ("CEF-EV Report") with the following information:

- Estimated quantity of work
- Quantity completed to date or, if the project cannot be quantified with numbers, the major tasks completed, e.g. Residential, Mixed Use Commercial L2, and DCFC Public Charging Make Ready to Charger Stub units completed and number of service upgrades:

Quantity of Work

See Table 1 for a summary of the period-to-date, program-to-date, and forecasted capital costs and O&M expenses for the Clean Energy Future – Electric Vehicle Program ("CEF-EV Program").

Major Tasks Completed: Following Board approval on January 27, 2021, PSE&G initiated program development, including Infrastructure Technology (IT) architecture. PSE&G launched the CEF-EV Program in a series of steps from June through September, 2021 as discussed in detail in each subprogram below.

Quantity Completed to Date

See Table 2 for the capital costs per subprogram, indicating the work completed to date.

Quantity Completed: As of December 31, 2021, PSE&G has invested a total of $4.2M in CEF-EV Program investment. This includes investment for the following three subprograms: (i) Residential Smart Charging Program, (ii) Level-2 Mixed Use Charging Program, and (iii) a Direct Current Fast Charging ("DCFC") Program, which also includes investment in Distribution Demand Charge Rebates. The CEF-EV Program further includes cross-program investments for IT system upgrades to support the deployment of the CEF-EV program and the development of associated customer platforms.

Section 2: DCFC Distribution Demand Charge Rebate

The semi-annual reports will include the following information:

- The usage of the rebate funding
- The balance remaining of the $5 million rebate funding

Program Usage

The application and agreement form for the DCFC Distribution Charge Rebate for pre-existing sites was launched on June 15, 2021. Through December 31, 2021, PSE&G has enrolled 32 customers to the DCFC Distribution Demand Charge Rebate.

Funding Balance

See Table 2 for the usage and balance remaining of the $5 million rebate funding. As of December 31, 2021, PSE&G distributed $292,680 in demand charge rebates for this reporting period. There is $4.7M remaining in the funding.

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

The semi-annual reports will include the following information:

- The forecasted and actual capital costs
- The forecasted and actual O&M expenses

The project expenditures shall be broken out between labor, material, and other costs.

Program Forecast

See Table 1 for the period-to-date, program-to-date, and forecasted capital costs and O&M expenses for the CEF-EV Program.

Capital Costs

See Table 2 for the actual capital costs by cost category and Table 3 for the capital costs broken out between labor, material and other ("LM&O").

Program enrollment for make-ready funding was implemented in phases. The DCFC subprogram was launched on July 23, 2021. The Level 2 Mixed-Use Commercial subprogram was launched on July 30, 2021. The Residential make-ready subprogram was launched on September 15, 2021. As of December 31, 2021, the CEF Program has enrolled 218 residential customers, 5 Mixed Use Commercial customers, and 32 DCFC customers in the CEF-EV Program.

O&M Expenses

See Table 4 for the actual expenses by cost category and Table 5 for the expenses broken out between labor, material and other.

Section 4: Financial Tables

Table 1: CEF-EV Program Summary

Period	*Investment (a)*	*Expenses (b)*	*Total (c=a+b)*
July	$534,212	$93,260	**$627,472**
August	$828,890	$143,407	**$972,298**
September	$216,220	$173,913	**$390,133**
October	$542,813	$73,084	**$615,896**
November	$490,443	$67,845	**$558,288**
December	$1,526,801	$50,449	**$1,577,249**
Reporting Period	**$4,139,378**	**$601,958**	**$4,741,336**
Program-to-Date	**$4,229,013**	**$1,325,051**	**$5,554,064**
To-Go Forecast	**$161,970,987**	**$37,641,516**	**$199,612,503**
Total Program Forecast	**$166,200,000**	**$38,966,567**	**$205,166,567**
Program Caps	$166,200,000	$38,966,567	$205,166,567

CEF – EV Program
H2-2021 – July through December 2021

Table 2: Investment by Cost Category

Program/Budget Line	*Make Ready: Pole to Meter (a)*	*Make Ready: Behind the Meter (b)*	*Demand Charge Rebate (c)*	*IT Systems (d)*	*Total (e=a+b+c+d)*
RESIDENTIAL					
Residential Subtotal	$0	$159,016	$0	$0	$159,016
MIXED USE / COMMERICAL L2					
Mixed-Use Subtotal	$0	$37,500	$0	$0	$37,500
DCFC PUBLIC CHARGING					
DCFC Subtotal	$0	$0	$292,680	$0	$292,680
IT SYSTEMS					
IT Systems Subtotal	$0	$0	$0	$3,650,182	$3,650,182
Reporting Period	**$0**	**$196,516**	**$292,680**	**$3,650,182**	**$4,139,378**
Program-to-Date	$0	$196,516	$292,680	$3,739,817	$4,229,013
Remaining Funding by Category	$43,750,000	$111,053,484	$4,707,320	$2,460,183	$161,970,987
Total Program Forecast	$43,750,000	$111,250,000	$5,000,000	$6,200,000	$166,200,000
Program Caps by Category	$43,750,000	$111,250,000	$5,000,000	$6,200,000	$166,200,000

CEF – EV Program
H2-2021 – July through December 2021

Table 3: Investment by Labor, Materials & Other ("LM&O") Costs

Period	*Labor (a)*	*Materials (b)*	*Other (c)*	*Total (d=a+b+c)*
July	$76,965	$0	$457,247	$534,212
August	$80,379	$0	$748,511	$828,890
September	$94,513	$0	$121,706	$216,220
October	$58,789	$0	$484,023	$542,813
November	$40,847	$0	$449,596	$490,443
December	$109,565	$0	$1,417,235	$1,526,801
Reporting Period	**$461,059**	**$0**	**$3,678,319**	**$4,139,378**

CEF – EV Program
H2-2021 – July through December 2021

Table 4: Program Expenses by Cost Category

Program/Budget Line	*Administration & Program Development (a)*	*Marketing, Education, and Outreach (b)*	*Data Acquisition (c)*	*Residential Vehicle Device Technical Trial (d)*	*Total (e=a+b+c+d)*
RESIDENTIAL					
Residential Subtotal	$237,875	$58,545	$46,487		**$342,907**
MIXED USE / COMMERICAL L2					
Mixed-Use Subtotal	$116,739	$21,598	$0		**$138,337**
DCFC PUBLIC CHARGING					
DCFC Subtotal	$105,697	$21,522	$0		**$127,219**
IT SYSTEMS					
IT Systems Subtotal	-$15,975	$0	$9,471		**-$6,504**
Reporting Period	**$444,336**	**$101,664**	**$55,958**	**$0**	**$601,958**
Program-to-Date	$1,110,903	$104,701	$109,447	$0	$1,325,051
Remaining Funding by Category	$15,509,097	$7,895,299	$13,667,120	$570,000	$37,641,516
Total Program Forecast	$16,620,000	$8,000,000	$13,776,567	$570,000	$38,966,567
Program Caps by Category	$16,620,000	$8,000,000	$13,776,567	$570,000	$38,966,567

CEF – EV Program
H2-2021 – July through December 2021

Table 5: Expenses by Labor, Material & Other ("LM&O") Costs

2021	*Labor (a)*	*Materials (b)*	*Other (c)*	*Total Expenses (d=a+b+c)*
July	$102,181	$64	-$8,985	$93,260
August	$112,236	$21,956	$9,215	$143,407
September	$109,692	$0	$64,221	$173,913
October	$97,684	$0	-$24,600	$73,084
November	$31,840	$0	$36,005	$67,845
December	$57,390	$935	-$7,876	$50,449
Reporting Period	**$511,023**	**$22,955**	**$67,980**	**$601,958**

Clean Energy Future – Electric Vehicle (EV) Program

Semi-Annual Report to the Board of Public Utilities

H1-2022 – January through June 2022

Table of Contents

Section 1: Estimated Quantity of Make-Ready Work

PSE&G will provide semi-annual reports on the CEF-EV deployment ("CEF-EV Report") with the following information:

- Estimated quantity of work
- Quantity completed to date or, if the project cannot be quantified with numbers, the major tasks completed, e.g. Residential, Mixed Use Commercial L2, and DCFC Public Charging Make Ready to Charger Stub units completed and number of service upgrades:

Quantity of Work

See Table 1 for a summary of the period-to-date, program-to-date, and forecasted capital costs and O&M expenses for the Clean Energy Future – Electric Vehicle Program ("CEF-EV Program").

Major Tasks Completed: Following Board approval on January 27, 2021, PSE&G initiated program development, including Infrastructure Technology (IT) architecture. PSE&G launched the CEF-EV Program in a series of steps from June through September 2021 as discussed in detail in each subprogram below.

Quantity Completed to Date

See Table 2 for the capital costs per subprogram, indicating the work completed to date.

Quantity Completed: As of June 30, 2020, PSE&G has invested a total of $7.3M in CEF-EV Program investment. This includes investment for the following three subprograms: (i) Residential Smart Charging Program, (ii) Level-2 Mixed Use Charging Program, and (iii) a Direct Current Fast Charging ("DCFC") Program, which also includes investment in Distribution Demand Charge Rebates. The CEF-EV Program further includes cross-program investments for IT system upgrades to support the deployment of the CEF-EV program and the development of associated customer platforms.

Section 3: DCFC Distribution Demand Charge Rebate

The semi-annual reports will include the following information:

- The usage of the rebate funding
- The balance remaining of the $5 million rebate funding

Program Usage

The application and agreement form for the DCFC Distribution Charge Rebate for pre-existing sites was launched on June 15, 2021. Program to date, PSE&G has enrolled 33 customers to the DCFC Distribution Demand Charge Rebate, comprising of 242 chargers.

Funding Balance

See Table 2 for the usage and balance remaining of the $5 million rebate funding. As of June 30, 2022, PSE&G distributed $482,768 in demand charge rebates for this reporting period. There is $4.5M remaining in the funding.

Section 2: Semi-Annual and Program To-Date Forecast and Actual Costs

The semi-annual reports will include the following information:

- The forecasted and actual capital costs
- The forecasted and actual O&M expenses

The project expenditures shall be broken out between labor, material, and other costs.

Program Forecast

See Table 1 for the period-to-date, program-to-date, and forecasted capital costs and O&M expenses for the CEF-EV Program.

Capital Costs

See Table 2 for the actual capital costs by cost category and Table 3 for the capital costs broken out between labor, material and other ("LM&O").

Program enrollment for make-ready funding was implemented in phases. The DCFC subprogram was launched on July 23, 2021. The Level 2 Mixed-Use Commercial subprogram was launched on July 30, 2021. The Residential make-ready subprogram was launched on September 15, 2021. As of June 30, 2021, the CEF Program has enrolled 670 residential customers (678 Chargers), 11 Mixed Use Commercial customers (17 Chargers), and 33 DCFC customers in the CEF-EV Program (242 Chargers).

O&M Expenses

See Table 4 for the actual expenses by cost category and Table 5 for the expenses broken out between labor, material and other.

Section 4: Financial Tables

Table 1: CEF-EV Program Summary

Summary of Program Investment & Expenses

Period	*Investment*	*Expenses*	*Total*
H1 2022	**$3,108,316**	**$964,393**	**$4,072,709**
January	$716,318	$90,893	**$807,211**
February	$601,843	$153,420	**$755,263**
March	$609,068	$181,442	**$790,510**
April	$319,678	$188,446	**$508,124**
May	$567,202	$92,147	**$659,349**
June	$303,744	$258,045	**$561,789**
Period-to-Date	**$3,117,853**	**$964,393**	**$4,082,246**
Program-to-Date	**$7,238,549**	**$2,289,444**	**$9,527,993**
To-Go Forecast	**$158,961,451**	**$36,677,123**	**$195,638,574**
Total Program Forecast	**$166,200,000**	**$38,966,567**	**$205,166,567**
Program Caps	$166,200,000	$38,966,567	$205,166,567

Table 2: Investment by Cost Category

Reported Program Investment by Cost Category

Program/Budget Line	*Make Ready: Pole to Meter*	*Make Ready: Behind the Meter*	*Demand Charge Rebate*	*IT Systems*	*Total Investment for Reporting Period*
RESIDENTIAL					
Residential Subtotal	$0	$684,491	$0	$0	$684,491
MIXED USE / COMMERICAL L2					
Mixed-Use Subtotal	$0	$84,980	$0	$0	$84,980
DCFC PUBLIC CHARGING					
DCFC Subtotal	$0	$49,950	$190,088	$0	$240,038
IT SYSTEMS					
IT Systems Subtotal	$0	$0	$0	$2,108,344	$2,108,344
Reporting Period	**$0**	**$819,421**	**$190,088**	**$2,108,344**	**$3,117,853**
Program to Date	$0	$1,015,937	$482,768	$5,848,161	$7,346,866
Remaining Funding by Category	$43,750,000	$110,234,063	$4,517,232	$351,839	$158,853,134
Total Program Forecast	$43,750,000	$111,250,000	$5,000,000	$6,200,000	$166,200,000
Program Caps by Category	$43,750,000	$111,250,000	$5,000,000	$6,200,000	$166,200,000

Table 3: Investment by Labor, Materials & Other ("LM&O") Costs

2022	*Labor*	*Materials*	*Other (Incentives, O/S, AFUDC)**	*Total Investment*
January	$42,931	$0	$673,387	**$716,318**
February	$32,290	$0	$569,553	**$601,843**
March	$11,930	$0	$597,137	**$609,068**
April	$13,837	$0	$305,841	**$319,678**
May	$5,278	$0	$561,924	**$567,202**
June	$5,996	$0	$297,748	**$294,207**
Reporting Period	**$112,262**	**$0**	**$3,005,590**	**$3,117,852**

*O/S = Outside Services, AFUDC = Allowed Funds Used During Construction

Table 4: Program Expenses by Cost Category

Reported Program Investment by Cost Category

Program/Budget Line	*Administration & Program Development*	*Marketing, Education, and Outreach*	*Data Acquisition*	*Residential Vehicle Device Technical Trial*	*Total Expenses for Reporting Period*
RESIDENTIAL					
Residential Subtotal	$347,596	$64,420	$20,753	$0	**$432,769**
Mixed-Use Subtotal	$124,520	$35,960	$17,524	$0	**$178,004**
DCFC Subtotal	$118,261	$34,578	$13,516	$0	**$166,355**
IT Systems Subtotal	$0	$0	$187,264	$0	**$187,264**
Reporting Period	**$590,377**	**$134,958**	**$239,058**	**$0**	**$964,393**
Program to Date	$1,701,280	$239,659	$348,504	$0	$2,289,443
Remaining Funding by Category	$14,918,720	$7,760,341	$13,428,063	$570,000	$36,677,127
Total Program Forecast	$16,620,000	$8,000,000	$13,776,567	$570,000	$38,966,567
Program Caps by Category	$16,620,000	$8,000,000	$13,776,567	$570,000	$38,966,567

Table 5: Expenses by Labor, Material & Other ("LM&O") Costs

Period	*Labor*	*Materials*	*Other*	*Total Expenses*
January	$90,893	$0	$0	$90,893
February	$153,420	$0	$0	$153,420
March	$181,443	$0	$0	$181,443
April	$184,903	$0	$3,543	$188,446
May	$91,022	$0	$1,125	$92,147
June	$252,631	$0	$5,413	$258,044
Period Total	**$954,312**	**$0**	**$10,081**	**$964,393**

Clean Energy Future – Electric Vehicle (EV) Program

Semi-Annual Report to the Board of Public Utilities

H2-2022 – July through December 2022

Table of Contents

Section 1: Estimated Quantity of Make-Ready Work

PSE&G will provide semi-annual reports on the CEF-EV deployment ("CEF-EV Report") with the following information:

- Estimated quantity of work
- Quantity completed to date or, if the project cannot be quantified with numbers, the major tasks completed, e.g. Residential, Mixed Use Commercial L2, and DCFC Public Charging Make Ready to Charger Stub units completed and number of service upgrades:

Quantity of Work

See Table 1 for a summary of the period-to-date, program-to-date, and forecasted capital costs and O&M expenses for the Clean Energy Future – Electric Vehicle Program ("CEF-EV Program").

Major Tasks Completed: Following Board approval on January 27, 2021, PSE&G initiated program development, including Infrastructure Technology (IT) architecture. PSE&G launched the CEF-EV Program in a series of steps from June through September 2021 as discussed in detail in each subprogram below.

Quantity Completed to Date

See Table 2 for the capital costs per subprogram, indicating the work completed to date.

Quantity Completed: Program to date, PSE&G has invested a total of $13M in CEF-EV Program investment. This includes investment for the following three subprograms: (i) Residential Smart Charging Program, (ii) Level-2 Mixed Use Charging Program, and (iii) a Direct Current Fast Charging ("DCFC") Program, which also includes investment in Distribution Demand Charge Rebates. The CEF-EV Program further includes cross-program investments for IT system upgrades to support the deployment of the CEF-EV program and the development of associated customer platforms.

Section 2: DCFC Distribution Demand Charge Rebate

The semi-annual reports will include the following information:

- The usage of the rebate funding
- The balance remaining of the $5 million rebate funding

Program Usage

The application and agreement form for the DCFC Distribution Charge Rebate for pre-existing sites was launched on June 15, 2021 with credits issued retroactive to program approval on January 27, 2021. Program to date, PSE&G has enrolled 35 customers to the DCFC Distribution Demand Charge Rebate, comprising of 252 chargers.

Funding Balance

See Table 2 for the usage and balance remaining of the $5 million rebate funding. Program to date, PSE&G distributed $628,777 in demand charge rebates, of which $210,532 was distributed this reporting period. There is $4.4M remaining in the funding. Year 3 of the credit will begin on January 27, 2023, with the distribution demand charge rebate adjusted from 75% to 50%.

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

The semi-annual reports will include the following information:

- The forecasted and actual capital costs
- The forecasted and actual O&M expenses

The project expenditures shall be broken out between labor, material, and other costs.

Program Forecast

See Table 1 for the period-to-date, program-to-date, and forecasted capital costs and O&M expenses for the CEF-EV Program.

Capital Costs

See Table 2 for the actual capital costs by cost category and Table 3 for the capital costs broken out between labor, material and other ("LM&O").

Program enrollment for make-ready funding was implemented in phases. The DCFC subprogram was launched on July 23, 2021. The Level 2 Mixed-Use Commercial subprogram was launched on July 30, 2021. The Residential make-ready subprogram was launched on September 15, 2021.

Program to date, the CEF Program has enrolled 1,974 residential customers (1,995 Chargers), 33 Mixed Use Commercial customers (63 Chargers), and 35 DCFC customers in the CEF-EV Program (252 Chargers).

O&M Expenses

See Table 4 for the actual expenses by cost category and Table 5 for the expenses broken out between labor, material and other.

Section 4: Financial Tables

Table 1: CEF-EV Program Summary

Summary of Program Investment & Expenses

Period	*Investment*	*Expenses*	*Total*
H2 2022	**$5,695,131**	**$1,710,798**	**$7,405,929**
July	$1,105,954	$743,625	**$1,849,579**
August	$397,345	$211,971	**$609,316**
September	$1,022,141	$207,177	**$1,229,318**
October	$1,008,309	$187,788	**$1,196,097**
November	$819,372	$160,819	**$980,191**
December	$1,338,213	$199,418	**$1,537,631**
Period-to-Date	**$5,695,131**	**$1,710,798**	**$7,405,929**
Program-to-Date	**$12,988,098**	**$4,000,242**	**$16,988,340**
To-Go Forecast	**$153,211,902**	**$34,966,325**	**$188,178,227**
Total Program Forecast	**$166,200,000**	**$38,966,567**	**$205,166,567**
Program Caps	$166,200,000	$38,966,567	$205,166,567

CEF – Electric Vehicle (EV) Program
H2-2022 – July through December 2022

Table 2: Investment by Cost Category

Reported Program Investment by Cost Category

Program/Budget Line	*Make Ready: Pole to Meter*	*Make Ready: Behind the Meter*	*Demand Charge Rebate*	*IT Systems*	*Total Investment for Reporting Period*
RESIDENTIAL					
Residential Subtotal	$1,929,859	$1,660,600	$0	$0	$3,590,459
MIXED USE / COMMERICAL L2					
Mixed-Use Subtotal	$61,386	$366,843	$0	$0	$428,229
DCFC PUBLIC CHARGING					
DCFC Subtotal	$888,648	$200,000	$210,532	$0	$1,299,180
IT SYSTEMS					
IT Systems Subtotal	$0	$0	$0	$377,264	$377,264
Reporting Period	**$2,879,893**	**$2,227,442**	**$210,532**	**$377,264**	**$5,695,131**
Program to Date	$2,879,893	$3,305,000	$628,777	$6,174,428	$12,988,098
Remaining Funding by Category	$40,870,107	$107,945,000	$4,371,223	$25,572	$153,211,902
Total Program Forecast	$43,750,000	$111,250,000	$5,000,000	$6,200,000	$166,200,000
Program Caps by Category	$43,750,000	$111,250,000	$5,000,000	$6,200,000	$166,200,000

CEF – Electric Vehicle (EV) Program
H2-2022 – July through December 2022

Table 3: Investment by Labor, Materials & Other ("LM&O") Costs

2022	Labor	Materials	Other (Incentives, O/S)*	Total Investment
July	$4,192	$0	$1,105,954	**$1,110,146**
August	$2,034	$0	$395,311	**$397,345**
September	$1,224	$0	$1,022,141	**$1,023,365**
October	$122	$0	$1,008,187	**$1,008,309**
November	$46	$0	$819,372	**$819,418**
December	$0	$0	$1,342,010	**$1,342,010**
Reporting Period	**$7,617**	**$0**	**$5,687,514**	**$5,695,131**

*O/S = Outside Services,

CEF – Electric Vehicle (EV) Program
H2-2022 – July through December 2022

Table 4: Program Expenses by Cost Category

Reported Program Investment by Cost Category

Program/Budget Line	*Administration & Program Development*	*Marketing, Education, and Outreach*	*Data Acquisition*	*Residential Vehicle Device Technical Trial*	*Total Expenses for Reporting Period*
RESIDENTIAL					
Residential Subtotal	$395,572	$178,088	$18,074	$0	**$591,733**
Mixed-Use Subtotal	$166,956	$48,414	$17,159	$0	**$232,529**
DCFC Subtotal	$148,432	$46,208	$11,987	$0	**$206,627**
IT Systems Subtotal	$0	$0	$679,808	$0	**$679,808**
Reporting Period	**$710,961**	**$272,709**	**$727,028**	**$0**	**$1,710,798**
Program to Date	$2,412,241	$512,368	$1,075,532	$0	$4,000,241
Remaining Funding by Category	$13,787,759	$7,487,632	$12,701,035	$570,000	$34,966,326
Total Program Forecast	$16,620,000	$8,000,000	$13,776,567	$570,000	$38,966,567
Program Caps by Category	$16,620,000	$8,000,000	$13,776,567	$570,000	$38,966,567

CEF – Electric Vehicle (EV) Program
H2-2022 – July through December 2022

Table 5: Expenses by Labor, Material & Other ("LM&O") Costs

Period	*Labor*	*Materials*	*Other*	*Total Expenses*
July	$234,911	$0	$508,713	$743,625
August	$211,308	$0	$663	$211,971
September	$205,764	$0	$1,413	$207,177
October	$187,302	$0	$486	$187,788
November	$159,684	$0	$1,134	$160,819
December	$195,731	$0	$3,688	$199,418
Period Total	**$1,194,700**	**$0**	**$516,098**	**$1,710,798**

Clean Energy Future – Electric Vehicle (EV) Program

Semi-Annual Report to the Board of Public Utilities

HY1-2023 – January through June 2023

Table of Contents

Section 1: Estimated Quantity of Make-Ready Work

PSE&G will provide semi-annual reports on the CEF-EV deployment ("CEF-EV Report") with the following information:

- Estimated quantity of work
- Quantity completed to date or, if the project cannot be quantified with numbers, the major tasks completed, e.g. Residential, Mixed Use Commercial, and DCFC Public Charging Make Ready to Charger Stub units completed and number of service upgrades:

Quantity of Work

See Table 1 for a summary of the period-to-date, program-to-date, and forecasted capital costs and O&M expenses for the Clean Energy Future – Electric Vehicle Program ("CEF-EV Program").

Major Tasks Completed: Following Board approval on January 27, 2021, PSE&G initiated program development, including Infrastructure Technology ("IT") architecture. PSE&G launched the CEF-EV Program in a series of steps from June through September 2021. Since that time PSE&G has continued to enroll eligible customers as discussed in detail in each subprogram below.

Quantity Completed to Date

See Table 2 for the capital costs per subprogram, indicating the work completed to date.

Quantity Completed: Since program inception, PSE&G has invested a total of $21M in CEF-EV Program investment. This includes investment for the following three subprograms: (i) Residential Smart Charging Program, (ii) Level-2 Mixed Use Charging Program, and (iii) a Direct Current Fast Charging ("DCFC") Program, which also includes investment in Distribution Demand Charge Rebates. The CEF-EV Program further includes cross-program investments for IT system upgrades to support the deployment of the CEF-EV program and the development of associated customer platforms.

Section 2: DCFC Distribution Demand Charge Rebate

The semi-annual reports will include the following information:

- The usage of the rebate funding
- The balance remaining of the $5 million rebate funding

Program Usage

The application and agreement form for the DCFC Distribution Charge Rebate for pre-existing sites was launched on June 15, 2021. Program to date, PSE&G has enrolled 41 customers to the DCFC Distribution Demand Charge Rebate, comprising of 267 chargers.

Funding Balance

See Table 2 for the usage and balance remaining of the $5 million rebate funding. Since program inception, PSE&G distributed $780,571 in demand charge rebates. There is $4.2M remaining in the funding.

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

The semi-annual reports will include the following information:

- The forecasted and actual capital costs
- The forecasted and actual O&M expenses

The project expenditures shall be broken out between labor, material, and other costs.

Program Forecast

See Table 1 for the period-to-date, program-to-date, and forecasted capital costs and O&M expenses for the CEF-EV Program.

Capital Costs

See Table 2 for the actual capital costs by cost category and Table 3 for the capital costs broken out between labor, material and other ("LM&O").

Program enrollment for make-ready funding was implemented in phases. The DCFC subprogram was launched on July 23, 2021. The Level 2 Mixed-Use Commercial subprogram was launched on July 30, 2021. The Residential make-ready subprogram was launched on September 15, 2021. Since program inception, the CEF Program has enrolled 5,405 residential customers (5,640 Chargers), 72 Mixed Use Commercial customers (143 Chargers), and 41 DCFC customers in the CEF-EV Program (267 Chargers).

O&M Expenses

See Table 4 for the actual expenses by cost category and Table 5 for the expenses broken out between labor, material and other.

Section 4: EV Charging Data Summary

The CEF-EV Program semi-annual report will include a submittal of the following data:

- Residential EV Charging Data
- Direct Current Fast Charging ("DCFC") Data

The submittal will provide the total energy consumed, capacity and transmission tags, measured demands, connected load, and the resulting load factor.

Residential EV Charging Data

The Residential EV charging data is summarized in Table 6.

DCFC Data Definitions

The DCFC EV charging data is summarized in Table 7.

Section 5: Tables

Table 1: CEF-EV Program Financial Summary

Period	*Investment*	*Expenses*	*Total*
HY1 2023	**$7,992,376**	**$2,515,249**	**$10,507,625**
January	$874,051	$1,020,473	**$1,894,524**
February	$1,274,173	$30,279	**$1,304,452**
March	$932,227	$468,444	**$1,400,671**
April	$1,553,476	$335,997	**$1,889,473**
May	$1,680,830	$308,856	**$1,989,686**
June	$1,677,619	$351,201	**$2,028,820**
Period-to-Date	**$7,992,376**	**$2,515,249**	**$10,507,625**
Program-to-Date	**$20,980,474**	**$6,515,491**	**$27,495,965**
To-Go Forecast	**$145,219,526**	**$32,451,076**	**$177,670,602**
Total Program Forecast	**$166,200,000**	**$38,966,567**	**$205,166,567**
Program Caps	$166,200,000	$38,966,567	$205,166,567

CEF – Electric Vehicle (EV) Program
HY1-2023 – January through June 2023

Table 2: Investment by Cost Category

Program/Budget Line	*Make Ready: Pole to Meter*	*Make Ready: Behind the Meter*	*Demand Charge Rebate*	*IT Systems*	*Total Investment for Reporting Period*
RESIDENTIAL					
Residential Subtotal	$2,273,203	$4,471,157	$0	$0	$6,744,360
MIXED USE / COMMERICAL L2					
Mixed-Use Subtotal	$71,230	$604,597	$0	$0	$675,827
DCFC PUBLIC CHARGING					
DCFC Subtotal	$71,586	$324,870	$151,795	$0	$548,251
IT SYSTEMS					
IT Systems Subtotal	$0	$0	$0	$23,938	$23,938
Reporting Period	**$2,416,018**	**$5,400,625**	**$151,795**	**$23,938**	**$7,992,376**
Program to Date	$5,295,912	$8,705,761	$780,571	$6,198,366	$20,980,610
Remaining Funding by Category	$38,454,088	$102,544,239	$4,219,429	$1,634	$145,219,390
Total Program Forecast	$43,750,000	$111,250,000	$5,000,000	$6,200,000	$166,200,000
Program Caps by Category	$43,750,000	$111,250,000	$5,000,000	$6,200,000	$166,200,000

CEF – Electric Vehicle (EV) Program
HY1-2023 – January through June 2023

Table 3: Investment by Labor, Materials & Other ("LM&O") Costs

2023	*Labor*	*Materials*	*Other**	*Total Investment*
January	$3,928	$0	$870,123	**$874,051**
February	$9,990	$0	$1,264,183	**$1,274,173**
March	$8,914	$0	$923,313	**$932,227**
April	$-9	$0	$1,553,485	**$1,553,476**
May	$0	$0	$1,680,830	**$1,680,830**
June	$0	$0	$1,677,619	**$1,677,619**
Reporting Period	**$22,823**	**$0**	**$7,969,553**	**$7,992,376**

*Other = Incentives and Outside Services ("O/S")

CEF – Electric Vehicle (EV) Program
HY1-2023 – January through June 2023

Table 4: Program Expenses by Cost Category

Program/Budget Line	*Administration & Program Development*	*Marketing, Education, and Outreach*	*Data Acquisition*	*Residential Vehicle Device Technical Trial*	*Total Expenses for Reporting Period*
RESIDENTIAL					
Residential Subtotal	$478,144	$276,712	$1,113,363	$0	**$1,868,219**
Mixed-Use Subtotal	$167,101	$50,130	$11,992	$0	**$229,222**
DCFC Subtotal	$158,567	$74,650	$7,221	$0	**$240,438**
IT Systems Subtotal	$0	$0	$177,370	$0	**$177,370**
Reporting Period	**$803,811**	**$401,492**	**$1,309,946**	**$0**	**$2,515,249**
Program to Date	$3,102,475	$913,860	$2,498,101	$0	$6,514,436
Remaining Funding by Category	$13,517,525	$7,086,140	$11,278,466	$570,000	$32,452,131
Total Program Forecast	$16,620,000	$8,000,000	$13,776,567	$570,000	$38,966,567
Program Caps by Category	$16,620,000	$8,000,000	$13,776,567	$570,000	$38,966,567

CEF – Electric Vehicle (EV) Program
HY1-2023 – January through June 2023

Table 5: Expenses by Labor, Material & Other ("LM&O") Costs

Period	*Labor*	*Materials*	*Other**	*Total Expenses*
January	$1,019,774	$0	$699	$1,020,473
February	$29,554	$0	$724	$30,279
March	$468,102	$0	$342	$468,444
April	$329,837	$0	$6,160	$335,997
May	$307,971	$0	$885	$308,856
June	$348,047	$0	$3,154	$351,201
Period Total	**$2,503,285**	**$0**	**$11,964**	**$2,515,249**

*Other = Incentives and Outside Services ("O/S")

CEF – Electric Vehicle (EV) Program
HY1-2023 – January through June 2023

Table 6: Residential EV Charging Data Summary

Period	*Off-Peak kWh's*	*On-Peak kWh's*	*Grand Total kWh's*
January	337,366	75,312	412,678
February	304,691	58,513	363,204
March	468,153	74,391	542,544
April	434,899	67,780	502,679
May	536,972	79,060	616,032
June	761,527	118,402	879,929
Period Total	**2,843,608**	**473,458**	**3,317,066**

kWh's=Kilowatt-Hours

CEF – Electric Vehicle (EV) Program
HY1-2023 – January through June 2023

Table 7: DCFC EV Charging Data Summary

Using the 12-month period of July 2022 through June 2023					
Data	***Units***	***Total***	***Minimum***	***Average***	***Maximum***
Total Energy Consumed	kWh	30,463,996	8,621	952,000	2,685,425
Connected Load	kW	28,390	100	887	2,250
Load Factor	%		0%	18%	45%
Average Summer Demand	kW		48	423	1,128
Average Annual Demand	kW		48	414	1,112
PJM Capacity Obligation 1	kW	*January 1 – May 31*	0	125	428
PJM Capacity Obligation 2	kW	*June 1 – September 30*	3	214	722
PJM Capacity Obligation 3	kW	*October 1 – December 31*	0	125	429
PSEG Trans Obligation	kW		3	192	529

KW=Kilowatt; kWh=Kilowatt-Hour