



February 27, 2025

IN THE MATTER OF THE PETITION OF
PUBLIC SERVICE ELECTRIC AND GAS COMPANY
FOR APPROVAL OF ITS CLEAN ENERGY FUTURE-ELECTRIC VEHICLE
MEDIUM HEAVY-DUTY ("CEF-EV MHD") PROGRAM ON A REGULATED BASIS

BPU Docket No. _____

VIA BPU E-FILING SYSTEM AND ELECTRONIC MAIL

Sherri L. Lewis, Secretary of the Board
Board of Public Utilities
44 South Clinton Avenue, 1st Floor
Trenton, New Jersey 08625

Dear Secretary Lewis:

Pursuant to the Board's Order, *In the Matter of Medium and Heavy Duty Electric Charging Ecosystem*,¹ enclosed for filing is the Verified Petition, along with the appendix and attachments thereto, of Public Service Electric and Gas Company ("PSE&G" or the "Company") in the above-entitled matter. In accordance with the MHD Order, PSE&G is filing this Petition seeking approval by the Board of Public Utilities ("BPU" or "Board") for its Clean Energy Future- Electric Vehicle Medium Heavy-Duty ("CEF-EV MHD") Program.

Through CEF-EV MHD Program, the Company is requesting \$30.0 million for investment and \$10.2 million in Operation and Maintenance ("O&M") expenses to provide customer incentives for medium/heavy duty charging solutions. Specifically, as required by the MHD Order and in support of the State's vision for achieving 100% clean energy by 2035, the Program will incentivize:

- medium/heavy duty vehicle electrification for public and public-serving fleet charging
- charging for customers in overburdened communities ("OBC") and overburdened municipalities ("OBM")
- rate discounts for managed charging

¹ *In the Matter of Medium and Heavy Duty Electric Vehicle Charging Ecosystem*, BPU Docket No. QO21060946, Order Dated October 23, 2024, as clarified by the Order Denying the motion for Reconsideration, dated February 12, 2025 (comprehensively, the "MHD Order").

- fleet advisory services

The CEF-EV MHD Program is designed to encourage electrification of medium/heavy duty and light duty fleet vehicles.

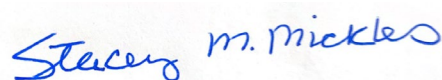
In support of PSE&G's CEF-EV MHD Petition, attached and filed herewith are the Direct Testimonies and Schedules of the following witnesses.

<u>Attachment</u>	<u>Witness</u>	<u>Area of Responsibility</u>
1	Todd Hranicka, Director, Energy Services, PSE&G	Program descriptions and investment and O&M budget
2	Stephen Swetz, Senior Director, Corporate Rates and Revenue Requirements, PSEG Services Corporation	Revenue requirements, cost recovery methodology, and rate design

*Please note that workpapers will be provided electronically only.

Lastly, in accordance with the Order in Docket No. EO20030254, dated March 19, 2020, the Company hereby submits this filing via electronic delivery only to the Board Secretary, and will suspend submitting such filings as paper documents until the Board directs otherwise. We look forward to the opportunity to actively participate in these upcoming proceedings and continuing the journey on New Jersey's path to a Clean Energy Future.

Respectfully submitted,



Stacey M. Mickles

cc: Attached service list

IN THE MATTER OF THE PETITION OF PUBLIC SERVICE ELECTRIC AND GAS
COMPANY FOR APPROVAL OF ITS CLEAN ENERGY FUTURE-ELECTRIC
VEHICLE MEDIUM HEAVY-DUTY ("CEF-EE MHD") PROGRAM ON A REGULATED
BASIS

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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 ENERGY FUTURE-ELECTRIC
VEHICLE MEDIUM HEAVY-DUTY
("CEF-EV MHD") PROGRAM ON A
REGULATED BASIS

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P E T I T I O N

BPU Docket No. _____

I. INTRODUCTION

Public Service Electric and Gas Company ("PSE&G" or the "Company"), a corporation of the State of New Jersey, having its principal offices at 80 Park Plaza, Newark, New Jersey, respectfully petitions as follows to the New Jersey Board of Public Utilities ("Board" or "BPU") pursuant to N.J.S.A. 48:2-21, N.J.S.A. 48:2-21.1, and 48:2-23, and any other statute or regulation the Board deems applicable, and pursuant to the BPU's October 23, 2024 Order¹ directing New Jersey's electric distribution utilities to file petitions for approval of incentive plans for medium and heavy duty electric vehicle charging infrastructure:

1. Petitioner is a public utility engaged in the distribution of electricity and the provision of electric Basic Generation Service ("BGS"), and the distribution of gas and the provision of Basic Gas Supply Service ("BGSS"), for residential, commercial, and industrial purposes within New Jersey. PSE&G provides service to approximately 2.4 million electric and 1.9 million gas customers in an area having a population of approximately six million people, which extends from the Hudson River opposite New York City, southwest to the Delaware River at Trenton and south to Camden, New Jersey.

¹ *In the Matter of Medium and Heavy Duty Electric Vehicle Charging Ecosystem*, BPU Docket No. QO21060946, Order Dated October 23, 2024, as clarified by the Order Denying the motion for Reconsideration, dated February 12, 2025 (comprehensively, the "MHD Order").

2. PSE&G is subject to regulation by the Board for the purposes of setting its retail distribution rates and to assure safe, adequate, and reliable electric distribution and natural gas distribution service pursuant to N.J.S.A. 48:2-21 et seq.

3. As directed by the MHD Order, through this Petition and the accompanying schedules and testimonies, PSE&G seeks BPU approval for The Clean Energy Future-Electric Vehicle Medium and Heavy-Duty (“CEF-EV MHD”) Program which includes the following five programs, all of which meet the requirements and guidance of the MHD Order and form the basis for a clean and resilient structure for more energy efficient fleets in PSE&G’s territory.

- Public MHD Charging Solution (“MHD-Public”), which will provide electric vehicle charging stations for public fleets;
- Private MHD Charging Solution (“MHD-Private”), which will provide electric vehicle charging stations for private/commercial fleets primarily operated by or serving Overburdened Municipalities (“OBM”) or primarily operating or serving Overburdened Communities (“OBC”);
- Rate Incentives (“MHD-Rate Incentives”), which will promote managed charging and help minimize grid impact from MHD charging by providing a demand charge rebate (“DCR”) and Managed Charging Bonus (“MCB”);
- Additional Components, which will examine various non-wire solutions (“NWS”), such as Battery Energy Storage Systems (“BESS”) and Vehicle to Everything (“V2X”);
- Fleet Advisory Services (“FAS”), which will provide technical planning support to assist customers in evaluating appropriate load requests (i.e. vehicle selection, duty cycle review, optimal charging plan, etc.).

4. This program will assist public and private fleets to advance a clean energy future for New Jersey that furthers the State’s goals by: (a) lowering fossil fuel consumption; (b) reducing greenhouse gas emissions; (c) creating “green jobs;” (d) advancing the electric vehicle industry technology in New Jersey; and (e) making the electric grid more reliable, resilient, and safe. Taken

together, these programs will allow New Jersey to continue on its path as a leader in the development of a clean energy future.

II. THE CEF-EV MHD PROGRAM

A. CEF-EV MHD Background

5. Recent legislative and executive action in New Jersey has demonstrated a general State policy in support of electric vehicle projects. On April 3, 2018, Governor Murphy signed the Zero Emission Vehicle (“ZEV”) Memorandum of Understanding which reaffirmed New Jersey’s commitment to the deployment of ZEV programs. On February 15, 2023 Governor Murphy issued three Executive Orders (EO 315, EO 316, and EO 317) which provided plans for inclusion in the development of the next iteration of the State’s New Jersey Energy Master Plan and significantly accelerated the previously-established clean energy, electrification and emission reduction goals. Governor Murphy accelerated the goal of 100% clean energy sources from January 1, 2050 to January 1, 2035. The Executive Orders established increased funding, through the Regional Greenhouse Gas Initiative (“RGGI”), for incentives for medium and heavy-duty electric vehicle adoption.

6. New Jersey also is a partner in California’s ZEV Program, which stipulates that large volume automobile manufacturers achieve a certain percentage of new vehicle sales from zero emission vehicles.

7. In June 2021, the Board’s Staff began a stakeholder process to develop recommendations for EDC programs to address MHD charging infrastructure. The stakeholder process involved technical conferences and multiple rounds of public comments on straw proposals.

8. As a result of the feedback received on its straw proposals, on October 23, 2024, the Board issued its MHD Order requiring each of the electric utilities to file a MHD plan within 120 days of the effective date of its Order.² The MHD Order sets forth the Minimum Filing Requirements (“MFRs”) for the MHD plan. The Company has included a schedule which sets forth the location in this filing of each MFR, attached hereto as Appendix A.

9. As is envisioned in the MHD Order, PSE&G’s proposed CEF-EV MHD Program will provide significant benefits, including environmentally beneficial economic development and job growth in the state, consistent with New Jersey’s goals. Accordingly, PSE&G requests that the Board approve on an expedited basis the CEF-EV MHD Program through a new component of the Company’s electric tariff outlined below.

B. CEF-EV MHD Program Expenditures

10. PSE&G proposes to commit up to \$30 million of investment, the permitted investment proposal amount for incentives pursuant to the MHD Order, over a period of approximately four (4) years and approximately \$10.2 million in operations and maintenance (“O&M”) expenses, necessary for implementing the five CEF-EV MHD programs, as further described below and in the testimony of Mr. Todd Hranicka (Attachment 1 to this Petition), to commence upon Board approval. A breakdown of the investment costs and O&M expense categories are discussed further in Mr. Hranicka’s testimony. The proposed CEF-EV MHD Program will provide funding and stability that will be important to jumpstart the electrified MHD vehicle market in New Jersey.

² The effective date of the MHD Order was October 30, 2024.

11. A summary of the five CEF-EV MHD programs, along with the associated investment costs is as follows, with more detailed descriptions contained in Mr. Hranicka's testimony:

Program	Description	Costs (millions)*
Public MHD Charging Solution	Make-Ready costs of publicly accessible MHD Charging Depots, Public and Public-Serving fleet charging	\$16.5
Private MHD Charging Solution	Make-Ready costs of MHD charging depots for customers located in or serving an OBM or OBC that is adjacent to a freight corridor	\$5.1
Rate Incentives	Discounts on customer demand charges and added discounts for managed charging with usage reduction between 4 pm and 9 pm	\$3.6
Additional Components	Customer side load modifying technologies and vehicle-to-everything projects	\$1.8
Fleet Advisory Services	Technical support for customers on upfront planning to assist in determining load request, vehicle selection, duty cycle review, etc.	\$3.0
Total Investment		\$30.0

12. A summary of O&M expenses is as follows, with more detailed descriptions contained in Mr. Hranicka's testimony:

Program O&M	Description	Budget (millions)*
Program Administration	CEF-EV MHD Program design, development and program management	\$4.5
Marketing, Education & Outreach	Costs associated with the marketing, education and outreach of program offerings	\$1.5
IT Expenses	IT expenses including: <ul style="list-style-type: none"> • Development and maintenance of a Fleet Advisory Services website. • Costs associated with interfacing to PSE&G systems 	\$1.4
Data Acquisition	Costs associated with acquiring the following data, as required by the MFRs: <ul style="list-style-type: none"> a) Longitude and Latitude of chargers b) Duration of charging sessions c) Frequency of sessions d) Load curves e) Utilization rates of fleet charging 	\$2.8
Total O&M Expenses		\$10.2

*Excludes carrying costs.

13. As reflected in the testimony of Mr. Hranicka, compared to other states in the ZEV Program, New Jersey lags in both EV MHD penetration per capita and EV MHD charging infrastructure density. The CEF-EV MHD programs will help to combat these trends by accelerating the development of EV MHD charging infrastructure in New Jersey.

14. The CEF-EV MHD programs will support the widespread adoption of electrification in public, private and commercial fleets for the benefit of all sectors of the economy, including OBC/OBMs, as well as customers residing in communities most impacted by air pollutants and GHGs. The programs will utilize multiple approaches to engage customers and encourage customer participation. These approaches include collaboration with public transportation fleet operators, private fleet operators, advocacy and community groups in OBMs and OBCs, targeted online advertising, e-mail marketing, and direct mailings, amongst other methods.

15. The CEF-EV MHD programs will have wide-reaching customer and societal benefits, while putting New Jersey on track to become a frontrunner in transportation electrification. These benefits include:

- **Environmental benefits** – EVs offer tremendous promise to help improve the environment by reducing GHGs and other air pollutants. The ChargeVC³ roadmap, released in April 2021, estimated that every electrically fueled mile driven in New Jersey is at least 70% cleaner than an average mile that is fueled by gasoline.⁴ Accordingly, the increased EV adoption resulting from PSE&G's five

³ ChargeVC is a not-for-profit trade and research organization that brings together various groups, including PSE&G, which are impacted by EV penetration, leading to a coalition of diverse interests that strives to help guide sustainable EV growth.

⁴ ChargeVC, A Roadmap for Vehicle Electrification in New Jersey 2.0: Market Development Strategy and High Impact Initiatives (April 26, 2021) ("2021 ChargeVC Roadmap"), available at

CEF-EV MHD programs would remove approximately 80,000 net metric tons of carbon dioxide equivalents (“CO₂e”)⁵ annually;

- **Job creation** - The proposed EV MHD programs will support the clean energy economy and create approximately 80 direct, indirect and induced job-years;⁶
- **Supporting schools, including in low income areas** – by providing grants to public school districts to cover the cost of installing charging infrastructure for electric school buses, thereby freeing up resources that can be devoted to educating students;
- **Mitigation of EV market barriers** – The CEF-EV MHD programs will address critical barriers in the EV MHD market such as lack of consumer awareness, higher upfront cost of electric vehicles, gaps in public charging coverage, and range anxiety (*i.e.*, fear of running out of charge);
- **Increased knowledge** – Collectively, the five CEF-EV MHD programs are anticipated to facilitate the deployment of approximately 1,000 chargers with two-way communication “smart chargers,” which will transmit data to a platform that is accessible to PSE&G. This data can assist PSE&G with optimizing electric distribution system planning and operation, and support improvements to rate design to better align rates with cost causation; and

<https://chargevc.org/wpcontent/uploads/2021/04/ChargeVC-NJ-Roadmap-2.0.pdf>. ChargeVC’s estimate is based on the current electricity supply mix in NJ, and average gasoline vehicle efficiencies.

⁵ Carbon dioxide equivalent or CO₂e means the number of metric tons of carbon dioxide emissions with the same global warming potential as one metric ton of another greenhouse gas.
<https://www3.epa.gov/ghgreporting/help/tool2014/definitions/co2e.html>

⁶ The value of job-years is based on the Rutgers report “Analysis for the 2011 Draft New Jersey Energy Master Plan Update” using the factor 7.91 direct jobs per one million dollars in program spend.
(https://nj.gov/emp/docs/pdf/emp_creeep_report20110412.pdf) and the National Renewable Energy Laboratory Jobs and Economic Development Impact Model (<https://www.nrel.gov/analysis/jedi/>).

- **Advancement of New Jersey’s clean energy goals** – as reflected in the New Jersey Global Warming Response Act’s (“NJGWRA”) GHG reduction targets, New Jersey’s participation in the ZEV program, and Executive Order Nos. 315, 316, 317.

16. The CEF-EV MHD programs will be subject to evaluation and reporting requirements, as set forth in the MFR’s contained in the MHD Order, as described in Mr. Hranicka’s testimony.

C. CEF-EV MHD Cost Recovery

17. PSE&G proposes to implement a cost recovery mechanism, described more fully below and in the testimony of Stephen Swetz (Attachment 2 to this Petition), to enable it to recover the costs associated with the CEF-EV MHD Program. The Company’s proposed cost recovery mechanism meets the requirements of the MHD Order and is a fair and efficient means of enabling PSE&G to recover the considerable investments that are required by the CEF-EV MHD Program in a timely manner.

18. PSE&G is proposing rate treatment for the CEF-EV MHD Program that is consistent with the rate treatment for light duty electric vehicles in the Company’s the most recent base rate case⁷, and more fully set forth in Mr. Swetz’s testimony. This mechanism enables prudence review of the manner in which the CEF-EV MHD incentive investments are implemented in future proceedings.

⁷ *In the Matter 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. 48:21. and N.J.S.A. 48:2-21.1, and Other Appropriate Relief, BPU Docket Nos. ER23120924 and GR23120925, Order Adopting Initial Decision and Stipulation, dated October 9, 2024 (“2023 Rate Case”).*

19. PSE&G is proposing to recover the revenue requirements for the proposed CEF-EV MHD Program, via new CEF-EV MHD rate components of its Infrastructure Investment Program Charges (“IIPCs”) for the Electric Tariff. While not an IIP, this mechanism will allow for inclusion of the CEF-EV MHD rate adjustments into base rates, subject to prudence review.

20. Mr. Swetz’s testimony contains the revenue requirement methodology, cost recovery mechanism, and bill impact analysis associated with the CEF-EV MHD Program.

21. With respect to the CEF-EV MHD Program, PSE&G proposes to earn a return on its net investment based upon an authorized Return on Equity (“ROE”) and capital structure including income tax effects. The Company is proposing to utilize the latest cost of capital authorized by the Board in the Company’s 2023 Rate Case. See Schedule SS-CEF-EV-MHD-3 for the calculation of the current After-Tax Weighted Average Cost of Capital (“WACC”) utilized in the revenue requirement calculation. Any change in the WACC authorized by the Board in any subsequent base rate case would be reflected in the subsequent monthly revenue requirement calculations. Any changes to current tax rates would also be reflected in an adjustment to the After-Tax WACC.

22. As set forth in more detail in Mr. Swetz’s testimony, the depreciation or amortization of the CEF-EV MHD program assets will vary depending on asset class.

Budget Updates

23. As permitted in the MFRs, in years three (3) and four (4), the Company may request an adjustment to the funding cap. Such adjustment requests shall be submitted to Staff and New Jersey Division of Rate Counsel (“Rate Counsel”) with a written description of and rationale for the proposed adjustment, whether up or down. And objections, if any, shall be made within thirty (30) days. Approvals for adjustments shall be as follows:

- a) Up to ten percent (10%) of the cap, upon notification to Staff and Rate Counsel [which notice shall be provided thirty (30) days in advance of the change]. Staff retains the ability to review and reject any noticed adjustments.
- b) Between eleven and twenty-four percent (11-24%) of the cap upon notification of Staff and Rate Counsel and subsequent written consent of Staff.
- c) Adjustments of twenty-five percent (25%) and over upon Board approval.

Any requests for additional funding will require Board approval.

3) Additionally, the Company may request budget adjustments which shall be submitted to Staff and Rate Counsel. Staff retains the right to reject adjustments requiring Staff notification. All requests for budget adjustments, including those necessitating Staff approval, shall be submitted to Staff and Rate Counsel with a written description of and rationale for the proposed transfers, and objections, if any, shall be made within thirty (30) days.

a) EDCs will be allowed to reallocate the sub-program budgets in the following way:

- i. By up to five percent (5%) of each sub-program's total budget, upon notification to Staff and Rate Counsel (which notice shall be provided 30 days in advance of the change).
- ii. By between six percent (6%) and twenty-four percent (24%) of each of these sub-program budgets upon notification to Staff and Rate Counsel and subsequent written consent of Staff.
- iii. To reallocate twenty-five percent (25%) and over of each of these subprogram budgets upon Board approval.

D. Rate and Bill Impacts

24. With respect to rate impacts associated with the CEF-EV MHD Program, under the Company's proposal, a residential electric customer using 683 kWh per month during the summer months June through September and 558 kWh in an average month (6,700 kWh annually) would see an increase in the average monthly bill of approximately 0.02% from \$134.19 to \$134.22 or \$0.03 with the expected culminative impact of approximately 0.13% per year, or \$0.17 per month.⁸

25. The residential customer bill impacts comparing the current and proposed delivery charges are stated in the CEF-EV MHD Tariff Summary and Electric Annual Bill Impact Summary set forth in Attachment 2, Schedules SS-CEF-EV-MHD-6 and SS-CEF-EV-MHD-7, respectively.

26. PSE&G requests that the Board approve the CEF-EV MHD Program cost recovery mechanism proposed in this Petition, upon issuance of a written BPU order.

27. PSE&G further requests that the Board retain this filing for review on an expedited basis to help achieve the objectives of the proposed CEF-EV MHD Program as soon as possible.

⁸ Based upon Delivery Rates and BGS-RSCP charges in effect February 15, 2025, assuming the customer receives BGS-RSCP service from PSE&G.

V. SUPPORTING TESTIMONY AND PUBLIC NOTICE

28. Below is a table listing the supporting testimony for this Petition and other attachments:

Appendix Letter or Attachment No.	Document Description
A	Location of MFRs- CEF-EV MHD Program
1	Testimony of Todd Hranicka in support of the CEF-EV MHD Program
2	Testimony of Stephen Swetz describing revenue requirement methodologies, cost recovery mechanisms, and bill impact analysis for the CEF-EV MHD Program
3	Form of Notice of Filing and of Public Hearings – CEF-EV MHD Program

29. The Form of Notice sets forth the requested changes to electric rates and will be placed in newspapers having a circulation within the Company's service territory once public hearings have been scheduled. PSE&G proposes public hearings to allow members of the public the opportunity to present their views on the Company's filing. The Form of Notice will be served on the County Executives and Clerks of all municipalities within the Company's electric service territories upon receipt, scheduling, and publication of public hearing dates.

VI. COMMUNICATIONS

Communications and correspondence related to the Petition should be sent as follows:

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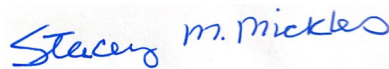
VII. CONCLUSION AND REQUESTS FOR APPROVAL

For all the foregoing reasons, PSE&G respectfully requests that the Board retain jurisdiction of this matter and review and expeditiously issue an order approving the CEF-EV MHD Program, specifically finding that:

1. The CEF-EV MHD Program is in the public interest;
2. The CEF-EV MHD Program, as described herein, is reasonable and prudent;
3. PSE&G is authorized to implement and administer the CEF-EV MHD Program under the terms set forth in this Petition and accompanying Attachments;
4. The cost recovery proposals and mechanisms for the CEF-EV MHD Program set forth in this Petition will provide for implementation of just and reasonable rates, and are approved;
and
5. PSE&G may recover all prudently-incurred costs associated with the CEF-EV MHD Program, on a full and timely basis, under the cost recovery mechanisms set forth herein.

Respectfully submitted,

PUBLIC SERVICE ELECTRIC AND GAS COMPANY



Stacey M. Mickles
Associate Counsel - Regulatory
Public Service Electric & Gas Company
80 Park Plaza, T20
P. O. Box 570
Newark, New Jersey 07102

DATED: February 27, 2025
Newark, New Jersey

VERIFICATION

STATE OF NEW JERSEY)
 :
COUNTY OF ESSEX)

Todd W. Hranicka, of full age, being duly sworn according to law, on her oath
deposes and says:

1. I am Director Energy Services of Public Service Electric and Gas Company,
the petitioner in the foregoing Petition.
2. I have read the annexed Petition, and the matters and things contained therein
are true to the best of my knowledge and belief with respect to the electric vehicles
subprograms.
3. Copies of the Petition have been provided to the NJBPU, the Department of
Law & Public Safety, and the Division of Rate Counsel.

BY 
TODD W. HRANICKA

Minimum Filing Requirements	Location of Filing
I. Electric Vehicle Definitions	
Definitions will be adopted as per Attached MFR Order	N/A
II. Administrative Requirements	
1) Each EDC shall file a MHD Plan with the Board within 120 days of the effective date of this Order, including a detailed budget for all programs and sub-programs.	Petition Page 4, Hranicka Page 9
2) The MHD Plan shall have a duration of forty-eight (48) months	Petition Page 4, Hranicka Page 12
III. MHD Plan Requirements	
1) Incentives to facilitate the deployment of Make-Ready sites for:	(See Below)
a) All Publicly-Accessible MHD depots, and Public and Public-serving fleets. Such incentives must offer prioritization and enhanced incentives for such fleets or public charging sites located in or that provide a public service in an OBM or OBC directly adjacent to federally designated Freight EV Corridors	Petition Page 5, Hranicka Page 16
b) (i) Private Fleet Charging Depots that are located or primarily operate in Overburdened Municipalities ("OBMs"), or in Overburdened Communities ("OBCs") directly adjacent to federally designated Freight EV Corridors	Petition Page 5, Hranicka Page 16
b) (ii) For a fleet to "primarily operate" within a designated area, the fleet must operate in that identified territory for at least fifty-one percent (51%) of the vehicle miles traveled ("VMT") over the course of the compliance period	Hranicka Page 16
2) Incentives for up to 100% of the average estimated cost per charger for Publicly-Accessible MHD depots, and Public and Public-serving charging on both the customer and utility side, with breakdowns for average costs of Make Ready for chargers <50kW, 50kW, 100kW, 150kW, and 350 kW, and with additional incentives for prioritized sites. EDCs must provide a detailed description of the cost calculations	Hranicka Page 12
3) Incentives for up to fifty percent (50%) of the average estimated cost per charger for eligible Private Fleet charging on both the customer and utility side with breakdowns for average costs of Make Ready for chargers <50kW, 50kW, 100kW, 150kW, and 350 kW, and with additional incentives for prioritized sites. EDCs must provide a detailed description of the cost calculations	Hranicka Page 13
4) Incentives for Private Fleets must include requirements for managed charging and mechanisms to ensure at least twenty-five percent (25%) reduction in emissions miles over the course of two (2) years	Hranicka Page 14
5) A method for identifying Make-Ready locations that will be prioritized based on those which will provide the greatest public benefit, including those that will provide greater access to electrified transportation to the general public and, in particular, to OBMs and locations on federally designated Freight EV Corridors. Prioritization may be in the form of additional funding, not to exceed 100% of the cost of the Make Ready for Publicly-Accessible MHD depots, and public and Public-serving fleet and Publicly-Accessible EV chargers and not to exceed seventy-five percent (75%) of the cost of the Make Ready for private fleet chargers. Criteria may include but is not limited to: Overburdened Communities, Overburdened Municipalities, Small Businesses, and the prioritization of electrification of existing fleet operations or sites rather than projects with new fleet operations or sites	Hranicka Page 14
6) A commitment to participate in the EDC industry working group	Hranicka Page 23
7) Outreach and education plans to ensure that MHD customers are aware of the incentives and technical and planning assistance that is available to them. Plans should be designed to encourage the use of the managed charging programs and to promote the availability of incentives to eligible applicants	Hranicka, Page 22
8) Performance standards and procedures to be implemented by the EDC to ensure:	(See Below)
a) Compliance of applicant with the EDC's MHD Plan requirements	Petition All, Hranicka Page 22
b) Compliance of EDC and applicant with federal uptime requirements, currently established as ninety-seven percent (97%)	Hranicka Page 22
c) Installation of Make-Ready infrastructure within eighteen (18) months of receiving a request from an applicant, with a six (6)-month extension opportunity to address any additional supply chain delays	Page 22, 23-24
d) Utilization of managed charging for a significant percentage of each applicant's total fleet charging	Hranicka Page 22
(i) Each EDC shall establish what percentage of fleet charging is "significant" based on territory requirements, between twenty-five and ninety percent (25-90%) of total fleet charging. This percentage may be adjusted in years three (3) and four (4) of the program, with Staff approval	Hranicka Page 22
(ii) EDCs shall additionally propose guidelines for managed charging programs	Hranicka Page 22
e) Chargers installed on utility-funded Make-Ready infrastructure shall be required to be operational for a minimum of five (5) years after install	Hranicka Page 22
f) Network interoperability and data sharing by the applicant to the EDC, in order to ensure proper management of the load and general grid needs due to the high anticipated draw	Hranicka Page 22
9) Proposed enforcement mechanisms to achieve all requirements as outlined in the MFRs, including but not limited to, penalties, repayment of incentives, and withholding of bonds or reimbursement	Hranicka, Page 22
10) A process for approval of chargers to be installed on funded Make Ready. EDCs must allow new chargers that meet eligibility requirements to be added throughout the duration of each program. EDCs must also propose performance standards and procedures to ensure:	(See Below)
a) Ability to collect data to be shared as required in these MFRs	Hranicka Page 23
b) Implementation of dual-port chargers wherever possible and practical. EDCs must propose policies to determine the feasibility of dual-port charger utilization	Hranicka Page 23
c) Inclusion of at least one (1) CCS port by the applicant. EDCs may require or allow additional ports or charger types	Hranicka Page 23
d) Installation of chargers on utility-funded Make-Ready infrastructure that are nonproprietary and use a network service provider that is on the State's qualified network service provider list	Hranicka Page 23
e) Energy Star compliance for Level 1 and Level 2 chargers	Hranicka Page 23
f) Chargers installed on utility-funded Make-Ready infrastructure remain operational for a minimum of five (5) years after installation	Hranicka Page 23
11) Technical and planning assistance for customers seeking electrical service for EV chargers for Public and Public-serving fleets, Private Fleets, MUDs, and any Publicly-Accessible, fast-charging sites over 500kW. Such assistance should include guidance on the following:	(See Below)
a) Assessing capacity for EV charging with consideration of locations of existing electrical panels throughout the property, output voltage of existing electrical panels, approximate current loads on existing electrical panels, approximate headroom of each existing panel, whether the current electrical capacity requires upgrades or the establishment of a new electrical service supply, and approximate space in the area where an existing electrical panel is located to potentially accommodate additional equipment	Hranicka Page 21

Minimum Filing Requirements	Location of Filing
b) Properly siting charging locations including, but not limited to, proximity to existing power sources, network connection, potential trenching, cord management, lighting, visibility, signage, and accessibility requirements	Hranicka Page 21
c) Scalability and whether future expansion can be accommodated via factors such as flexible power capacity, load management solutions, and the incorporation of emerging technologies	Hranicka Page 21
12) EV Capacity Maps for each EDC's respective service territories that are publicly available. EV Capacity Maps shall be up-to-date infrastructure mapping which illustrates areas in which EV charging equipment is well suited for installation due to underutilization of the grid, and areas in need of upgrades to support the additional supply required for EV charging to reflect EV capacity. To the extent possible, EV Capacity Maps shall include or be comparable to infrastructure maps indicating interconnection capacity. Such EV Capacity Maps must be as current as possible and shall include:	(See Below)
a) Available capacity up to three (3) MW	Hranicka Page 25
b) Available capacity up to five (5) MW	Hranicka Page 25
c) Indication of whether the power is carried through overhead lines or below ground trenches	Hranicka Page 25
13) Projection reports detailing where grid enhancements will be necessary, and projected cost estimates based on current MHD fleet locations	Hranicka Page 25
14) A process for providing charging data to the Board for all chargers installed on utility-funded Make-Ready infrastructure. Data requirements will be in line with those enumerated through the State's compliant network process and the process for sharing such data will be determined by the BPU. Such data will be anonymized and aggregated by the Board or Board designee and shall include, but not be limited to:	(See Below)
a) Location of chargers (latitude/longitude)	Hranicka Page 24
b) Duration of charging sessions	Hranicka Page 24
c) Frequency of sessions	Hranicka Page 24
d) Load curves	Hranicka Page 24
e) Utilization rates of fleet charging	Hranicka Page 24
15) Each EDC must propose, at the time of filing, a demand charge solution that addresses the unique needs of MHD EV charging. Those solutions should lead to meaningful reductions over a length of time and include a sunset provision. These solutions should include at least one of these elements:	(See Below)
a) Incorporate managed charging solutions, either through hardware or software that promotes off-peak charging where applicable	Hranicka Page 18
b) Adopt on-peak demand charges that ensure a rapid recovery of Make-Ready infrastructure funded by ratepayers if the user elects to charge during peak periods.	Hranicka Pages 17-18
16) Each EDC must propose its own method to address demand charge concerns for Publicly-Accessible and Public-serving chargers, and those solutions may include, but are not limited to:	(See Below)
a) An EV charging rate	
b) A rebate methodology that ensures that the effective \$/kW-hour rate (i.e., the demand charge averaged over the number of kW-hours used in a given month added to the standard \$/kW-hour rate) remains below a specified "set point."	Hranicka Pages 17-18
17) Each EDC must propose an incentive or managed rate for MHD and light-duty fleet EV chargers designed to reward customers who charge during periods where electricity is less expensive. Each EDC proposal should focus on keeping costs low and ensuring that the program is open to customers on a non-discriminatory basis	Hranicka Page 17
IV. MHD Plan Additional Components	
1) Proposed programs to allow for co-location of MHD vehicle charging with load-modifying technologies:	(See Below)
a) EDCs may permit an applicant to interconnect to the EDC system based on its net energy demand, after considering any load-modifying technologies, including non-wire solutions, subject to the EDC's right to physically limit service to the modified level	Hranicka Page 18
b) EDCs may permit an applicant to request that the EDC evaluate the Make-Ready and distribution system upgrade costs without the load-modifying technologies and provide an incentive equal to the eligible Make-Ready incentive to be applied to load-modifying technologies, up to seventy-five percent (75%) of the costs of such load modifying or non-wire technologies if those technologies will reduce time to electrification by at least fifty percent (50%)	Hranicka Page 20
2) Incentives and programs which will encourage Public and Public-serving fleets to participate in managed charging programs	Hranicka Page 18
3) Managed charging programs for fleets that are otherwise not eligible for Make-Ready incentives	Hranicka Page 17
4) Up to fifty percent (50%) incentives of the additional cost of installing interconnection ready Make Ready for Public, Public-serving, and eligible Private Fleets	Hranicka Page 20
V. Funding Mechanisms for MHD Plans	
1) In order to limit the impact on ratepayers and to provide guidance to EDCs on how to right size budgets, the EDCs must cap the amount of incentives available for the duration of the program at the totals below. These caps take into account both the total population within each EDC territory as well as the number of MHD Vehicles in Operation ("VIO") within the territory. These caps are reflective of the needs of the territories while also balancing the need to keep rate-payers' costs in check. These caps pertain to the total amount of incentives and should provide guidance to the EDCs in right-sizing administrative budgets. EDCs may also propose additional budgets to satisfy the other requirements of this MFR	Hranicka Page 12
2) For years three (3) and four (4) of the program, EDCs may request an adjustment to these caps. Such adjustment requests shall be submitted to Staff and New Jersey Division of Rate Counsel ("Rate Counsel") with a written description of and rationale for the proposed adjustment, whether up or down. And objections, if any, shall be made within thirty (30) days. Approvals for adjustments shall be as follows:	(See Below)
a) Up to ten percent (10%) of the cap, upon notification to Staff and Rate Counsel [which notice shall be provided thirty (30) days in advance of the change]. Staff retains the ability to review and reject any noticed adjustments	Petition Page 9-10
b) Between eleven and twenty-four percent (11-24%) of the cap upon notification of Staff and Rate Counsel and subsequent written consent of Staff	Petition Page 10
c) Adjustments of twenty-five percent (25%) and over upon Board approval	Petition Page 10
3) All requests for budget adjustments shall be submitted to Staff and Rate Counsel. Staff retains the right to reject adjustments requiring Staff notification. All requests for budget adjustments, including those necessitating Staff approval, shall be submitted to Staff and Rate Counsel with a written description of and rationale for the proposed transfers, and objections, if any, shall be made within thirty (30) days	Petition Page 10
4) EDCs will be allowed to reallocate the sub-program budgets in the following way:	(See Below)
a) By up to five percent (5%) of each sub-program's total budget, upon notification to Staff and Rate Counsel (which notice shall be provided 30 days in advance of the change)	Petition, Page 10
b) By between six percent (6%) and twenty-four percent (24%) of each of these sub-program budgets upon notification to Staff and Rate Counsel and subsequent written consent of Staff	Petition, Page 10
c) To reallocate twenty-five percent (25%) and over of each of these subprogram budgets upon Board approval	Petition, Page 10
5) No one entity that applies for an incentive under any approved MHD Plan may receive more than twenty-five percent (25%) of the total incentive budget of any one (1) EDC	Hranicka Page 22
EDCs must require program applicants to disclose whether they are seeking public funding. In no case shall the combination of the federal, State, other government, and utility sources fund more than ninety percent (90%) of a project's total costs through rebates or other direct incentives. If more than ninety percent (90%) of the total project costs are funded through federal, State, other government, and utility rebates or grants, the EDC shall reduce its incentive funding to bring the total rebates and incentives to under ninety percent (90%) of the total project costs	Hranicka Page 21

**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 ENERGY FUTURE -
ELECTRIC VEHICLE MEDIUM HEAVY-DUTY (“CEF-
EV MHD”) PROGRAM ON A REGULATED BASIS**

BPU Docket No. _____

**PUBLIC SERVICE ELECTRIC AND GAS COMPANY
DIRECT TESTIMONY
OF
TODD HRANICKA
DIRECTOR – ENERGY SERVICES**

February 27, 2025

**PUBLIC SERVICE ELECTRIC AND GAS COMPANY
DIRECT TESTIMONY
OF
TODD HRANICKA
DIRECTOR ENERGY SERVICES**

Introduction

Q. Please state your name and professional title.

A. My name is Todd Hranicka. I am the Director Energy Services at Public Service Electric and Gas Company (“PSE&G” or “the Company”). My professional credentials are set forth in the attached Schedule TH-CEF-EV-MHD-1.

Q. What is the purpose of your Testimony?

A. The purpose of this testimony is to provide a summary of PSE&G’s proposed Clean Energy Future-Electric Vehicle Medium and Heavy-Duty (“CEF-EV MHD”) Program. This program includes incentives for the installation of EV chargers for both Medium/Heavy-Duty Vehicles (“MHDVs”) and light duty fleet vehicles (“LDFVs”) such as police cars, and certain chargers for public use, which collectively will be referred to as MHD Charging in this testimony.

This program is designed in accordance with the Board’s MHD Order¹ and will specifically support MHD Charging in the PSE&G territory, reducing the barriers associated with vehicle electrification to facilitate attainment of key electrification goals of the State of New Jersey.

Q. How is your testimony organized?

A. My testimony provides industry and market background for context, a summary of policy motivations for the filing, identification of market needs being addressed by the proposed

¹ *In the Matter of Medium and Heavy Duty Electric Vehicle Charging Ecosystem, BPU Docket No. QO21060946*, Order Dated October 23, 2024, as clarified by the Order Denying the motion for Reconsideration, dated February 12, 2025 (comprehensively, the “MHD Order”).

1 programs, an overview of the proposed CEF-EV MHD incentives with program details and costs,
2 and other relevant details.

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

4 A. Yes. I sponsor the following schedules that were prepared by me and/or under my
5 supervision and direction:

6 - Schedule TH-CEF-EV-MHD-1 describes my professional credentials;

7 - Schedule TH-CEF-EV-MHD-2 provides the monthly cost details of the CEF-EV MHD
8 Program

9 **Q. Please provide background on EVs and the state of the EV market in New Jersey.**

10 A. New Jersey was an early leader in Plug-In Electric Vehicles (“PEV”²) adoption nationally,
11 and has been on the forefront of policy commitments, incentives, and market growth for nearly a
12 decade. This early progress led to Governor Murphy signing the Plug in Vehicle Act of 2020 (“PIV
13 Act”) (N.J.S.A. 48:25-3) which sets market-leading goals and policy objectives aimed at
14 increasing PEV adoption in the State.

15 **Q. What are the specific targets of the New Jersey PIV Act?**

16 A. The PIV Act targets 330,000 electrified LDVs³ on the road by 2025 and 2 million
17 electrified LDVs on the road by 2035, with 85% of all LDVs sold and leased in the state being a
18 PEV by 2040. The PIV Act calls for 25% of State-Owned Non-Emergency LDVs to be PEV by
19 2025, increasing to 100% by 2035. Additionally, the Law requires 10% of new bus purchases by
20 NJ Transit to be zero-emission by 2024, increasing to 50% in 2026, and 100% by 2032. The Law

² Plug-in Electric Vehicles (PEVs) is an aggregate term that includes two sub-segments: Battery Electric Vehicles (“BEVs”) that are powered exclusively with electricity provided through vehicle charging (i.e. no on-board energy supply), and Plug-In Hybrid Electric Vehicles (“PHEVs”) that are powered from a combination of fuel and electricity provided through charging. The common characteristic of all PEVs is that they can be charged through an electrical plug – i.e. PEV = BEV + PHEV. Non-plug-in-hybrids, neighborhood electric vehicles (i.e. golf carts approved for use on a public road), and off-road equipment (such as farm or construction equipment) are not included in the PEV segment.

³ There are two generally accepted on-road vehicle types: Light-duty Vehicles (LDVs), and Medium- and Heavy-Duty Vehicles (MHDVs), which are typically defined using federal weight classifications. LDVs represent vehicles in weight-classes 1 and 2A, Medium-Duty (MDVs) represent classes 2B and 3, and Heavy-Duty (HDVs) represent classes 4 through 8. The broader MHDV segment represents MDVs and HDVs in aggregate.

1 also establishes goals for public charging infrastructure (at least 200 public Direct-Current Fast
2 Charger (“DCFC”) locations) and establishes an EV Rebate Program (\$300 million) administered
3 by the New Jersey Board of Public Utilities.

4 **Q. Does vehicle electrification support the goals established in New Jersey’s Global**
5 **Warming Response Act?**

6 A. Yes. In addition to support for widespread transportation electrification in both the State’s
7 Energy Master Plan (“EMP”) and the New Jersey Department of Environmental Protection
8 (“NJDEP”) 80X50 plan, attainment of the goals established in New Jersey’s Global Warming
9 Response Act (“NJGWRA”) is only feasible with nearly complete electrification of the
10 transportation sector. Transportation electrification, in both the LDV and MHDV segments,
11 including both personally-owned and fleet vehicles, was confirmed as a primary carbon reduction
12 and public health improvement strategy in the State’s federally funded Priority Climate Action
13 Plan.⁴

14 **Q. What is the status of PEV adoption in New Jersey?**

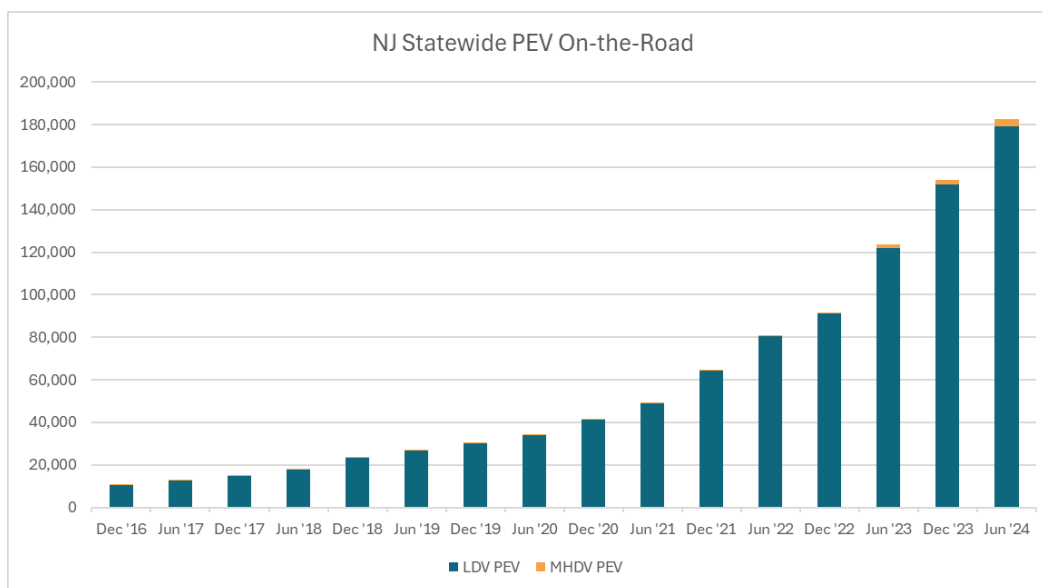
15 A. PEV adoption in New Jersey has been exceptionally strong for over a decade. Based on
16 vehicle registration data published by the NJDEP, there were 182,718 PEVs operating at the end
17 of June 2024, including both LDVs and MHDVs. This represents a sustained trend of strong year-
18 over-year growth in the state, especially for LDVs. Since 2018, New Jersey has more than doubled
19 the number of PEV-LDVs on New Jersey roads every two years.⁵ The following figures
20 summarize the growth of the PEV population statewide, including both LDVs and MHDVs.

⁴ https://dep.nj.gov/wp-content/uploads/climatechange/nj_pcap_final-1.pdf.

⁵ During the Pandemic year of 2020, the PEV population by a factor of 1.8 over two-years prior.

1

Figure 1: PEVs On New Jersey Roads (all types)

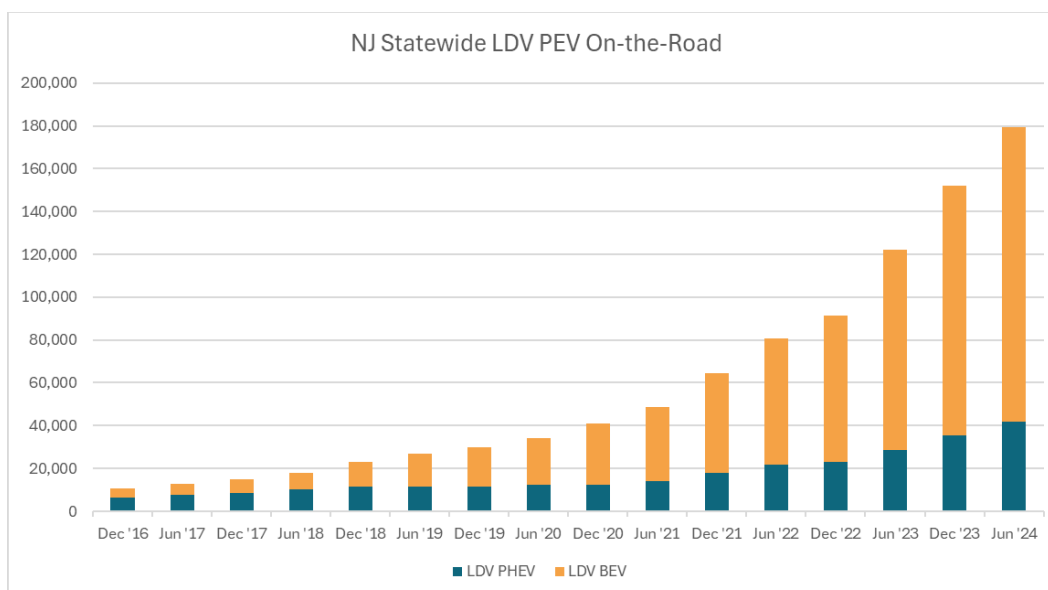


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Figure 2: LDV-PEVs On New Jersey Roads



5

Q. What is the distribution of on-road vehicles in New Jersey?

A. Based on detailed data about the existing vehicles on New Jersey roads from NJDEP in mid-2021⁶, the following table summarizes the distribution of total vehicles by body type and federal weight class⁷:

Table 1: Distribution of the On-Road Vehicles in New Jersey

Source Type	Class 1 & 2a	Class 2b	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Total
	Light Duty	Medium- and Heavy-Duty							
Passenger Car	2,728,461	0	0	0	0	0	0	0	2,728,461
Passenger Truck	3,433,500	17,721	229	0	0	0	0	0	3,451,450
Light Commercial Truck	0	207,617	1,146	0	0	0	0	0	208,763
Non-NJT Transit Buses	0	201	197	954	146	301	643	2,756	5,199
NJT Transit Buses	0	114	111	538	78	157	233	1,128	2,358
School Bus	0	1,852	4,205	2,036	188	1,139	9,819	39	19,278
Refuse Truck	0	0	0	30	34	33	127	2,999	3,223
Single Unit Short-Haul Truck	0	12,039	65,354	23,013	28,277	28,544	1,800	160	159,187
Single Unit Long-Haul Truck	0	0	82	22	131	729	552	4	1,520
Motor Home	0	22	934	1,735	746	1,510	804	303	6,054
Combination Short-Haul Truck	0	0	0	0	12	53	11,813	24,159	36,037
Combination Long-Haul Truck	0	0	0	1	13	13	5,578	44,299	49,904
Total	6,161,961	239,566	72,258	28,329	29,625	32,479	31,369	75,847	6,671,434

Q. What types of vehicles will be supported by the CEF-EV MHD Program?

A. The CEF-EV MHD Program will support the installation of charging infrastructure for both LDFVs (e.g., police fleets) and MHDVs.

Summary of Policy Drivers and Market Needs Being Addressed

Q. Why is it important to focus on MHDV electrification?

A. MHDVs, such as vans, trucks, and buses account for only four percent (4%) of all vehicles on the road but are responsible for nearly twenty-five percent (25%) of transportation sector GHG emissions⁸. Electrification of MHDVs is a leveraged way to achieve rapid emission reductions.

⁶ This data was made available from NJDEP in response to an Open Public Records Act (“OPRA”) request made by Gabel Associates specifically to enable this detailed characterization of the statewide fleet with respect to vehicle type and weight class. The table shown reflects the most recent dataset at this level of granularity.

⁷ LDVs include weight class 1 and 2A, MDVs include weight class 2B and 3, and HDVs include all vehicles in weight classes 4 – 8 (plated, on-road vehicle only).

⁸ NJDEP, A Roadmap to Zero-Emission Medium- and Heavy-Duty Vehicles in New Jersey. <https://dep.nj.gov/wp-content/uploads/drivegreen/pdf/mhd-roadmap.pdf>

1 **Q. Why is PSE&G proposing the CEF-EV MHD Program at this time?**

2 A. PSE&G is proposing the CEF-EV MHD Program at this time to comply with the MHD
3 Order.

4 **Q. Will PSE&G's CEF-EV MHD Program support the goals stated in the MHD Order?**

5 A. The CEF-EV MHD Program directly targets installing MHD charging throughout
6 PSE&G's electric service territory. The growth of that charging infrastructure will help to address
7 the charging needs of electric MHDVs on New Jersey's roads and highways.

8 **Q. How does the proposed CEF-EV MHD Program support State policy objectives?**

9 A. The CEF-EV MHD Program is designed to directly support both State policy objectives
10 and the MHD Order regarding required utility support for fleet electrification.

11 **Q. Why is investment in EV charging infrastructure important to achieving State goals?**

12 A. The CEF-EV MHD Program specifically includes incentives that lower costs for MHD
13 charging infrastructure in multiple ways, thereby making LDFV and MHDV electrification more
14 feasible, and the state's goals more attainable.

15 **Q. Why is early planning with the utility critical for installation of MHD charging**
16 **infrastructure?**

17 A. For fleet customers, project implementation timetables are critical. The needs of these
18 customers necessitate proactive efforts by the utility to ensure appropriate grid readiness, so that
19 the necessary power can be made available when and where it is needed. Due to the number of
20 vehicles and battery sizes that require charging in the MHD category, the power associated with
21 MHD charging can often exceed the traditional historical load at a commercial property. For
22 example, a site that averages 200kW in load for the building could require over 1,000 kW of new
23 load to charge a moderate-sized fleet of LDFVs. The lead time to perform the necessary utility
24 infrastructure upgrade may be longer than the timetable for the delivery of the vehicle(s).

1 **Q. What makes PSE&G uniquely qualified to successfully implement the proposed CEF-**
2 **EV MHD programs?**

3 A. A local distribution utility like PSE&G is in a unique position to meet these needs in an
4 optimal way because:

- 5 • The utility is a trusted partner and can help our customers achieve their energy needs
6 through informed decisions;
- 7 • Only a utility can provide the work needed on the utility-side infrastructure;
- 8 • Capital costs for MHD charging infrastructure, a current barrier to electrification, can be
9 offset through utility incentives;
- 10 • The utility also can offer other program elements, such as rate design and managed
11 charging bonuses, to help customers with the cost of electrification;
- 12 • During the initial technical and planning efforts that lead to the determination of power
13 requirements, the utility can incorporate design strategies that can mitigate grid impacts;
14 and
- 15 • The utility will have earlier visibility on all proposed charging infrastructure in its territory
16 to enable and enhance capacity planning.

17 Additionally, PSE&G is in the position to work with fleet owners and operators to ensure that
18 sufficient power is available for fleets to electrify at a pace that aligns with state goals. As is
19 contemplated in the Board's MHD Order, the CEF-EV MHD Program will reduce barriers to
20 electrification which will support increased EV adoption, which help realize benefits related to
21 emission reductions and job creation.

22 **Key Terms and Concepts**

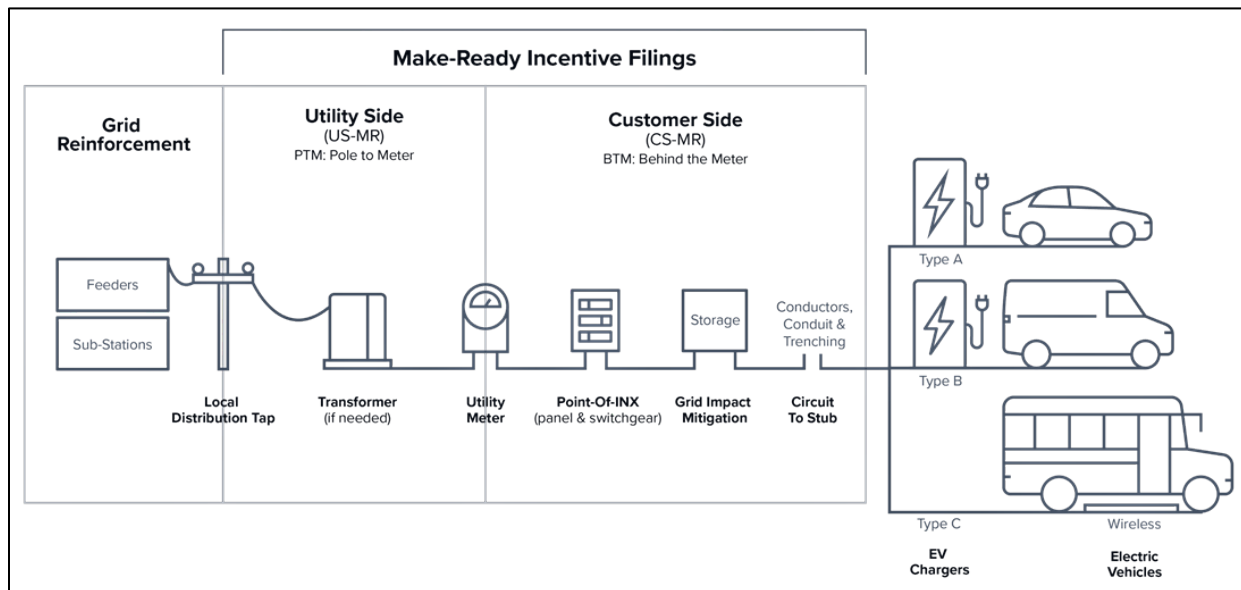
23 **Q. Please explain the term Make-Ready.**

24 A. New Jersey, through the cross-agency "NJ Partnership to Plug-In"⁹, has used a de-facto
25 architecture for providing charging infrastructure that builds on the concept of Make-Ready, as
26 defined below. The term Make-Ready includes all infrastructure required to deliver the necessary
27 power to vehicle chargers, including potential changes on the utility side of the meter and power

⁹ <https://dep.nj.gov/drivegreen/nj-partnership-to-plug-in/>

infrastructure on the customer side of the meter. Projects that use either new dedicated service or installation behind an existing shared service are supported. The following figure summarizes the overall Make-Ready architecture used for the proposed programs, with lines of demarcation between vehicles, the chargers, and Make-Ready elements:

Figure 3: Generic Make-Ready Charging Infrastructure



Q. What is the definition and general description of Customer-Side Make-Ready?

A. Customer-Side Make-Ready (“CSMR”) includes:

- All infrastructure, including but not limited to conductors, conduit, switchgear, and protective equipment, necessary to deliver power from the point of interconnection (“Point-of-INX”) to the charger stub where the chargers will be physically installed.
- CSMR is developed, built, owned, and operated by the site host.
- A customer could include future proofing for phased electrification plans that would reduce overall customer costs longer term and reduce the number of times a customer needs to work with the utility for service upgrades.
- Depending on the MHD charging load requirement, CSMR may include a customer-owned and operated transformer.

Q. What is the definition and general description of Utility-Side Make-Ready?

A. Utility-Side Make-Ready (“USMR”) includes:

- Utility-owned infrastructure adjacent to the meter that is built, owned, and operated by the utility in response to specific customer projects
- USMR does not include broader grid reinforcement requirements (for the feeder or substation), if required. In most cases feeder tap is the demarcation between the USMR and broader grid reinforcement investments.
- Can be based on either a dedicated new service, or upgrade of existing service
- USMR is limited to the needs of charging infrastructure (not the building)
- Utility design of USMR can consider future-proofing and clustering

CEF-EV MHD Program Overview

Q. Please provide a summary of the five CEF-EV MHD programs proposed in this filing.

A. The following table summarizes the five programs proposed in the CEF-EV MHD Program and the incentive budget for each program.

Table 2: CEF-EV MHD Program Summary

Program	Description	Costs (millions)*
Public MHD Charging Solution	Make-Ready costs of publicly accessible MHD Charging Depots, Public and Public-Serving fleet charging	\$16.5
Private MHD Charging Solution	Make-Ready costs of MHD charging depots for customers located in or serving an OBM or OBC that is adjacent to a freight corridor	\$5.1
Rate Incentives	Discounts on customer demand charges and added discounts for managed charging with usage reduction between 4 pm and 9 pm	\$3.6
Additional Components	Customer side load modifying technologies and vehicle-to-everything projects	\$1.8
Fleet Advisory Services	Technical support for customers on upfront planning to assist in determining load request, vehicle selection, duty cycle review, etc.	\$3.0
Total Investment		\$30.0

The CEF-EV MHD Program has five incentive programs as follows:

- Public MHD Charging Solution
- Private MHD Charging Solution
- Rate Incentives
- Additional Components
- Fleet Advisory Services

1 Details for each program are described below.

2 **Q. What is the total incentive budget amount of the CEF-EV MHD Program?**

3 A. In compliance with the MHD Order, PSE&G's total incentive value is capped at \$30
4 million.¹⁰

5 **Q. What is the expected duration of the CEF-EV MHD Program?**

6 A. As set forth in the MHD Order, customers will be able to enroll in the program over a four-
7 year period or until funding is exhausted, whichever comes first. Incentive payouts may take place
8 for several years after the end of that enrollment period to allow for project implementation
9 timeframes.

10 **Q. What are the primary objectives of the CEF-EV MHD Program?**

11 A. This program was designed in response to the MHD Order and is to directly support MHD
12 charging market needs, to strategically target the barriers that – in the absence of a utility incentive
13 program – would limit many customers' ability to electrify vehicles, to minimize grid impacts
14 where feasible, and to align with BPU requirements for program elements and focus areas.

15 **Q. Were the CEF-EV MHD Program incentives developed based on average costs per
16 charger per certain charger sizes as required by the MHD Order?**

17 A. Yes. The Make-Ready incentive will be based on the average cost per charger, by
18 technology type and power levels.

19 **Q. How were the CSMR incentive levels determined?**

20 A. Consistent with the MHD Order, incentives are defined per charger, by technology type,
21 and by power levels. PSE&G based the CSMR average costs on data provided in a National
22 Renewable Energy Lab ("NREL") study.¹¹ These installation costs are defined by NREL as "labor

¹⁰ In the MHD Order, total population and number of MHD Vehicles in Operation ("VIO") within each EDC territory were taken into account. These caps were also designed to reflect the needs of each EDC territory, while also balancing the need to keep rate-payers' costs in check. *MHD Order* at p.51.

¹¹ National Renewable Energy Lab, "The 2030 National Charging Network: Estimating U.S. Light Duty Demand for Electric Vehicle Charging Infrastructure", 2023. <https://www.nrel.gov/docs/fy23osti/85654.pdf>

1 and materials for construction on the customer-side of the meter.”¹² In each case, PSE&G
2 referenced the conservative high estimate based on geographical factors, costs from the study were
3 adjusted for inflation, and final averages were rounded to improve customer clarity during program
4 implementation. Because the NREL study does not provide costs for DCFC below 150kW,
5 PSE&G calculated CSMR costs for 100 kW DCFC as two-thirds of NREL’s 150 kW DCFC costs
6 and for 50kW DCFC as one-third of NREL’s 150 kW DCFC costs.

7 **Q. How did PSE&G determine the average USMR costs per DCFC charger?**

8 A. To determine the average USMR costs per DCFC charger, the number of chargers, charger
9 power rating, total load and total cost of service were gathered for 48 existing EV charging sites.
10 This data was collected from the DCFC Charging Program for the current CEF-EV Program as
11 well as project data available from for DCFC sites that are not participating in the CEF-EV
12 Program. The cost per charger was calculated by taking the cost of service and dividing by the
13 number of DCFC chargers that were installed. If the site also included Level 2 chargers, the cost
14 of service was multiplied by the fraction of DCFC load compared to the total load of the site. It
15 should be noted that only two of the 48 sites had Level 2 chargers as well as DCFC chargers. Based
16 on this analysis, the average cost of service per charger in PSE&G territory broken down by power
17 ratings was calculated.

18 **Q. How did PSE&G determine the average USMR costs per Level 2 charger?**

19 A. The average cost of USMR for Level 2 chargers was determined by taking the average
20 USMR costs per Level 2 charger for 141 existing sites in the current Mixed-Use Commercial Level
21 2 Charging Program for the CEF-EV Program.

¹² *Id* at 33.

1 **Q. Is there a minimum USMR cost regardless of the number of chargers installed?**

2 A. Yes. For any site requiring a service upgrade for MHD charging, a new pad-mounted
3 transformer is typically needed. Therefore, PSE&G determined that there is a minimum cost of
4 approximately \$50,000 for any site needing an MHD charging service upgrade.

5 **Q. Can a prioritization bonus be applied above the average cost per charger**
6 **determination?**

7 A. Yes. The prioritization bonus can increase the per charger incentive by up to an additional
8 25% if the customer meets criteria defined by the Board in the MHD Order, based on those which
9 will provide the greatest public benefit, including but not limited to, being located in or providing
10 a public service in an OBM or OBC adjacent to a freight highway corridor, being a small business,
11 or in cases where the chargers are being installed on an existing site rather than a new one. In no
12 event can the Make-Ready incentives, with or without the prioritization bonus, exceed 100% of
13 actual make-ready costs for public entities or 75% of actual Make-Ready costs for private entities.

14 **Q. What are PSE&G's Average Costs Per Charger for USMR and CSMR by charger**
15 **type and power levels?**

16 A. The table below summarizes the Make-Ready incentive levels organized by Level 2 or
17 DCFC charging power levels.

Table 3: CEF-EV MHD Public MHD Charging Solution – Incentive Levels

	USMR: Average Cost Per Charger	CSMR: Average Cost Per Charger
Minimum Cost Per Site	\$50,000	N/A
Level 2	\$3,500	\$14,500
DCFC		
<50 kW	\$7,000	\$38,000
51-100 kW	\$10,000	\$56,000
101-150 kW	\$15,000	\$113,000
151-350 kW	\$15,000	\$127,000
>350 kW	\$15,000	\$141,000

Individual Program Details

Public MHD Charging Solution

Q. What customers are eligible for the required Public MHD Charging Solution?

A. Eligible customers for the Public MHD Charging Solution include all public entities in the PSE&G electric territory, including but not limited to, fleets owned by or serving municipalities, K-12 schools, public colleges and universities, counties, and the State of New Jersey. Charging hubs that serve the public and companies that provide PEV-based transportation services to the public are also eligible. Public fleets can include both LDFVs and MHDVs and may also implement any mix of charging technology (Level 2 or DCFC).

Q. Why is the Public MHD Charging Solution beneficial?

A. In many cases, electrification of fleet vehicles will require distribution system and site upgrades to provide the power needed for MHD charging infrastructure. If these costs fall solely

on individual site owners, it may not be economically feasible for most budget-constrained public entities to electrify in a way that aligns with state goals. In addition, helping to reduce upfront costs reduces the burden on taxpayers supporting the public entity. Without such a program, budget limitations will significantly limit PEV adoption in the public sector.

Q. What make ready incentives are available for participants in the Public MHD Charging Solution?

A. Customers eligible for the MHD-Public Charging Solution program can receive up to 100% of the average cost per charger multiplied by the number of chargers installed.

Private MHD Charging Solution

Q. What customers are eligible for the required Private MHD Charging Solution?

A. To be considered eligible for the Private MHD Charging Solution, customers must be fleet operators in the PSE&G electric territory but are not eligible for participation in the Public MHD Charging Solution. In addition, fleets must physically reside within, or predominantly serve, an OBM, or an OBC located adjacent to a federally designated freight corridor as defined in the MFRs. The MHD Order states that “the fleet must operate in that identified territory for at least fifty-one percent (51%) of the vehicle miles traveled (“VMT”).”¹³ Moreover, the customer must commit to using a managed charging solution and mechanisms to ensure that at least twenty-five percent (25%) reduction in emissions miles over the course of two years. Private fleets can include both LDFVs and MHDVs and may also implement any mix of charging technology (Level 2 and/or DCFC).

¹³ MHD Order at p. 47.

1 **Q. Why is the Private MHD Charging Solution beneficial?**

2 A. While support for public fleets is critical, it is important to recognize that most fleets, and
3 the largest number of associated vehicles, are in private fleet settings. The same cost barriers,
4 especially for Make-Ready costs, apply to private fleet operators. The Private MHD Charging
5 Solution is therefore designed to ensure electrification takes place as broadly across the PEV
6 market as possible.

7 **Q. What Make-Ready incentives are available for participants in the Private MHD**
8 **Charging Solution?**

9 A. Customers eligible for the MHD-Private program can receive up to 50% of the average
10 cost per charger multiplied by the number of chargers installed, not to exceed seventy-five percent
11 (75%) of the cost of the Make-Ready for private fleet chargers.

12 **Rate Incentives**

13 **Q. What customers are eligible for the CEF-EV MHD Rate Incentives?**

14 A. Customers within the PSE&G electric territory are eligible for the CEF-EV MHD Rate
15 Incentives subject to specialized conditions outlined below. As described below, there are two
16 rate incentives available, customers may receive both simultaneously, if applicable. To be eligible
17 for the CEF-EV MHD Rate Incentive, the EV charging should be powered through a separate
18 service dedicated to vehicle charging. The customer may have additional ancillary connections
19 allowed that are related loads such as controllers, networks, lighting, etc. These conditions could
20 be subject to a waiver that may be granted by the Utility on a case-by-case basis, as merited.
21 Customers may enroll in the rate incentives regardless of whether they have participated in any
22 other CEF-EV program.

Customers may participate in the Rate Incentives whether they are served by a Third-Party Supplier (“TPS”) or Basic Generation Service (“BGS”). To be eligible for either rate incentive, customers must demonstrate installation of EV charging infrastructure. In addition, customers may need to demonstrate adherence to a managed charging plan that prioritizes vehicle charging during off peak times.

Q. What Rate Incentives are included in the CEF-EV MHD Program?

A. There are two rate incentives proposed in the CEF-EV MHD Program. These are:

- **Demand Charge Rebate (“DCR”):** A temporary incentive that helps offset the impact of distribution demand charges on EV charging costs. Paid at least quarterly, this incentive is based on the existing DCR of 50% already approved in the CEF-EV Program (light duty)¹⁴ but expanded to include additional charger types and tariffs as described below.
- **Managed Charging Incentive (“MCI”):** Paid at least quarterly, this incentive rewards customers that implement a managed charging program designed to mitigate grid impacts and reduce the customer’s costs for vehicle charging.

Q. Please summarize the CEF-EV MHD Rate Incentives.

A. Incentive levels for each program are summarized below:

- **DCR:** a rebate of 20% of monthly demand charges in the first year and 10% in the second year. The first year will begin with the customer’s first monthly utility bill following charger installation. This incentive applies to distribution demand charges only. The DCR incentive sunsets after two years of customer participation, subject to budget availability.
- **MCI:** a rebate of 50% of monthly distribution demand charges for customers who adhere to a managed charging plan, subject to budget availability.
- The MCI and DCR incentives can be used simultaneously, allowing for a maximum total of up to 70% offset of demand charges in the first year, and up to 60% offset of demand charges in the second year, and 50% offset of demand charges thereafter, subject to budget availability.

¹⁴ *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. Docket No. EO18101111, Decision and Order Approving Stipulation dated January 27, 2021 (“CEF-EV Program”).*

- Rate incentives will end when the \$3.6 million rate incentive budget is exhausted or the CEF-EV MHD Program ends, whichever comes first.

Additional Components

Q. Does the MHD Order allow for any other proposed programs?

A. Yes, the MHD Order allows for additional components that “...allow for co-location of MHD vehicle charging with load-modifying technologies.”¹⁵

Q. Please explain what is included in the Additional Components program?

A. PSE&G is proposing additional incentives in emerging solutions that have the potential to reduce customer’s charging cost, interconnection timelines, and grid impacts. The Additional Components will support programs of limited scale intended to inform possible future program design. The CEF-EV MHD Additional Components include two programs:

- **Load Modifying Technology:** This trial will evaluate customer installation of a load modifying technology that directly serves EV charging loads, with the goal of long-term mitigation of EV charging grid impacts and reduction of customer charging costs. In compliance with the MHD Order, the load modifying technology trial will include eligibility criteria as discussed below.
- **Vehicle-to-Everything (“V2X”):** This trial will evaluate bi-directional charging, also known as V2X, which could help reduce overall electricity costs while also reducing peak loads on the public grid for all customers.

Q. What customers are eligible for the Additional Components?

A. A limited number of customers will be approved for participation in the Additional Components, until the \$1.8 million budget is exhausted. The focus will be on selecting projects that maximize learning and adhere to additional requirements in the MHD Order. Eligibility for each program are as follows:

- **Load Modifying Technology:** Any customer, whether on BGS or TPS, that has installed customer side load modifying technology, such as energy storage, directly serving EV chargers. Customers are eligible whether or not they have participated in any other CEF-EV program. In compliance with the MHD Order, the project must demonstrate that the

¹⁵ MHD Order at p. 51.

1 technology reduces the “time to electrification” by at least 50% compared with the
2 timeframe that would be required without the enhancement. The utility will estimate
3 project schedules with and without the load modifying technology to evaluate the “time to
4 electrification” criteria prior to pre-qualifying the customer for this trial. If pre-qualified
5 the customer may receive an incentive toward the cost of the load modifying technology
6 that can be combined with other Make-Ready solutions.

- 7 • **Vehicle-to-Everything:** Any customer, whether on either BGS or TPS, that has installed
8 bi-directional EV chargers designed to offset loads at peak times. Customers may be public
9 or private, and do not need to have participated in any other CEF-EV MHD Program. The
10 incentive can be combined with other Make-Ready solutions.

11 **Q. What are the incentives for the Additional Components?**

12 A. Customers participating in the Additional Components may take advantage of the
13 following incentive levels:

- 14 • **Load Modifying Technology:** A reimbursement up to 75% of the incremental cost for the
15 storage solution, not counting costs of the chargers and Make-Ready.
- 16 • **Vehicle-to-Everything:** A reimbursement up to 50% of the incremental cost for installing
17 V2X-capable equipment.

18 **Fleet Advisory Services (“FAS”) Program**

19 **Q. What is the purpose of the FAS Program?**

20 A. As required in the MHD Order, PSE&G will be offering technical and planning assistance
21 for customers seeking EV charging over 500 kW. Electrification planning decisions could impact
22 customers’ electricity service requirements and ongoing utility costs significantly.

23 **Q. Will FAS provide any additional benefits?**

24 A. Yes. By engaging directly with the market through FAS, the utility can maintain earlier
25 and more granular awareness of emerging fleet electrification plans and trends. This experience
26 will not only inform future PEV program design and management but also distribution capacity
27 planning. Second, the FAS team can help guide the customer into more optimal solutions that
28 could reduce customer charging costs and minimize grid impacts. Finally, FAS can assist with

scalability and whether future expansion can be accommodated with the incorporation of emerging technologies.

Q. What customers are eligible for FAS?

A. Fleet customers within the PSE&G electric territory can participate in the FAS program, regardless of whether they are participating in any of the other CEF-EV programs. FAS is therefore open to all fleet operators on a first-come/first-served basis, until the \$3 million budget for the program has been exhausted.

Q. Please provide an overview of the FAS Program.

A. PSE&G's FAS will be offered on a customized per customer basis with a portfolio of services. FAS services will be implemented by internal PSE&G staff as an extension of customer support the utility already provides. Initially PSE&G will partner on FAS with an external consultant with specialized experience and expertise in electrification planning, if needed.

As a starting point, PSE&G will provide an interactive website that will help customers understand vehicle options, charging options, best practices and case studies, etc. Building on that foundation, customers will meet with an internal member of the FAS Team that will assess their needs and help them maximize their use of the external consultant support.

Q. How will PSE&G provide consultant support through the FAS Program?

A. PSE&G will reimburse up to \$20,000 of an eligible customer's FAS costs. If desired, the customer may subsequently request and arrange for additional consultant services at their own expense, based on information obtained through the FAS program.

Q. What type of services will be available through the FAS Program?

A. The scope of services made available through FAS may include, but is not limited to, the functionality summarized below, which will be customized to best meet each customer's needs, within the maximum budget of \$20,000:

- Assess service capacity availability
- Properly siting charging locations
- Scalability considerations
- Advise on other incentive programs that may be helpful
- Direct the customer to other resources where appropriate
- Detailed help understanding charging needs, and
- Determining optimal solutions

Parameters Applicable to All Programs

Q. Please describe the common parameters that apply across all programs.

A. The following parameters apply across all CEF-EV MHD Programs:

- The 90% rule will ensure that total incentives, inclusive of grants from non-utility sources, do not exceed 90% of total project costs.
- No one entity that applies for an incentive under the CEF-EV MHD Program may receive more than 25% of the overall CEF-EV MHD incentive budget.
- PSE&G will follow a rolling application process rather than a competitive solicitation while placing an emphasis on maximizing public benefit where possible.
- Multiple step review and approval process for receiving incentives:
 - The customer will apply with estimated costs and proof of meeting eligibility criteria that allow PSE&G to pre-qualify the customer into the program.
 - PSE&G will determine the approximate incentive value based on the estimated costs.
 - The customer will update their application with verification documents that include but are not limited to permits, paid invoices, and inspections.
 - PSE&G will review the application and issue incentives as appropriate
- Customer enrollments will be suspended once the costs for completed projects and the estimates for committed projects reach the \$30M incentive budget cap.
- Based on estimated construction timelines, full disbursement of incentives may take up to an additional two years after enrollment.
- For CSMR: Customer can use any contractor they prefer that is licensed in NJ and must present evidence of passed local inspection for incentive disbursement.
- All CSMR and Chargers must be UL listed or equivalent, where applicable. L2 chargers must be Energy Star rated.
- All utility-side work will follow PSE&G's current new construction business practices.

Q. What performance standards and procedures will PSE&G implement for the CEF-EV MHD Program?

A. PSE&G will develop performance standards and procedures designed to ensure:

- Compliance of applicant with the CEF-EV MHD Program requirements
- Compliance with federal uptime requirements
- Timely installation of Make-Ready infrastructure
- Customer adherence to a managed charging plan utilized for at least 25% of total fleet charging
- Proposed guidelines for managed charging programs
- Customer operation for a minimum of five (5) years after installation
- Network interoperability and data sharing

Q. What are the proposed enforcement mechanisms to achieve all requirements as outlined in the MFRs?

A. PSE&G will develop terms and conditions for customer agreement and will put in place processes and procedures that will provide for adherence to the operational requirements as stated above. PSE&G may also use enforcement mechanisms, as warranted, which may include penalties, repayment of incentives, and withholding of bonds or reimbursement to ensure that customers adhere to the operational requirements in the MHD Order.

Q. What charger approval processes will PSE&G implement for the CEF-EV MHD Program?

A. PSE&G will develop charger approval processes designed to ensure:

- Data collection capability
- Installation of dual-port or multi-port chargers wherever possible and practical
- Inclusion of at least one nonproprietary charging port in public charging locations
- Use a network service provider that is on the State's qualified list
- Energy Star compliance for Level 1 and Level 2 chargers
- Chargers remain operational for a minimum of five (5) years after installation

CEF-EV MHD Program Operations and Maintenance Costs

Q. Are there additional costs, beyond those associated with customer-facing incentives, for the CEF-EV MHD Program?

A. Yes, there are number of expenses associated with the operations and maintenance ("O&M") efforts for developing and delivering the CEF-EV MHD Program. Key O&M budget categories and costs are provided in Table 4.

1

Table 4: CEF-EV MHD Program O&M Budget

Program O&M	Description	Budget (millions)*
Program Administration	CEF-EV MHD Program design, development and program management	\$4.5
Marketing, Education & Outreach	Costs associated with the marketing, education and outreach of program offerings	\$1.5
IT Expenses	IT expenses including: <ul style="list-style-type: none"> • Development and maintenance of a Fleet Advisory Services website. • Costs associated with interfacing to PSE&G systems 	\$1.4
Data Acquisition	Costs associated with acquiring the following data, as required by the MFRs: <ul style="list-style-type: none"> a) Longitude and Latitude of chargers b) Duration of charging sessions c) Frequency of sessions d) Load curves e) Utilization rates of fleet charging 	\$2.8
Total O&M Expenses		\$10.2

2

*Excludes carrying costs.

3

Q. What is the estimated cost to provide the charging data requirements set forth in the MFRs?

4

5

A. PSE&G estimated the cost for complying with the MFRs for data acquisition as \$2.8 million. This is the estimated cost to provide all five data elements required in the MFRs¹⁶ for the duration of the program.

6

7

8

Q. Does PSE&G have any suggestions for reducing the costs associated with the charging data requirements set forth in the MFRs?

9

10

A. Yes. PSE&G has advanced metering infrastructure (“AMI”) data available at no cost to the program. With the available AMI data, PSE&G can report three of the five requested data elements, including a) longitude and latitude of chargers; d) load curves; and e) utilization rates of fleet charging. The available AMI data cannot provide items b) duration of charging sessions and c) frequency of sessions.

11

12

13

14

¹⁶ *Id* at 50.

1 **Q. Why does PSE&G recommend using AMI data only?**

2 A. When combined with publicly available data such as vehicle registration information, the
3 AMI data is sufficient for PSE&G to forecast EV load growth, identify where grid enhancements
4 will be necessary, and monitor customers' adherence to managed charging plans, among other
5 things. Thus, items "b" and "c" add \$2.8 million in cost to the program but are not necessary to
6 derive the data-driven benefits of the program.

7 **Q. Does PSE&G have a recommendation for the charging data requirements set forth**
8 **in the MFRs?**

9 A. PSE&G recommends removing items "b" and "c" as required elements of the program.

10 **Q. Are there additional requirements set forth in the MHD Order that PSE&G will**
11 **support as part of the CEF-EV MHD Program?**

12 A. Yes. In addition to that which is stated above and in compliance with the MHD Order,
13 PSE&G will also perform or participate in each of the following activities:

- 14 • Participate in an EV working group
- 15 • Develop capacity maps showing available capacity up to both 3MW and 5MW, and
16 distinguishing between overhead and underground service lines
- 17 • Pursue detailed forecasts and projection reports of needed capacity to support broader
18 grid reinforcement programs
- 19 • Provide the charging data required
- 20 • Comply with the reporting requirements

21 **Q. Is there any concern with meeting all the criteria in the MHD Order?**

22 A. PSE&G is concerned about the MFR requirement in Section III.8 that "[i]nstallation of
23 Make-Ready infrastructure be completed within eighteen (18) months of receiving a request from
24 an applicant, with a six (6)-month extension opportunity to address any additional supply chain
25 delays." This timeframe does not consider the lead time associated with the delivery of larger-
26 sized transformers often needed for MHD charging. Upon receiving an applicant's request,
27 PSE&G's engineers determine the configuration and technical specifications needed on an
28 individual site basis before a transformer can be ordered. The lead time for delivery may cause the

1 utility construction schedule to exceed the 24-month deadline. PSE&G requests that the
2 completion of infrastructure deadline be flexible to allow for the acquisition and delivery of all
3 necessary equipment.

4 **Q. Does this conclude your testimony?**

5 A. Yes, it does.

**QUALIFICATIONS
OF
TODD W. HRANICKA
DIRECTOR – ENERGY SERVICES**

My name is Todd Hranicka and I am employed by Public Service Electric and Gas Company (“PSE&G” or “Company”). My title is Director – Energy Services PSE&G. I have been employed by PSE&G since September 2012. Prior to my employment with PSE&G, I was Vice President at Vanguard Energy Partners, LLC. I currently have management and oversight responsibility for PSE&G’s Electric Vehicle, Residential Energy Efficiency, and Solar Loan Programs.

EDUCATIONAL BACKGROUND

I have a Bachelor of Arts degree in History from the University of Delaware.

WORK EXPERIENCE

I have been employed by PSE&G for over twelve years. Prior to joining PSE&G, I worked for Vanguard Energy Partners, one of the east coast’s largest solar construction firms. As such, I have a broad background in solar construction, design, management, and operations and maintenance. Since 2012, I led the PSE&G Solar 4 All® team that successfully built 158 MW-dc of solar in New Jersey. PSE&G is the utility leader in landfill/brownfield solar with 86MW-dc in-service. I also led the team responsible for developing PSE&G’s first ever solar and battery storage project at Hopewell Valley Central High School in Hopewell, New Jersey. My team also developed four other solar and battery storage projects. Since 2020, I have been tasked with implementation and oversight of the

ATTACHMENT 1
SCHEDULE TH-CEF-EV-MHD-1
PAGE 2 OF 2

1 PSE&G Clean Energy Future – Electric Vehicle Program which has supported the energization
2 of over 20,000 chargers. For the past three years, I was responsible for the PSE&G Clean
3 Energy Jobs Program which has generated over 2,700 jobs for unemployed, under-employed,
4 low/middle-income NJ residents to support delivery of energy efficiency projects.
5 Additionally, I oversaw PSE&G Renewables & Energy Solutions safety initiatives.

INCENTIVE BUDGET

Program Incentive Total	\$30,000,000
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Program Incentive Allocations	%-Total	Alloc. Budget
Public Make-Ready	55.0%	\$16,500,000
USMR	20.0%	\$6,000,000
CSMR	30.0%	\$9,000,000
Prioritization	5.0%	\$1,500,000
Private Make-Ready	17.0%	\$5,100,000
USMR	5.0%	\$1,500,000
CSMR	10.0%	\$3,000,000
Prioritization	2.0%	\$600,000
Rate Incentives	12.0%	\$3,600,000
Managed Charging Incentive	2.4%	\$720,000
Demand Charge Rebate	9.6%	\$2,880,000
Technical Trials	6.0%	\$1,800,000
Storage Trials	4.8%	\$1,440,000
V2X Trials	1.2%	\$360,000
Fleet Advisory Services	10.0%	\$3,000,000
FAS Incentive (thru Vendor)	5.3%	\$1,600,000
PSE&G Labor	4.7%	\$1,400,000
Incentive Subtotal (must equal 100%)	100%	\$30,000,000
<i>x-check</i>		<i>\$30,000,000</i>

PROJECT O&M

Expense - Annual \$	Alloc. Budget	2025	2026	2027
IT Expenses/Run Costs	\$1,441,420	\$ 1,130,380	\$ 77,760	\$ 77,760
EV Network Fees/Data Acquisition	\$2,774,524	\$ 645,200	\$ 161,300	\$ 411,912
Marketing, Education & Outreach	\$1,524,036	\$238,580	\$574,319	\$461,819
Program Administration	\$4,505,105	\$225,255	\$901,021	\$901,021
Expense Subtotal	\$10,245,085	\$2,239,415	\$1,714,400	\$1,852,512

Expense - Annual \$	2028	2029	2030	<i>x-check (totals)</i>
IT Expenses/Run Costs	\$ 77,760	\$ 54,432	\$ 23,328	<i>\$1,441,420</i>
EV Network Fees/Data Acquisition	\$ 480,564	\$ 617,868	\$ 457,680	<i>\$2,774,524</i>
Marketing, Education & Outreach	\$249,319	\$0	\$0	<i>\$1,524,036</i>
Program Administration	\$901,021	\$901,021	\$675,766	<i>\$4,505,105</i>
Expense Subtotal	\$1,708,664	\$1,573,321	\$1,156,774	<i>\$10,245,085</i>
				<i>\$10,245,085</i>

Commitments - Monthly %	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26
Public Make-Ready Solution					
USMR	1.7%	1.7%	1.7%	4.2%	4.2%
CSMR	1.7%	1.7%	1.7%	4.2%	4.2%
Prioritization	1.7%	1.7%	1.7%	4.2%	4.2%
Private Make-Ready Solution					
USMR	1.7%	1.7%	1.7%	4.2%	4.2%
CSMR	1.7%	1.7%	1.7%	4.2%	4.2%
Prioritization	1.7%	1.7%	1.7%	4.2%	4.2%
Rate Incentives					
Managed Charging Incentive	1.7%	1.7%	1.7%	4.2%	4.2%
Demand Charge Rebate	1.7%	1.7%	1.7%	4.2%	4.2%
Technical Trials					
Storage Trials	1.7%	1.7%	1.7%	4.2%	4.2%
V2X Trials	1.7%	1.7%	1.7%	4.2%	4.2%
Fleet Advisory Services					
Incentive (thru Vendor)	2.0%	2.0%	2.0%	6.3%	6.3%
PSE&G Labor	3.3%	3.3%	3.3%	1.7%	1.7%

Commitments - Monthly \$	Alloc. Budget	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26
Public Make-Ready Solution						
USMR	\$6,000,000	\$100,000	\$100,000	\$100,000	\$250,000	\$250,000
CSMR	\$9,000,000	\$150,000	\$150,000	\$150,000	\$375,000	\$375,000
Prioritization	\$1,500,000	\$25,000	\$25,000	\$25,000	\$62,500	\$62,500
Private Make-Ready Solution						
USMR	\$1,500,000	\$25,000	\$25,000	\$25,000	\$62,500	\$62,500
CSMR	\$3,000,000	\$50,000	\$50,000	\$50,000	\$125,000	\$125,000
Prioritization	\$600,000	\$10,000	\$10,000	\$10,000	\$25,000	\$25,000
Rate Incentives						
Managed Charging Incentive	\$720,000	\$12,000	\$12,000	\$12,000	\$30,000	\$30,000
Demand Charge Rebate	\$2,880,000	\$48,000	\$48,000	\$48,000	\$120,000	\$120,000
Technical Trials						
Storage Trials	\$1,440,000	\$24,000	\$24,000	\$24,000	\$60,000	\$60,000
V2X Trials	\$360,000	\$6,000	\$6,000	\$6,000	\$15,000	\$15,000
Fleet Advisory Services						
Incentive (thru Vendor)	\$1,600,000	\$32,000	\$32,000	\$32,000	\$100,000	\$100,000
PSE&G Labor	\$1,400,000	\$46,667	\$46,667	\$46,667	\$23,333	\$23,333
Program Sub-total	\$30,000,000	\$528,667	\$528,667	\$528,667	\$1,248,333	\$1,248,333

Monthly %	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26
Public Make-Ready Solution						
USMR	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%
CSMR	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%
Prioritization	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%
Private Make-Ready Solution						
USMR	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%
CSMR	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%
Prioritization	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%
Rate Incentives						
Managed Charging Incentive	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%
Demand Charge Rebate	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%
Technical Trials						
Storage Trials	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%
V2X Trials	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%
Fleet Advisory Services						
Incentive (thru Vendor)	6.3%	6.3%	6.3%	6.3%	6.3%	6.3%
PSE&G Labor	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%

Monthly %	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26
Public Make-Ready Solution						
USMR	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
CSMR	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000
Prioritization	\$62,500	\$62,500	\$62,500	\$62,500	\$62,500	\$62,500
Private Make-Ready Solution						
USMR	\$62,500	\$62,500	\$62,500	\$62,500	\$62,500	\$62,500
CSMR	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000
Prioritization	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Rate Incentives						
Managed Charging Incentive	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Demand Charge Rebate	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000
Technical Trials						
Storage Trials	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
V2X Trials	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Fleet Advisory Services						
Incentive (thru Vendor)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
PSE&G Labor	\$23,333	\$23,333	\$23,333	\$23,333	\$23,333	\$23,333
Program Sub-total	\$1,248,333	\$1,248,333	\$1,248,333	\$1,248,333	\$1,248,333	\$1,248,333

Monthly %	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27
Public Make-Ready Solution						
USMR	4.2%	4.2%	4.2%	4.2%	2.5%	2.5%
CSMR	4.2%	4.2%	4.2%	4.2%	2.5%	2.5%
Prioritization	4.2%	4.2%	4.2%	4.2%	2.5%	2.5%
Private Make-Ready Solution						
USMR	4.2%	4.2%	4.2%	4.2%	2.5%	2.5%
CSMR	4.2%	4.2%	4.2%	4.2%	2.5%	2.5%
Prioritization	4.2%	4.2%	4.2%	4.2%	2.5%	2.5%
Rate Incentives						
Managed Charging Incentive	4.2%	4.2%	4.2%	4.2%	2.5%	2.5%
Demand Charge Rebate	4.2%	4.2%	4.2%	4.2%	2.5%	2.5%
Technical Trials						
Storage Trials	4.2%	4.2%	4.2%	4.2%	2.5%	2.5%
V2X Trials	4.2%	4.2%	4.2%	4.2%	2.5%	2.5%
Fleet Advisory Services						
Incentive (thru Vendor)	6.3%	6.3%	6.3%	6.3%	1.6%	1.6%
PSE&G Labor	1.7%	1.7%	1.7%	1.7%	2.1%	2.1%

Monthly %	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27
Public Make-Ready Solution						
USMR	\$250,000	\$250,000	\$250,000	\$250,000	\$150,000	\$150,000
CSMR	\$375,000	\$375,000	\$375,000	\$375,000	\$225,000	\$225,000
Prioritization	\$62,500	\$62,500	\$62,500	\$62,500	\$37,500	\$37,500
Private Make-Ready Solution						
USMR	\$62,500	\$62,500	\$62,500	\$62,500	\$37,500	\$37,500
CSMR	\$125,000	\$125,000	\$125,000	\$125,000	\$75,000	\$75,000
Prioritization	\$25,000	\$25,000	\$25,000	\$25,000	\$15,000	\$15,000
Rate Incentives						
Managed Charging Incentive	\$30,000	\$30,000	\$30,000	\$30,000	\$18,000	\$18,000
Demand Charge Rebate	\$120,000	\$120,000	\$120,000	\$120,000	\$72,000	\$72,000
Technical Trials						
Storage Trials	\$60,000	\$60,000	\$60,000	\$60,000	\$36,000	\$36,000
V2X Trials	\$15,000	\$15,000	\$15,000	\$15,000	\$9,000	\$9,000
Fleet Advisory Services						
Incentive (thru Vendor)	\$100,000	\$100,000	\$100,000	\$100,000	\$25,333	\$25,333
PSE&G Labor	\$23,333	\$23,333	\$23,333	\$23,333	\$29,167	\$29,167
Program Sub-total	\$1,248,333	\$1,248,333	\$1,248,333	\$1,248,333	\$729,500	\$729,500

Monthly %	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27
Public Make-Ready Solution						
USMR	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
CSMR	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Prioritization	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Private Make-Ready Solution						
USMR	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
CSMR	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Prioritization	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Rate Incentives						
Managed Charging Incentive	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Demand Charge Rebate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Technical Trials						
Storage Trials	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
V2X Trials	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Fleet Advisory Services						
Incentive (thru Vendor)	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%
PSE&G Labor	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%

Monthly %	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27
Public Make-Ready Solution						
USMR	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
CSMR	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000
Prioritization	\$37,500	\$37,500	\$37,500	\$37,500	\$37,500	\$37,500
Private Make-Ready Solution						
USMR	\$37,500	\$37,500	\$37,500	\$37,500	\$37,500	\$37,500
CSMR	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
Prioritization	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Rate Incentives						
Managed Charging Incentive	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000
Demand Charge Rebate	\$72,000	\$72,000	\$72,000	\$72,000	\$72,000	\$72,000
Technical Trials						
Storage Trials	\$36,000	\$36,000	\$36,000	\$36,000	\$36,000	\$36,000
V2X Trials	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000
Fleet Advisory Services						
Incentive (thru Vendor)	\$25,333	\$25,333	\$25,333	\$25,333	\$25,333	\$25,333
PSE&G Labor	\$29,167	\$29,167	\$29,167	\$29,167	\$29,167	\$29,167
Program Sub-total	\$729,500	\$729,500	\$729,500	\$729,500	\$729,500	\$729,500

Monthly %	Sep-27	Oct-27	Nov-27	Dec-27	Jan-28	Feb-28
Public Make-Ready Solution						
USMR	2.5%	2.5%	2.5%	2.5%	1.7%	1.7%
CSMR	2.5%	2.5%	2.5%	2.5%	1.7%	1.7%
Prioritization	2.5%	2.5%	2.5%	2.5%	1.7%	1.7%
Private Make-Ready Solution						
USMR	2.5%	2.5%	2.5%	2.5%	1.7%	1.7%
CSMR	2.5%	2.5%	2.5%	2.5%	1.7%	1.7%
Prioritization	2.5%	2.5%	2.5%	2.5%	1.7%	1.7%
Rate Incentives						
Managed Charging Incentive	2.5%	2.5%	2.5%	2.5%	1.7%	1.7%
Demand Charge Rebate	2.5%	2.5%	2.5%	2.5%	1.7%	1.7%
Technical Trials						
Storage Trials	2.5%	2.5%	2.5%	2.5%	1.7%	1.7%
V2X Trials	2.5%	2.5%	2.5%	2.5%	1.7%	1.7%
Fleet Advisory Services						
Incentive (thru Vendor)	1.6%	1.6%	1.6%	1.6%	0.0%	0.0%
PSE&G Labor	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%

Monthly %	Sep-27	Oct-27	Nov-27	Dec-27	Jan-28	Feb-28
Public Make-Ready Solution						
USMR	\$150,000	\$150,000	\$150,000	\$150,000	\$100,000	\$100,000
CSMR	\$225,000	\$225,000	\$225,000	\$225,000	\$150,000	\$150,000
Prioritization	\$37,500	\$37,500	\$37,500	\$37,500	\$25,000	\$25,000
Private Make-Ready Solution						
USMR	\$37,500	\$37,500	\$37,500	\$37,500	\$25,000	\$25,000
CSMR	\$75,000	\$75,000	\$75,000	\$75,000	\$50,000	\$50,000
Prioritization	\$15,000	\$15,000	\$15,000	\$15,000	\$10,000	\$10,000
Rate Incentives						
Managed Charging Incentive	\$18,000	\$18,000	\$18,000	\$18,000	\$12,000	\$12,000
Demand Charge Rebate	\$72,000	\$72,000	\$72,000	\$72,000	\$48,000	\$48,000
Technical Trials						
Storage Trials	\$36,000	\$36,000	\$36,000	\$36,000	\$24,000	\$24,000
V2X Trials	\$9,000	\$9,000	\$9,000	\$9,000	\$6,000	\$6,000
Fleet Advisory Services						
Incentive (thru Vendor)	\$25,333	\$25,333	\$25,333	\$25,333	\$0	\$0
PSE&G Labor	\$29,167	\$29,167	\$29,167	\$29,167	\$29,167	\$29,167
Program Sub-total	\$729,500	\$729,500	\$729,500	\$729,500	\$479,167	\$479,167

Monthly %	Mar-28	Apr-28	May-28	Jun-28	Jul-28
Public Make-Ready Solution					
USMR	1.7%	1.7%	1.7%	1.7%	1.7%
CSMR	1.7%	1.7%	1.7%	1.7%	1.7%
Prioritization	1.7%	1.7%	1.7%	1.7%	1.7%
Private Make-Ready Solution					
USMR	1.7%	1.7%	1.7%	1.7%	1.7%
CSMR	1.7%	1.7%	1.7%	1.7%	1.7%
Prioritization	1.7%	1.7%	1.7%	1.7%	1.7%
Rate Incentives					
Managed Charging Incentive	1.7%	1.7%	1.7%	1.7%	1.7%
Demand Charge Rebate	1.7%	1.7%	1.7%	1.7%	1.7%
Technical Trials					
Storage Trials	1.7%	1.7%	1.7%	1.7%	1.7%
V2X Trials	1.7%	1.7%	1.7%	1.7%	1.7%
Fleet Advisory Services					
Incentive (thru Vendor)	0.0%	0.0%	0.0%	0.0%	0.0%
PSE&G Labor	2.1%	2.1%	2.1%	2.1%	2.1%

Monthly %	Mar-28	Apr-28	May-28	Jun-28	Jul-28
Public Make-Ready Solution					
USMR	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
CSMR	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
Prioritization	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Private Make-Ready Solution					
USMR	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
CSMR	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Prioritization	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Rate Incentives					
Managed Charging Incentive	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000
Demand Charge Rebate	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000
Technical Trials					
Storage Trials	\$24,000	\$24,000	\$24,000	\$24,000	\$24,000
V2X Trials	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000
Fleet Advisory Services					
Incentive (thru Vendor)	\$0	\$0	\$0	\$0	\$0
PSE&G Labor	\$29,167	\$29,167	\$29,167	\$29,167	\$29,167
Program Sub-total	\$479,167	\$479,167	\$479,167	\$479,167	\$479,167

Monthly %	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28	Jan-29	Feb-29
Public Make-Ready Solution							
USMR	1.7%	1.7%					
CSMR	1.7%	1.7%					
Prioritization	1.7%	1.7%					
Private Make-Ready Solution							
USMR	1.7%	1.7%					
CSMR	1.7%	1.7%					
Prioritization	1.7%	1.7%					
Rate Incentives							
Managed Charging Incentive	1.7%	1.7%					
Demand Charge Rebate	1.7%	1.7%					
Technical Trials							
Storage Trials	1.7%	1.7%					
V2X Trials	1.7%	1.7%					
Fleet Advisory Services							
Incentive (thru Vendor)	0.0%	0.0%					
PSE&G Labor	2.1%	2.1%					

Monthly %	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28	Jan-29	Feb-29
Public Make-Ready Solution							
USMR	\$100,000	\$100,000					
CSMR	\$150,000	\$150,000					
Prioritization	\$25,000	\$25,000					
Private Make-Ready Solution							
USMR	\$25,000	\$25,000					
CSMR	\$50,000	\$50,000					
Prioritization	\$10,000	\$10,000					
Rate Incentives							
Managed Charging Incentive	\$12,000	\$12,000					
Demand Charge Rebate	\$48,000	\$48,000					
Technical Trials							
Storage Trials	\$24,000	\$24,000					
V2X Trials	\$6,000	\$6,000					
Fleet Advisory Services							
Incentive (thru Vendor)	\$0	\$0					
PSE&G Labor	\$29,167	\$29,167					
Program Sub-total	\$479,167	\$479,167	\$29,167	\$29,167	\$29,167	\$14,000	\$14,000

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Monthly %	Nov-29	Dec-29	Jan-30	Feb-30	Mar-30	Apr-30	May-30
Public Make-Ready Solution							
USMR							
CSMR							
Prioritization							
Private Make-Ready Solution							
USMR							
CSMR							
Prioritization							
Rate Incentives							
Managed Charging Incentive							
Demand Charge Rebate							
Technical Trials							
Storage Trials							
V2X Trials							
Fleet Advisory Services							
Incentive (thru Vendor)							
PSE&G Labor	1.0%	1.0%	0.9%	0.9%	0.9%	0.9%	0.9%

Monthly %	Nov-29	Dec-29	Jan-30	Feb-30	Mar-30	Apr-30	May-30
Public Make-Ready Solution							
USMR							
CSMR							
Prioritization							
Private Make-Ready Solution							
USMR							
CSMR							
Prioritization							
Rate Incentives							
Managed Charging Incentive							
Demand Charge Rebate							
Technical Trials							
Storage Trials							
V2X Trials							
Fleet Advisory Services							
Incentive (thru Vendor)							
PSE&G Labor	\$14,000	\$14,000	\$12,444	\$12,444	\$12,444	\$12,444	\$12,444
Program Sub-total	\$14,000	\$14,000	\$12,444	\$12,444	\$12,444	\$12,444	\$12,444

Monthly %	Jun-30	Jul-30	Aug-30	Sep-30	Total	x-check
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Public Make-Ready Solution

USMR					100.0%	100%
CSMR					100.0%	100%
Prioritization					100.0%	100%

Private Make-Ready Solution

USMR					100.0%	100%
CSMR					100.0%	100%
Prioritization					100.0%	100%

Rate Incentives

Managed Charging Incentive					100.0%	100%
Demand Charge Rebate					100.0%	100%

Technical Trials

Storage Trials					100.0%	100%
V2X Trials					100.0%	100%

Fleet Advisory Services

Incentive (thru Vendor)					100.0%	100%
PSE&G Labor	0.9%	0.9%	0.9%	0.9%	100.0%	100%

Monthly %	Jun-30	Jul-30	Aug-30	Sep-30
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Public Make-Ready Solution

USMR					\$6,000,000	\$6,000,000
CSMR					\$9,000,000	\$9,000,000
Prioritization					\$1,500,000	\$1,500,000

Private Make-Ready Solution

USMR					\$1,500,000	\$1,500,000
CSMR					\$3,000,000	\$3,000,000
Prioritization					\$600,000	\$600,000

Rate Incentives

Managed Charging Incentive					\$720,000	\$720,000
Demand Charge Rebate					\$2,880,000	\$2,880,000

Technical Trials

Storage Trials					\$1,440,000	\$1,440,000
V2X Trials					\$360,000	\$360,000

Fleet Advisory Services

Incentive (thru Vendor)					\$1,600,000	\$1,600,000
PSE&G Labor	\$12,444	\$12,444	\$12,444	\$12,444	\$1,400,000	\$1,400,000

Program Sub-total	\$12,444	\$12,444	\$12,444	\$12,444	\$30,000,000	\$30,000,000
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Incentive Disbursements - Monthly \$	Alloc. Budget	Oct-25	Nov-25	Dec-25
Public Make-Ready Solution				
USMR	\$6,000,000	\$0	\$0	\$0
CSMR	\$9,000,000	\$0	\$0	\$0
Prioritization	\$1,500,000	\$0	\$0	\$0
Private Make-Ready Solution				
USMR	\$1,500,000	\$0	\$0	\$0
CSMR	\$3,000,000	\$0	\$0	\$0
Prioritization	\$600,000	\$0	\$0	\$0
Rate Incentives				
Managed Charging Incentive	\$720,000	\$0	\$0	\$0
Demand Charge Rebate	\$2,880,000	\$0	\$0	\$0
Technical Trials				
Storage Trials	\$1,440,000	\$0	\$0	\$0
V2X Trials	\$360,000	\$0	\$0	\$0
Fleet Advisory Services				
Incentive (thru Vendor)	\$1,600,000	\$32,000	\$32,000	\$32,000
PSE&G Labor	\$1,400,000	\$46,667	\$46,667	\$46,667
Incentive Subtotal:	\$30,000,000	\$78,667	\$78,667	\$78,667

Expense Disbursements - Annual \$	Alloc. Budget	2025	2026	2027
IT Expenses/Run Costs	\$1,441,420	\$1,130,380	\$77,760	\$77,760
EV Network Fees/Data Acquisition	\$2,774,524	\$645,200	\$161,300	\$411,912
Marketing, Education & Outreach	\$1,524,036	\$238,580	\$574,319	\$461,819
Program Administration	\$4,505,105	\$225,255	\$901,021	\$901,021
Expenses Sub-total:	\$10,245,085	\$2,239,415	\$1,714,400	\$1,852,512
X-Check:	\$10,245,085	\$2,239,415	\$1,714,400	\$1,852,512

Expense Disbursements - Monthly \$	Alloc. Budget	Oct-25	Nov-25	Dec-25
IT Expenses/Run Costs	\$1,441,420	\$376,793	\$376,793	\$376,793
EV Network Fees/Data Acquisition	\$2,774,524	\$215,067	\$215,067	\$215,067
Marketing, Education & Outreach	\$1,524,036	\$79,527	\$79,527	\$79,527
Program Administration	\$4,505,105	\$75,085	\$75,085	\$75,085
Expense Subtotal:	\$10,245,085	\$746,472	\$746,472	\$746,472

Program Total	\$40,245,085	\$825,138	\$825,138	\$825,138
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Incentive Disbursements - Monthly \$	Jan-26	Feb-26	Mar-26	Apr-26	May-26
Public Make-Ready Solution					
USMR	\$0	\$0	\$0	\$0	\$0
CSMR	\$0	\$0	\$0	\$0	\$0
Prioritization	\$0	\$0	\$0	\$0	\$0
Private Make-Ready Solution					
USMR	\$0	\$0	\$0	\$0	\$0
CSMR	\$0	\$0	\$0	\$0	\$0
Prioritization	\$0	\$0	\$0	\$0	\$0
Rate Incentives					
Managed Charging Incentive	\$0	\$0	\$0	\$0	\$0
Demand Charge Rebate	\$0	\$0	\$0	\$0	\$0
Technical Trials					
Storage Trials	\$0	\$0	\$0	\$0	\$0
V2X Trials	\$0	\$0	\$0	\$0	\$0
Fleet Advisory Services					
Incentive (thru Vendor)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
PSE&G Labor	\$23,333	\$23,333	\$23,333	\$23,333	\$23,333
Incentive Subtotal:	\$123,333	\$123,333	\$123,333	\$123,333	\$123,333

Expense Disbursements - Annual \$	2028	2029	2030
IT Expenses/Run Costs	\$77,760	\$54,432	\$23,328
EV Network Fees/Data Acquisition	\$480,564	\$617,868	\$457,680
Marketing, Education & Outreach	\$249,319	\$0	\$0
Program Administration	\$901,021	\$901,021	\$675,766
Expenses Sub-total:	\$1,708,664	\$1,573,321	\$1,156,774
X-Check:	\$1,708,664	\$1,573,321	\$1,156,774

Expense Disbursements - Monthly \$	Jan-26	Feb-26	Mar-26	Apr-26	May-26
IT Expenses/Run Costs	\$6,480	\$6,480	\$6,480	\$6,480	\$6,480
EV Network Fees/Data Acquisition	\$13,442	\$13,442	\$13,442	\$13,442	\$13,442
Marketing, Education & Outreach	\$47,860	\$47,860	\$47,860	\$47,860	\$47,860
Program Administration	\$75,085	\$75,085	\$75,085	\$75,085	\$75,085
Expense Subtotal:	\$142,867	\$142,867	\$142,867	\$142,867	\$142,867

Program Total	\$266,200	\$266,200	\$266,200	\$266,200	\$266,200
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Incentive Disbursements - Monthly \$	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26
Public Make-Ready Solution					
USMR	\$0	\$0	\$0	\$0	\$0
CSMR	\$0	\$0	\$0	\$0	\$0
Prioritization	\$0	\$0	\$0	\$0	\$0
Private Make-Ready Solution					
USMR	\$0	\$0	\$0	\$0	\$0
CSMR	\$0	\$0	\$0	\$0	\$0
Prioritization	\$0	\$0	\$0	\$0	\$0
Rate Incentives					
Managed Charging Incentive	\$0	\$0	\$0	\$0	\$0
Demand Charge Rebate	\$0	\$0	\$0	\$0	\$0
Technical Trials					
Storage Trials	\$0	\$0	\$0	\$0	\$24,000
V2X Trials	\$0	\$0	\$0	\$0	\$6,000
Fleet Advisory Services					
Incentive (thru Vendor)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
PSE&G Labor	\$23,333	\$23,333	\$23,333	\$23,333	\$23,333
Incentive Subtotal:	\$123,333	\$123,333	\$123,333	\$123,333	\$153,333

Expense Disbursements - Monthly \$	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26
IT Expenses/Run Costs	\$6,480	\$6,480	\$6,480	\$6,480	\$6,480
EV Network Fees/Data Acquisition	\$13,442	\$13,442	\$13,442	\$13,442	\$13,442
Marketing, Education & Outreach	\$47,860	\$47,860	\$47,860	\$47,860	\$47,860
Program Administration	\$75,085	\$75,085	\$75,085	\$75,085	\$75,085
Expense Subtotal:	\$142,867	\$142,867	\$142,867	\$142,867	\$142,867

Program Total	\$266,200	\$266,200	\$266,200	\$266,200	\$296,200
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Incentive Disbursements - Monthly \$	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27
Public Make-Ready Solution					
USMR	\$0	\$0	\$0	\$0	\$0
CSMR	\$0	\$0	\$0	\$0	\$0
Prioritization	\$0	\$0	\$0	\$0	\$0
Private Make-Ready Solution					
USMR	\$0	\$0	\$0	\$0	\$0
CSMR	\$0	\$0	\$0	\$0	\$0
Prioritization	\$0	\$0	\$0	\$0	\$0
Rate Incentives					
Managed Charging Incentive	\$0	\$0	\$0	\$0	\$0
Demand Charge Rebate	\$0	\$0	\$0	\$0	\$0
Technical Trials					
Storage Trials	\$24,000	\$24,000	\$60,000	\$60,000	\$60,000
V2X Trials	\$6,000	\$6,000	\$15,000	\$15,000	\$15,000
Fleet Advisory Services					
Incentive (thru Vendor)	\$100,000	\$100,000	\$25,333	\$25,333	\$25,333
PSE&G Labor	\$23,333	\$23,333	\$29,167	\$29,167	\$29,167
Incentive Subtotal:	\$153,333	\$153,333	\$129,500	\$129,500	\$129,500

Expense Disbursements - Monthly \$	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27
IT Expenses/Run Costs	\$6,480	\$6,480	\$6,480	\$6,480	\$6,480
EV Network Fees/Data Acquisition	\$13,442	\$13,442	\$34,326	\$34,326	\$34,326
Marketing, Education & Outreach	\$47,860	\$47,860	\$38,485	\$38,485	\$38,485
Program Administration	\$75,085	\$75,085	\$75,085	\$75,085	\$75,085
Expense Subtotal:	\$142,867	\$142,867	\$154,376	\$154,376	\$154,376

Program Total	\$296,200	\$296,200	\$283,876	\$283,876	\$283,876
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Incentive Disbursements - Monthly \$	Apr-27	May-27	Jun-27	Jul-27	Aug-27
Public Make-Ready Solution					
USMR	\$100,000	\$100,000	\$100,000	\$250,000	\$250,000
CSMR	\$0	\$0	\$0	\$150,000	\$150,000
Prioritization	\$0	\$0	\$0	\$25,000	\$25,000
Private Make-Ready Solution					
USMR	\$25,000	\$25,000	\$25,000	\$62,500	\$62,500
CSMR	\$0	\$0	\$0	\$50,000	\$50,000
Prioritization	\$0	\$0	\$0	\$10,000	\$10,000
Rate Incentives					
Managed Charging Incentive	\$0	\$0	\$0	\$12,000	\$12,000
Demand Charge Rebate	\$0	\$0	\$0	\$48,000	\$48,000
Technical Trials					
Storage Trials	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
V2X Trials	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Fleet Advisory Services					
Incentive (thru Vendor)	\$25,333	\$25,333	\$25,333	\$25,333	\$25,333
PSE&G Labor	\$29,167	\$29,167	\$29,167	\$29,167	\$29,167
Incentive Subtotal:	\$254,500	\$254,500	\$254,500	\$737,000	\$737,000

Expense Disbursements - Monthly \$	Apr-27	May-27	Jun-27	Jul-27	Aug-27
IT Expenses/Run Costs	\$6,480	\$6,480	\$6,480	\$6,480	\$6,480
EV Network Fees/Data Acquisition	\$34,326	\$34,326	\$34,326	\$34,326	\$34,326
Marketing, Education & Outreach	\$38,485	\$38,485	\$38,485	\$38,485	\$38,485
Program Administration	\$75,085	\$75,085	\$75,085	\$75,085	\$75,085
Expense Subtotal:	\$154,376	\$154,376	\$154,376	\$154,376	\$154,376

Program Total	\$408,876	\$408,876	\$408,876	\$891,376	\$891,376
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Incentive Disbursements - Monthly \$	Sep-27	Oct-27	Nov-27	Dec-27	Jan-28
Public Make-Ready Solution					
USMR	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
CSMR	\$150,000	\$375,000	\$375,000	\$375,000	\$375,000
Prioritization	\$25,000	\$62,500	\$62,500	\$62,500	\$62,500
Private Make-Ready Solution					
USMR	\$62,500	\$62,500	\$62,500	\$62,500	\$62,500
CSMR	\$50,000	\$125,000	\$125,000	\$125,000	\$125,000
Prioritization	\$10,000	\$25,000	\$25,000	\$25,000	\$25,000
Rate Incentives					
Managed Charging Incentive	\$12,000	\$30,000	\$30,000	\$30,000	\$30,000
Demand Charge Rebate	\$48,000	\$120,000	\$120,000	\$120,000	\$120,000
Technical Trials					
Storage Trials	\$60,000	\$60,000	\$60,000	\$60,000	\$36,000
V2X Trials	\$15,000	\$15,000	\$15,000	\$15,000	\$9,000
Fleet Advisory Services					
Incentive (thru Vendor)	\$25,333	\$25,333	\$25,333	\$25,333	\$0
PSE&G Labor	\$29,167	\$29,167	\$29,167	\$29,167	\$29,167
Incentive Subtotal:	\$737,000	\$1,179,500	\$1,179,500	\$1,179,500	\$1,124,167

Expense Disbursements - Monthly \$	Sep-27	Oct-27	Nov-27	Dec-27	Jan-28
IT Expenses/Run Costs	\$6,480	\$6,480	\$6,480	\$6,480	\$6,480
EV Network Fees/Data Acquisition	\$34,326	\$34,326	\$34,326	\$34,326	\$40,047
Marketing, Education & Outreach	\$38,485	\$38,485	\$38,485	\$38,485	\$20,777
Program Administration	\$75,085	\$75,085	\$75,085	\$75,085	\$75,085
Expense Subtotal:	\$154,376	\$154,376	\$154,376	\$154,376	\$142,389

Program Total	\$891,376	\$1,333,876	\$1,333,876	\$1,333,876	\$1,266,555
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Incentive Disbursements - Monthly \$	Feb-28	Mar-28	Apr-28	May-28	Jun-28
Public Make-Ready Solution					
USMR	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
CSMR	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000
Prioritization	\$62,500	\$62,500	\$62,500	\$62,500	\$62,500
Private Make-Ready Solution					
USMR	\$62,500	\$62,500	\$62,500	\$62,500	\$62,500
CSMR	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000
Prioritization	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Rate Incentives					
Managed Charging Incentive	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Demand Charge Rebate	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000
Technical Trials					
Storage Trials	\$36,000	\$36,000	\$36,000	\$36,000	\$36,000
V2X Trials	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000
Fleet Advisory Services					
Incentive (thru Vendor)	\$0	\$0	\$0	\$0	\$0
PSE&G Labor	\$29,167	\$29,167	\$29,167	\$29,167	\$29,167
Incentive Subtotal:	\$1,124,167	\$1,124,167	\$1,124,167	\$1,124,167	\$1,124,167

Expense Disbursements - Monthly \$	Feb-28	Mar-28	Apr-28	May-28	Jun-28
IT Expenses/Run Costs	\$6,480	\$6,480	\$6,480	\$6,480	\$6,480
EV Network Fees/Data Acquisition	\$40,047	\$40,047	\$40,047	\$40,047	\$40,047
Marketing, Education & Outreach	\$20,777	\$20,777	\$20,777	\$20,777	\$20,777
Program Administration	\$75,085	\$75,085	\$75,085	\$75,085	\$75,085
Expense Subtotal:	\$142,389	\$142,389	\$142,389	\$142,389	\$142,389

Program Total	\$1,266,555	\$1,266,555	\$1,266,555	\$1,266,555	\$1,266,555
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Incentive Disbursements - Monthly \$	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28
Public Make-Ready Solution					
USMR	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
CSMR	\$375,000	\$375,000	\$375,000	\$225,000	\$225,000
Prioritization	\$62,500	\$62,500	\$62,500	\$37,500	\$37,500
Private Make-Ready Solution					
USMR	\$37,500	\$37,500	\$37,500	\$37,500	\$37,500
CSMR	\$125,000	\$125,000	\$125,000	\$75,000	\$75,000
Prioritization	\$25,000	\$25,000	\$25,000	\$15,000	\$15,000
Rate Incentives					
Managed Charging Incentive	\$30,000	\$30,000	\$30,000	\$18,000	\$18,000
Demand Charge Rebate	\$120,000	\$120,000	\$120,000	\$72,000	\$72,000
Technical Trials					
Storage Trials	\$36,000	\$36,000	\$36,000	\$36,000	\$36,000
V2X Trials	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000
Fleet Advisory Services					
Incentive (thru Vendor)	\$0	\$0	\$0	\$0	\$0
PSE&G Labor	\$29,167	\$29,167	\$29,167	\$29,167	\$29,167
Incentive Subtotal:	\$999,167	\$999,167	\$999,167	\$704,167	\$704,167

Expense Disbursements - Monthly \$	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28
IT Expenses/Run Costs	\$6,480	\$6,480	\$6,480	\$6,480	\$6,480
EV Network Fees/Data Acquisition	\$40,047	\$40,047	\$40,047	\$40,047	\$40,047
Marketing, Education & Outreach	\$20,777	\$20,777	\$20,777	\$20,777	\$20,777
Program Administration	\$75,085	\$75,085	\$75,085	\$75,085	\$75,085
Expense Subtotal:	\$142,389	\$142,389	\$142,389	\$142,389	\$142,389

Program Total	\$1,141,555	\$1,141,555	\$1,141,555	\$846,555	\$846,555
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Incentive Disbursements - Monthly \$	Dec-28	Jan-29	Feb-29	Mar-29	Apr-29
Public Make-Ready Solution					
USMR	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
CSMR	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000
Prioritization	\$37,500	\$37,500	\$37,500	\$37,500	\$37,500
Private Make-Ready Solution					
USMR	\$37,500	\$37,500	\$37,500	\$37,500	\$37,500
CSMR	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
Prioritization	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Rate Incentives					
Managed Charging Incentive	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000
Demand Charge Rebate	\$72,000	\$72,000	\$72,000	\$72,000	\$72,000
Technical Trials					
Storage Trials	\$36,000	\$24,000	\$24,000	\$24,000	\$24,000
V2X Trials	\$9,000	\$6,000	\$6,000	\$6,000	\$6,000
Fleet Advisory Services					
Incentive (thru Vendor)	\$0	\$0	\$0	\$0	\$0
PSE&G Labor	\$29,167	\$14,000	\$14,000	\$14,000	\$14,000
Incentive Subtotal:	\$704,167	\$674,000	\$674,000	\$674,000	\$674,000

Expense Disbursements - Monthly \$	Dec-28	Jan-29	Feb-29	Mar-29	Apr-29
IT Expenses/Run Costs	\$6,480	\$4,536	\$4,536	\$4,536	\$4,536
EV Network Fees/Data Acquisition	\$40,047	\$51,489	\$51,489	\$51,489	\$51,489
Marketing, Education & Outreach	\$20,777	\$0	\$0	\$0	\$0
Program Administration	\$75,085	\$75,085	\$75,085	\$75,085	\$75,085
Expense Subtotal:	\$142,389	\$131,110	\$131,110	\$131,110	\$131,110

Program Total	\$846,555	\$805,110	\$805,110	\$805,110	\$805,110
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Incentive Disbursements - Monthly \$	May-29	Jun-29	Jul-29	Aug-29	Sep-29
Public Make-Ready Solution					
USMR	\$150,000	\$150,000	\$100,000	\$100,000	\$100,000
CSMR	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000
Prioritization	\$37,500	\$37,500	\$37,500	\$37,500	\$37,500
Private Make-Ready Solution					
USMR	\$37,500	\$37,500	\$25,000	\$25,000	\$25,000
CSMR	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
Prioritization	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Rate Incentives					
Managed Charging Incentive	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000
Demand Charge Rebate	\$72,000	\$72,000	\$72,000	\$72,000	\$72,000
Technical Trials					
Storage Trials	\$24,000	\$24,000	\$24,000	\$24,000	\$24,000
V2X Trials	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000
Fleet Advisory Services					
Incentive (thru Vendor)	\$0	\$0	\$0	\$0	\$0
PSE&G Labor	\$14,000	\$14,000	\$14,000	\$14,000	\$14,000
Incentive Subtotal:	\$674,000	\$674,000	\$611,500	\$611,500	\$611,500

Expense Disbursements - Monthly \$	May-29	Jun-29	Jul-29	Aug-29	Sep-29
IT Expenses/Run Costs	\$4,536	\$4,536	\$4,536	\$4,536	\$4,536
EV Network Fees/Data Acquisition	\$51,489	\$51,489	\$51,489	\$51,489	\$51,489
Marketing, Education & Outreach	\$0	\$0	\$0	\$0	\$0
Program Administration	\$75,085	\$75,085	\$75,085	\$75,085	\$75,085
Expense Subtotal:	\$131,110	\$131,110	\$131,110	\$131,110	\$131,110

Program Total	\$805,110	\$805,110	\$742,610	\$742,610	\$742,610
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Incentive Disbursements - Monthly \$	Oct-29	Nov-29	Dec-29	Jan-30	Feb-30
Public Make-Ready Solution					
USMR	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
CSMR	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
Prioritization	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Private Make-Ready Solution					
USMR	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
CSMR	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Prioritization	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Rate Incentives					
Managed Charging Incentive	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000
Demand Charge Rebate	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000
Technical Trials					
Storage Trials	\$0	\$0	\$0	\$0	\$0
V2X Trials	\$0	\$0	\$0	\$0	\$0
Fleet Advisory Services					
Incentive (thru Vendor)	\$0	\$0	\$0	\$0	\$0
PSE&G Labor	\$14,000	\$14,000	\$14,000	\$12,444	\$12,444
Incentive Subtotal:	\$434,000	\$434,000	\$434,000	\$432,444	\$432,444

Expense Disbursements - Monthly \$	Oct-29	Nov-29	Dec-29	Jan-30	Feb-30
IT Expenses/Run Costs	\$4,536	\$4,536	\$4,536	\$2,592	\$2,592
EV Network Fees/Data Acquisition	\$51,489	\$51,489	\$51,489	\$50,853	\$50,853
Marketing, Education & Outreach	\$0	\$0	\$0	\$0	\$0
Program Administration	\$75,085	\$75,085	\$75,085	\$75,085	\$75,085
Expense Subtotal:	\$131,110	\$131,110	\$131,110	\$128,530	\$128,530

Program Total	\$565,110	\$565,110	\$565,110	\$560,975	\$560,975
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Incentive Disbursements - Monthly \$	Mar-30	Apr-30	May-30	Jun-30	Jul-30
Public Make-Ready Solution					
USMR	\$100,000	\$0	\$0	\$0	\$0
CSMR	\$150,000	\$150,000	\$150,000	\$150,000	\$0
Prioritization	\$25,000	\$25,000	\$25,000	\$25,000	\$0
Private Make-Ready Solution					
USMR	\$25,000	\$0	\$0	\$0	\$0
CSMR	\$50,000	\$50,000	\$50,000	\$50,000	\$0
Prioritization	\$10,000	\$10,000	\$10,000	\$10,000	\$0
Rate Incentives					
Managed Charging Incentive	\$12,000	\$12,000	\$12,000	\$12,000	\$0
Demand Charge Rebate	\$48,000	\$48,000	\$48,000	\$48,000	\$0
Technical Trials					
Storage Trials	\$0	\$0	\$0	\$0	\$0
V2X Trials	\$0	\$0	\$0	\$0	\$0
Fleet Advisory Services					
Incentive (thru Vendor)	\$0	\$0	\$0	\$0	\$0
PSE&G Labor	\$12,444	\$12,444	\$12,444	\$12,444	\$12,444
Incentive Subtotal:	\$432,444	\$307,444	\$307,444	\$307,444	\$12,444

Expense Disbursements - Monthly \$	Mar-30	Apr-30	May-30	Jun-30	Jul-30
IT Expenses/Run Costs	\$2,592	\$2,592	\$2,592	\$2,592	\$2,592
EV Network Fees/Data Acquisition	\$50,853	\$50,853	\$50,853	\$50,853	\$50,853
Marketing, Education & Outreach	\$0	\$0	\$0	\$0	\$0
Program Administration	\$75,085	\$75,085	\$75,085	\$75,085	\$75,085
Expense Subtotal:	\$128,530	\$128,530	\$128,530	\$128,530	\$128,530

Program Total	\$560,975	\$435,975	\$435,975	\$435,975	\$140,975
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Incentive Disbursements - Monthly \$	Aug-30	Sep-30	Total	x-check
Public Make-Ready Solution				
USMR	\$0	\$0	\$6,000,000	\$6,000,000
CSMR	\$0	\$0	\$9,000,000	\$9,000,000
Prioritization	\$0	\$0	\$1,500,000	\$1,500,000
Private Make-Ready Solution				
USMR	\$0	\$0	\$1,500,000	\$1,500,000
CSMR	\$0	\$0	\$3,000,000	\$3,000,000
Prioritization	\$0	\$0	\$600,000	\$600,000
Rate Incentives				
Managed Charging Incentive	\$0	\$0	\$720,000	\$720,000
Demand Charge Rebate	\$0	\$0	\$2,880,000	\$2,880,000
Technical Trials				
Storage Trials	\$0	\$0	\$1,440,000	\$1,440,000
V2X Trials	\$0	\$0	\$360,000	\$360,000
Fleet Advisory Services				
Incentive (thru Vendor)	\$0	\$0	\$1,600,000	\$1,600,000
PSE&G Labor	\$12,444	\$12,444	\$1,400,000	\$1,400,000
Incentive Subtotal:	\$12,444	\$12,444	\$30,000,000	\$30,000,000

Expense Disbursements - Monthly \$	Aug-30	Sep-30	Total	x-check
IT Expenses/Run Costs	\$2,592	\$2,592	\$1,441,420	\$1,441,420
EV Network Fees/Data Acquisition	\$50,853	\$50,853	\$2,774,524	\$2,774,524
Marketing, Education & Outreach	\$0	\$0	\$1,524,036	\$1,524,036
Program Administration	\$75,085	\$75,085	\$4,505,105	\$4,505,105
Expense Subtotal:	\$128,530	\$128,530	\$10,245,085	\$10,245,085

Program Total	\$140,975	\$140,975	\$40,245,085	\$40,245,085
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**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 ENERGY FUTURE -
ELECTRIC VEHICLE MEDIUM HEAVY-DUTY
("CEF-EV MHD") PROGRAM ON A REGULATED
BASIS**

BPU Docket No. _____

**PUBLIC SERVICE ELECTRIC AND GAS COMPANY
DIRECT TESTIMONY
OF
STEPHEN SWETZ
SR. DIRECTOR – CORPORATE RATES
AND REVENUE REQUIREMENTS**

February 27, 2025

**PUBLIC SERVICE ELECTRIC AND GAS COMPANY
DIRECT TESTIMONY
OF
STEPHEN SWETZ
SR. DIRECTOR – CORPORATE RATES AND REVENUE REQUIREMENTS**

1 **INTRODUCTION AND PURPOSE**

2 **Q. Please state your name, affiliation and business address.**

3 A. My name is Stephen Swetz and I am the Senior Director – Corporate Rates and
4 Revenue Requirements for PSEG Services Corporation. My principal place of business is 80
5 Park Plaza, Newark, New Jersey 07102. My credentials are set forth in the attached Schedule
6 SS-CEF-EV-MHD-1.

7 **Q. Please describe your responsibilities as the Senior Director – Corporate Rates and**
8 **Revenue Requirements for PSEG Services Corporation.**

9 A. As Senior Director - Corporate Rates and Revenue Requirements, my primary duties
10 are to plan, develop and direct Public Service Electric and Gas Company’s (“PSE&G” or “the
11 Company”) calculation of electric and gas revenue requirements for the Company’s base rates
12 as well as all cost recovery clauses. I also direct the retail pricing strategies, retail rate design,
13 embedded and marginal cost studies, and development and interpretation of tariff provisions.

14 **Q. What is the purpose of your direct testimony in this proceeding?**

15 A. The purpose of this testimony is to support the Company’s proposed methodology for
16 recovery of the costs related to PSE&G’s Clean Energy Future - Electric Vehicle Medium
17 Heavy-Duty (“CEF-EV MHD”) Program. I will also address projected bill impacts.

1 **CEF-EV MHD PROGRAM RATE ADJUSTMENT MECHANISM**

2 **Q. Please briefly describe PSE&G's proposed CEF-EV MHD Program cost recovery**
3 **methodology.**

4 A. PSE&G's proposed CEF-EV MHD Program cost recovery mechanism is consistent
5 with the cost recovery mechanism for the Company's Clean Energy Future – Electric Vehicle
6 (“CEF-EV”) program costs, in PSE&G's recent base rate case, which was approved by the
7 Board.¹ The details of the costs to be recovered, as well as the mechanism to recover such
8 costs, are set forth in my following testimony.

9 **Q. How does PSE&G propose to calculate the revenue requirements?**

10 A. PSE&G proposes to calculate the revenue requirements associated with the CEF-EV
11 MHD Program costs using the following formula:

12
$$\text{Revenue Requirements} = ((\text{Rate Base} * \text{Rate of Return}) + \text{Net of Tax}$$

13
$$\text{Amortization and/or Depreciation} + \text{Tax Adjustment}) * \text{Revenue Factor}$$

14 This calculation is similar to the calculations utilized in PSE&G's Infrastructure
15 Programs as approved by the Board in their respective Board orders. The Company proposes
16 to recover the revenue requirements through annual rate adjustment filings as described below.

17 **Q. Please describe the components and defined terms in PSE&G's proposed revenue**
18 **requirement calculation.**

19 A. The following is a description of each term proposed in PSE&G's revenue requirement
20 calculation.

¹ In the Matter 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. 48:21. and N.J.S.A. 48:2-21.1, and Other Appropriate Relief, BPU Docket Nos. ER23120924 and GR23120925, Order Adopting Initial Decision and Stipulation, dated October 9, 2024 (“2023 Rate Case”).

1 The term “Rate of Return” is PSE&G’s overall weighted average cost of capital
2 (“WACC”) for the Program. PSE&G is proposing a return on its CEF-EV MHD Program rate
3 base based upon an authorized return on equity (“ROE”), Long Term Debt, Customer Deposits
4 and corresponding capital structure including income tax effects. The Company proposes to
5 utilize the latest WACC authorized by the Board in the Company’s base rate case
6 proceeding(s). See Schedule SS-CEF-EV-MHD-3 for the calculation of the proposed WACC
7 utilized in the revenue requirement calculation. Any change in the WACC authorized by the
8 Board in any subsequent base rate case would be reflected in the appropriate corresponding
9 rate adjustment filing explained in more detail below. Any changes to current Federal or State
10 tax rates would also be reflected in an adjustment to the WACC.

11 The term “Rate Base” refers to Gross Plant from the assets described earlier less the
12 associated accumulated depreciation and/or amortization and less Accumulated Deferred
13 Income Taxes (“ADIT”). Gross Plant is equal to all the assets described above and Allowance
14 of Funds Used during Construction (“AFUDC”) – both debt and equity components.

15 ADIT is calculated as Book Depreciation (Tax Basis) less Tax Depreciation, multiplied
16 by the Company’s effective tax rate, which is currently 28.11%. Cost of Removal expenditures
17 are depreciated 100% in the year incurred for tax purposes. Please see Table 1 below for the
18 book and tax depreciation rates for each asset, which are consistent with the depreciation and
19 amortization periods approved in the 2023 Rate Case.

1

Table 1

Asset	Annual Book Depreciation Rates	Tax Depreciation Years/Type²
Pole to Meter	2.00%	20 / MACRS
Regulatory Asset (excl. Rate Incentives & O&M)	3.33%	Expense
Rate Incentives & O&M	20%	Expense

2 Any future changes to the book, or tax depreciation rates, such as, but not limited to,
3 reinstatement of “bonus depreciation” during the construction period of the Program and at the
4 time of each base rate adjustment, will be reflected in the accumulated depreciation and/or
5 ADIT calculation described above. The “Net of Tax Depreciation and/or Amortization” allows
6 for recovery of the Company’s investment in the Program assets over the useful book life of
7 each asset class. For Plant in Service investment, the net of tax depreciation expense is
8 calculated as the depreciation expense multiplied by one minus the current tax rate. Any future
9 changes to the book depreciation or tax rates during the construction period of the Program
10 and at the time of each base rate adjustment, would be reflected in the net of tax depreciation
11 expense calculation described above.

12 The term “Tax Adjustment” refers to any applicable tax items that may impact the
13 revenue requirement calculation for the Program.

14 The “Revenue Factor” adjusts the Revenue Requirement Net of Tax for federal and
15 state income taxes, the BPU and Rate Counsel (“RC”) Annual Assessments Fees. The tax rates
16 reflect the current federal tax rate of 21%. The BPU/RC Assessment Expenses consist of
17 payments, based upon a percentage of revenues collected (updated annually), to the State based

² “MACRS” = Modified Accelerated Cost Recovery System, “SL” = Straight Line

1 on the electric and gas intrastate operating revenues for the utility. The Company has utilized
2 the respective BPU and RC assessment rates based on the 2024 fiscal year assessment. Any
3 future changes impacting the revenue factor during the construction period of the Program and
4 at the time of each base rate adjustment, would be reflected in the revenue factor described
5 above.

6 **Q. Is there a schedule showing the calculation of the revenue requirements?**

7 A. Yes. See Schedule SS-CEF-EV-MHD-2 for the calculation of the CEF-EV MHD
8 Program revenue requirements. Schedule SS-CEF-EV-MHD-2 contains the summary for all
9 five (5) proposed rate adjustments.

10 **Q. How does the Company propose to recover the revenue requirements as described**
11 **above?**

12 A. The Company proposes to recover the revenue requirements associated with the
13 Program via new CEF-EV MHD Program rate component of its Infrastructure Investment
14 Program Charges (“IIPC”) for the Electric Tariff. While not an IIP, this mechanism will allow
15 for the inclusion of the CEF-EV MHD rate adjustments into base rates, subject to prudence
16 review.

17 The filing schedule based upon the Initial Filing date along with corresponding timing
18 for, Investment as Of, Update for Actuals Filing, and Rates Effective dates for all electric and
19 electric rate adjustment filings, assuming Board approval of this proceeding by October 1,
20 2025 is listed in the table below.

21 Each Initial Filing shall provide the actual cost and forecast for investment data,
22 revenue requirement calculations, proposed CEF-EV MHD Program rates, and related data to
23 support rates based on CEF-EV MHD Program costs.

1 The Update for Actuals Filing, updates all forecasted cost and investment data, revenue
2 requirement calculations, proposed CEF-EV MHD rates, and related information from the
3 Initial Filing to data based on all actual historical data. CEF-EV MHD Program investments
4 included in rates in the Update for Actuals Filing shall only include CEF-EV MHD Program
5 investment not in the Company's base rates and actually placed in-service according to the
6 schedule below.

7 The Rates Effective dates for each filing below shall be as indicated in Table2 below –
8 the first day of the month following five months following the due date of the Initial Filing.
9 The Company proposes five (5) rate adjustment filings with dates to be determined based upon
10 60 days notice prior to the initial filing. Table 2 below shows the Company's proposed filing
11 timeline for each rate adjustment filing.

12 **Table 2**

CEF-EV MHD Rate Adjustment Schedule			
Initial Filing	Investment as Of	Update for Actuals Filing	Rates Effective No Earlier Than
TBD	TBD + 2 mo	TBD + 3 mo	TBD + 5 mo + 1 Day

13 **Q. What is the electric revenue requirement for the initial rate adjustment?**

14 A. The revenue requirement for the first rate adjustment is currently forecasted for plant
15 in-service from Board approval through December 31, 2026, and is currently forecasted to be
16 \$1.027 million. See Schedule SS-CEF-EV-MHD-2.

1 **Q. What rate design is the Company proposing to use for this base rate adjustment?**

2 A. The detailed calculations supporting the rate design for the first forecasted rate
3 adjustment is shown in Schedule SS-CEF-EV-MHD-5. The rate design for all of the estimated
4 CEF-EV MHD rate adjustments would use the same methodology as approved by the Board
5 in the latest approved base rate case. The Company reserves the right to request changes in
6 rate design for the program. In addition, Schedule SS-CEF-EV-MHD-6 provides a summary
7 of the proposed CEF-EV MHD rates for all forecasted CEF-EV MHD revenue requirements.
8 The weather normalized billing determinants approved in the 2023 Base Rate Case were used
9 to estimate the change in base rates for this Program to reflect current usage.

10 **Q. What are the annual rate impacts to the typical residential customer?**

11 A. Based upon the forecasted CEF-EV MHD rates shown in Schedule SS-CEF-EV-MHD-
12 6, the typical annual bill impacts for a typical residential customer as well as rate class average
13 customers compared to rates as of February 15, 2025 are set forth in Schedule SS-CEF-EV-
14 MHD-7.³ The initial annual impact is forecasted to be effective on April 1, 2027 for electric
15 customers. Based on the estimated CEF-EV MHD rates provided in Schedule SS-CEF-EV-
16 MHD-7, the initial annual impact of the proposed rates for the first base rate adjustment to a
17 residential electric customer using 683 kWh per month during the summer months June
18 through September and 558 kWh in an average month (6,700 kWh annually) would see an
19 increase in the average monthly bill of approximately 0.02% from \$134.19 to \$134.22 or \$0.03.
20 With this usage, the forecasted **cumulative** impact (impact from the entire Program) on a

³The bill impacts assume that customers receive commodity service from PSE&G under the applicable Basic Generation Service ("BGS") rate.

1 residential electric customer is an increase of approximately 0.13% annually or about a \$0.17
2 per month.

3 **Q. Will the Company hold public comment hearings?**

4 A. Although PSE&G is not proposing a rate increase at this time, the Company proposes
5 public comment hearings similar to those held when rate increases are proposed. A proposed
6 form of public notice of filing and public hearings, including the forecasted rates and bill
7 impacts attributable to the proposed implementation of the Program are set forth in Attachment
8 7 to the Petition.

9 **Q. Does this conclude your testimony at this time?**

10 A. Yes, it does.

SCHEDULE INDEX

Schedule SS-CEF-EV-MHD-1	CEF-EV-MHD Steve Swetz Credentials
Schedule SS-CEF-EV-MHD-2	CEF-EV-MHD Initial Proposed Rate Calculation
Schedule SS-CEF-EV-MHD-3	CEF-EV-MHD Weighted Average Cost of Capital
Schedule SS-CEF-EV-MHD-4	CEF-EV-MHD Revenue Factor
Schedule SS-CEF-EV-MHD-5	CEF-EV-MHD Proof of Revenues
Schedule SS-CEF-EV-MHD-6	CEF-EV-MHD Tariff Summary
Schedule SS-CEF-EV-MHD-7	CEF-EV-MHD Bill Impacts Analysis

ELECTRONIC WORKPAPER INDEX

WP-SS-CEF-EV-MHD-2a.xlsx	CEF-EV-MHD Adjustment # 1	Revenue	Requirements	—	Rate
WP-SS-CEF-EV-MHD-2b.xlsx	CEF-EV-MHD Adjustment # 2	Revenue	Requirements	—	Rate
WP-SS-CEF-EV-MHD-2c.xlsx	CEF-EV-MHD Adjustment # 3	Revenue	Requirements	—	Rate
WP-SS-CEF-EV-MHD-2d.xlsx	CEF-EV-MHD Adjustment # 4	Revenue	Requirements	—	Rate
WP-SS-CEF-EV-MHD-2e.xlsx	CEF-EV-MHD Adjustment # 5	Revenue	Requirements	—	Rate

CREDENTIALS
OF
STEPHEN SWETZ
SR. DIRECTOR-CORPORATE RATES AND REVENUE REQUIREMENTS

My name is Stephen Swetz and I am employed by PSEG Services Corporation. I am the Sr. Director - Corporate Rates and Revenue Requirements where my main responsibility is to contribute to the development and implementation of electric and gas rates for Public Service Electric and Gas Company (PSE&G, the Company).

WORK EXPERIENCE

I have over 30 years of experience in Rates, Financial Analysis and Operations for three Fortune 500 companies. Since 1991, I have worked in various positions within PSEG. I have spent most of my career contributing to the development and implementation of PSE&G electric and gas rates, revenue requirements, pricing and corporate planning with over 20 years of direct experience in Northeastern retail and wholesale electric and gas markets.

As Sr. Director of the Corporate Rates and Revenue Requirements department, I have submitted pre-filed direct cost recovery testimony as well as oral testimony to the New Jersey Board of Public Utilities and the New Jersey Office of Administrative Law for base rate cases, as well as a number of clauses including infrastructure investments, renewable energy, and energy efficiency programs. A list of my prior testimonies can be found on pages 3 and 4 of this document. I have also

1 contributed to other filings including unbundling electric rates and Off-Tariff Rate
2 Agreements. I have had a leadership role in various economic analyses, asset valuations,
3 rate design, pricing efforts and cost of service studies.

4 I am an active member of the American Gas Association's Rate and Strategic
5 Issues Committee, the Edison Electric Institute's Rates and Regulatory Affairs Committee
6 and the New Jersey Utility Association (NJUA) Finance and Regulatory Committee.

7 **EDUCATIONAL BACKGROUND**

8 I hold a B.S. in Mechanical Engineering from Worcester Polytechnic
9 Institute and an MBA from Fairleigh Dickinson University.

LIST OF PRIOR TESTIMONIES

Company	Utility	Docket	Testimony	Date	Case / Topic
Public Service Electric & Gas Company	E	ER25020032	written	Feb-25	Electric Conservation Incentive Program (ECIP)
Public Service Electric & Gas Company	G	GR25020033	written	Feb-25	Gas System Modernization Program II Extension (GSMPII Extension) - First Roll-In
Public Service Electric & Gas Company	E/G	ER24120878	written	Dec-24	Societal Benefits Charge (SBC) / Cost Recovery
Public Service Electric & Gas Company	E	ER24120878	written	Dec-24	Non-Utility Generation Charge (NGC) / Cost Recovery
Public Service Electric & Gas Company	E/G	ER24110838 and GR24110839	written	Nov-24	Infrastructure Advancement Program (IAP) - First Gas Roll-In and Second Electric Roll-In
Public Service Electric & Gas Company	E/G	ER24070484 and GR24070490	written	Jun-24	Green Programs Recovery Charge (GPRC)-Including CA, EEE, EEE Ext, S4A, SLII, S4AE, SLIII, EEE Ext 2, S4AEII, EE2017, CEF-EE, CSEP, SuSI and TREC
Public Service Electric & Gas Company	E	ER24060375	written	Jun-24	SPRC 2024
Public Service Electric & Gas Company	G	GR24060369	written	Jun-24	Conservation Incentive Program (GCIPI)
Public Service Electric & Gas Company	G	GR24060375	written	Jun-24	Margin Adjustment Charge (MAC) / Cost Recovery
Public Service Electric & Gas Company	E	ER24020073	written	Feb-24	Electric Conservation Incentive Program (ECIP)
Public Service Electric & Gas Company	E/G	ER23120924 & GR23120925	written	Dec-23	Base Rate Proceeding / Cost of Service & Rate Design
Public Service Electric & Gas Company	E/G	QO23120874	written	Dec-23	Clean Energy Future - Energy Efficiency II Program
Public Service Electric & Gas Company	E/G	G018101112 and EO18101113	written	Nov-23	Clean Energy Future - Energy Efficiency Extension 2 Program
Public Service Electric & Gas Company	E	ER23110783	written	Nov-23	Infrastructure Advancement Program (IAP) - First Roll-In
Public Service Electric & Gas Company	E/G	ER23050273	written	Nov-23	Energy Strong II Program (Energy Strong II) - Fifth Roll-In
Public Service Electric & Gas Company	E/G	ER - 23090634 & GR - 23090635	written	Sep-23	Tax Adjustment Clauses (TACs)
Public Service Electric & Gas Company	E/G	GR23070448	written	Jul-23	COVID-19 Filing
Public Service Electric & Gas Company	E/G	ER23070423 & GR23070424	written	Jul-23	Green Programs Recovery Charge (GPRC)-Including CA, EEE, EEE Ext, S4A, SLII, S4AE, SLIII, EEE Ext 2, S4AEII, EE2017, and CEF-EE
Public Service Electric & Gas Company	E	ER - ER23060412	written	Jul-23	SPRC 2023
Public Service Electric & Gas Company	G	GR23060330	written	Jun-23	Margin Adjustment Charge (MAC) / Cost Recovery
Public Service Electric & Gas Company	G	GR23060332	written	Jun-23	Conservation Incentive Program (GCIPI)
Public Service Electric & Gas Company	E	ER23050273	written	May-23	Energy Strong II Program (Energy Strong II) - Fourth Roll-In
Public Service Electric & Gas Company	G	GR23030102	written	Mar-23	Gas System Modernization Program III (GSMPIII)
Public Service Electric & Gas Company	E	ER23020061	written	Feb-23	Electric Conservation Incentive Program (ECIP)
Public Service Electric & Gas Company	E/G	GR23010050	written	Jan-23	Remediation Adjustment Charge-RAC 30
Public Service Electric & Gas Company	E/G	GR23010009 and ER23010010	written	Jan-23	Societal Benefits Charge (SBC) / Cost Recovery
Public Service Electric & Gas Company	G	GR22120749	written	Dec-22	Gas System Modernization Program II (GSMPII) - Eighth Roll-In
Public Service Electric & Gas Company	E/G	ER22110669 & GR22110670	written	Nov-22	Energy Strong II Program (Energy Strong II) - Third Roll-In
Public Service Electric & Gas Company	E/G	ER22100667 & GR22100668	written	Oct-22	Tax Adjustment Clauses (TACs)
Public Service Electric & Gas Company	E/G	EO18101113 & G018101112	written	Sep-22	Clean Energy Future - Energy Efficiency Extension Program
Public Service Electric & Gas Company	E/G	ER22070413 & GR22070414	written	Jul-22	Green Programs Recovery Charge (GPRC)-Including CA, DR, EEE, EEE Ext, EE17, S4AII, S4AEXT, S4AEXT II, SLII, SLIII / Cost Recovery
Public Service Electric & Gas Company	E	ER22060408	written	Jul-22	SPRC 2022
Public Service Electric & Gas Company	G	GR22060409	written	Jun-22	Gas System Modernization Program II (GSMPII) - Seventh Roll-In
Public Service Electric & Gas Company	G	GR22060367	written	Jun-22	Margin Adjustment Charge (MAC) / Cost Recovery
Public Service Electric & Gas Company	G	GR22060362	written	Jun-22	Conservation Incentive Program (GCIPI)
Public Service Electric & Gas Company	E/G	GR22030152	written	Mar-22	Remediation Adjustment Charge-RAC 29
Public Service Electric & Gas Company	E	ER22020035	written	Feb-22	Electric Conservation Incentive Program (ECIP)
Public Service Electric & Gas Company	G	GR21121256	written	Dec-21	Gas System Modernization Program II (GSMPII) - Sixth Roll-In
Public Service Electric & Gas Company	E	ER21121242	written	Dec-21	Solar Successor Incentive Program (SuSI)
Public Service Electric & Gas Company	E/G	EO21111211 & GO21111212	written	Nov-21	Infrastructure Advancement Program (IAP)
Public Service Electric & Gas Company	E/G	ER21111209 & GR21111210	written	Nov-21	Energy Strong II Program (Energy Strong II) - Second Roll-In
Public Service Electric & Gas Company	E/G	ER21101201 & GR21101202	written	Oct-21	Tax Adjustment Clauses (TACs)
Public Service Electric & Gas Company	E/G	ER21070965 & GR21070966	written	Jul-21	Green Programs Recovery Charge (GPRC)-Including CA, DR, EEE, EEE Ext, EE17, S4AII, S4AEXT, S4AEXT II, SLII, SLIII / Cost Recovery
Public Service Electric & Gas Company	G	ER21060952	written	Jun-21	Weather Normalization Charge / Cost Recovery
Public Service Electric & Gas Company	G	GR21060949	written	Jun-21	Gas System Modernization Program II (GSMPII) - Fifth Roll-In
Public Service Electric & Gas Company	E	ER21060948	written	Jun-21	SPRC 2021
PSEG New Haven LLC	PSEG New Haven LLC	21-06-40	written	Jun-21	PSEG 2022 AFRR
Public Service Electric & Gas Company	G	GR21060882	written	Jun-21	Margin Adjustment Charge (MAC) / Cost Recovery
Public Service Electric & Gas Company	E	ER21050859	written	May-21	Community Solar Cost Recovery
Public Service Electric & Gas Company	G	GR20120771	written	Dec-20	Gas System Modernization Program II (GSMPII) - Forth Roll-In
Public Service Electric & Gas Company	E/G	GR20120763	written	Dec-20	Remediation Adjustment Charge-RAC 28
Public Service Electric & Gas Company	E	ER20120736	written	Nov-20	Energy Strong II Program (Energy Strong II) - First Roll-In
Public Service Electric & Gas Company	E/G	ER20100685 & GR20100686	written	Oct-20	Tax Adjustment Clauses (TACs)
Public Service Electric & Gas Company	E	ER20100658	written	Oct-20	Non-Utility Generation Charge (NGC) / Cost Recovery
Public Service Electric & Gas Company	E/G	ER20060467 & GR20060468	written	Jun-20	Green Programs Recovery Charge (GPRC)-Including CA, DR, EEE, EEE Ext, EE17, S4AII, S4AEXT, S4AEXT II, SLII, SLIII / Cost Recovery
Public Service Electric & Gas Company	G	GR20060464	written	Jun-20	Gas System Modernization Program II (GSMPII) - Third Roll-In
Public Service Electric & Gas Company	E	ER20060454	written	Jun-20	Solar Pilot Recovery Charge (SPRC-Solar Loan I) / Cost Recovery
Public Service Electric & Gas Company	G	GR20060470	written	Jun-20	Weather Normalization Charge / Cost Recovery
Public Service Electric & Gas Company	G	GR20060384	written	Jun-20	Margin Adjustment Charge (MAC) / Cost Recovery
Public Service Electric & Gas Company	E	ER20040324	written	Apr-20	Transitional Renewable Energy Certificate Program (TREC)
Public Service Electric & Gas Company	E/G	GR20010073	written	Jan-20	Remediation Adjustment Charge-RAC 27
Public Service Electric & Gas Company	G	GR19120002	written	Dec-19	Gas System Modernization Program II (GSMPII) - Second Roll-In
Public Service Electric & Gas Company	E/G	ER19091302 & GR19091303	written	Aug-19	Tax Adjustment Clauses (TACs)
Public Service Electric & Gas Company	E/G	ER19070850	written	Jul-19	Societal Benefits Charge (SBC) / Cost Recovery
Public Service Electric & Gas Company	E/G	ER19060764 & GR19060765	written	Jun-19	Green Programs Recovery Charge (GPRC)-Including CA, DR, EEE, EEE Ext, S4AII, S4AEXT, S4AEXT II, SLII, SLIII / Cost Recovery
Public Service Electric & Gas Company	G	GR19060766	written	Jun-19	Gas System Modernization Program II (GSMPII) - First Roll-In
Public Service Electric & Gas Company	G	GR19060761	written	Jun-19	Weather Normalization Charge / Cost Recovery
Public Service Electric & Gas Company	E	ER19060741	written	Jun-19	Solar Pilot Recovery Charge (SPRC-Solar Loan I) / Cost Recovery
Public Service Electric & Gas Company	E/G	EO18060629 & G018060630	oral	Jun-19	Energy Strong II / Revenue Requirements & Rate Design
Public Service Electric & Gas Company	G	GR19060698	written	May-19	Margin Adjustment Charge (MAC) / Cost Recovery
Public Service Electric & Gas Company	E	ER19040523	written	May-19	Non-Utility Generation Charge (NGC) / Cost Recovery
Public Service Electric & Gas Company	E/G	EO18101113 & G018101112	oral	May-19	Clean Energy Future - Energy Efficiency Program Approval
Public Service Electric & Gas Company	E	ER19040530	written	Apr-19	Madison 4kV Substation Project (Madison & Marshall)
Public Service Electric & Gas Company	E/G	EO18101113 & G018101112	written	Dec-18	Clean Energy Future - Energy Efficiency Program Approval
Public Service Electric & Gas Company	E/G	GR18121258	written	Nov-18	Remediation Adjustment Charge-RAC 26
Public Service Electric & Gas Company	E	EO18101115	written	Oct-18	Clean Energy Future - Energy Cloud Program (EC)
Public Service Electric & Gas Company	E	EO18101111	written	Oct-18	Clean Energy Future-Electric Vehicle And Energy Storage Programs (EVES)
Public Service Electric & Gas Company	G	GR18070831	written	Jul-18	Gas System Modernization Program (GSMPI) - Third Roll-In
Public Service Electric & Gas Company	E/G	ER18070688 & GR18070689	written	Jun-18	Green Programs Recovery Charge (GPRC)-Including CA, DR, EEE, EEE Ext, S4AII, S4AEXT, S4AEXT II, SLII, SLIII / Cost Recovery
Public Service Electric & Gas Company	E	ER18060681	written	Jun-18	Solar Pilot Recovery Charge (SPRC-Solar Loan I) / Cost Recovery

LIST OF PRIOR TESTIMONIES

Company	Utility	Docket	Testimony	Date	Case / Topic
Public Service Electric & Gas Company	G	GR18060675	written	Jun-18	Weather Normalization Charge / Cost Recovery
Public Service Electric & Gas Company	E/G	EO18060629 & GO18060630	written	Jun-18	Energy Strong II / Revenue Requirements & Rate Design
Public Service Electric & Gas Company	G	GR18060605	written	Jun-18	Margin Adjustment Charge (MAC) / Cost Recovery
Public Service Electric & Gas Company	E/G	ER18040358 & GR18040359	written	Mar-18	Energy Strong / Revenue Requirements & Rate Design - Eighth Roll-in
Public Service Electric & Gas Company	E/G	ER18030231	written	Mar-18	Tax Cuts and Job Acts of 2017
Public Service Electric & Gas Company	E/G	GR18020093	written	Feb-18	Remediation Adjustment Charge-RAC 25
Public Service Electric & Gas Company	E/G	ER18010029 & GR18010030	written	Jan-18	Base Rate Proceeding / Cost of Service & Rate Design
Public Service Electric & Gas Company	E	ER17101027	written	Sep-17	Energy Strong / Revenue Requirements & Rate Design - Seventh Roll-in
Public Service Electric & Gas Company	G	GR17070776	written	Jul-17	Gas System Modernization Program II (GSMP II)
Public Service Electric & Gas Company	G	GR17070775	written	Jul-17	Gas System Modernization Program (GSMP) - Second Roll-in
Public Service Electric & Gas Company	G	GR17060720	written	Jul-17	Weather Normalization Charge / Cost Recovery
Public Service Electric & Gas Company	E/G	ER17070724 & GR17070725	written	Jul-17	Green Programs Recovery Charge (GPRC)-Including CA, DR, EEE, EEE Ext, S4All, S4AEXT, S4AEXT II, SLII, SLIII / Cost Recovery
Public Service Electric & Gas Company	E	ER17070723	written	Jul-17	Solar Pilot Recovery Charge (SPRC-Solar Loan I) / Cost Recovery
Public Service Electric & Gas Company	G	GR17060593	written	Jun-17	Margin Adjustment Charge (MAC) / Cost Recovery
Public Service Electric & Gas Company	E/G	ER17030324 & GR17030325	written	Mar-17	Energy Strong / Revenue Requirements & Rate Design - Sixth Roll-in
Public Service Electric & Gas Company	E/G	EO14080897	written	Mar-17	Energy Efficiency 2017 Program
Public Service Electric & Gas Company	E/G	ER17020136	written	Feb-17	Societal Benefits Charge (SBC) / Cost Recovery
Public Service Electric & Gas Company	E/G	GR16111064	written	Nov-16	Remediation Adjustment Charge-RAC 24
Public Service Electric & Gas Company	E	ER16090918	written	Sep-16	Energy Strong / Revenue Requirements & Rate Design - Fifth Roll-in
Public Service Electric & Gas Company	E	EO16080788	written	Aug-16	Construction of Mason St Substation
Public Service Electric & Gas Company	E	ER16080785	written	Aug-16	Non-Utility Generation Charge (NGC) / Cost Recovery
Public Service Electric & Gas Company	G	GR16070711	written	Jul-16	Gas System Modernization Program (GSMP) - First Roll-In
Public Service Electric & Gas Company	G	GR16070617	written	Jul-16	Weather Normalization Charge / Cost Recovery
Public Service Electric & Gas Company	E/G	ER16070613 & GR16070614	written	Jul-16	Green Programs Recovery Charge (GPRC)-Including CA, DR, EEE, EEE Ext, S4All, S4AEXT, SLII, SLIII / Cost Recovery
Public Service Electric & Gas Company	E	ER16070616	written	Jul-16	Solar Pilot Recovery Charge (SPRC-Solar Loan I) / Cost Recovery
Public Service Electric & Gas Company	G	GR16060484	written	Jun-16	Margin Adjustment Charge (MAC) / Cost Recovery
Public Service Electric & Gas Company	E	EO16050412	written	May-16	Solar 4 All Extension II (S4AllExt II) / Revenue Requirements & Rate Design
Public Service Electric & Gas Company	E/G	ER16030272 & GR16030273	written	Mar-16	Energy Strong / Revenue Requirements & Rate Design - Fourth Roll-in
Public Service Electric & Gas Company	E/G	GR15111294	written	Nov-15	Remediation Adjustment Charge-RAC 23
Public Service Electric & Gas Company	E	ER15101180	written	Sep-15	Energy Strong / Revenue Requirements & Rate Design - Third Roll-in
Public Service Electric & Gas Company	E/G	ER15070757 & GR15070758	written	Jul-15	Green Programs Recovery Charge (GPRC)-Including CA, DR, EEE, EEE Ext, S4All, S4AEXT, SLII, SLIII / Cost Recovery
Public Service Electric & Gas Company	E	ER15060754	written	Jul-15	Solar Pilot Recovery Charge (SPRC-Solar Loan I) / Cost Recovery
Public Service Electric & Gas Company	G	GR15060748	written	Jul-15	Weather Normalization Charge / Cost Recovery
Public Service Electric & Gas Company	G	GR15060646	written	Jun-15	Margin Adjustment Charge (MAC) / Cost Recovery
Public Service Electric & Gas Company	E/G	ER15050558	written	May-15	Societal Benefits Charge (SBC) / Cost Recovery
Public Service Electric & Gas Company	E	ER15050558	written	May-15	Non-Utility Generation Charge (NGC) / Cost Recovery
Public Service Electric & Gas Company	E/G	ER15030389 & GR15030390	written	Mar-15	Energy Strong / Revenue Requirements & Rate Design - Second Roll-in
Public Service Electric & Gas Company	G	GR15030272	written	Feb-15	Gas System Modernization Program (GSMP)
Public Service Electric & Gas Company	E/G	GR14121411	written	Dec-14	Remediation Adjustment Charge-RAC 22
Public Service Electric & Gas Company	E/G	ER14091074	written	Sep-14	Energy Strong / Revenue Requirements & Rate Design - First Roll-in
Public Service Electric & Gas Company	E/G	EO14080897	written	Aug-14	EEE Ext II
Public Service Electric & Gas Company	G	ER14070656	written	Jul-14	Weather Normalization Charge / Cost Recovery
Public Service Electric & Gas Company	E/G	ER14070651 & GR14070652	written	Jul-14	Green Programs Recovery Charge (GPRC)-Including CA, DR, EEE, EEE Ext, S4All, S4AEXT, SLII, SLIII / Cost Recovery
Public Service Electric & Gas Company	E	ER14070650	written	Jul-14	Solar Pilot Recovery Charge (SPRC-Solar Loan I) / Cost Recovery
Public Service Electric & Gas Company	G	GR14050511	written	May-14	Margin Adjustment Charge (MAC) / Cost Recovery
Public Service Electric & Gas Company	E/G	GR14040375	written	Apr-14	Remediation Adjustment Charge-RAC 21
Public Service Electric & Gas Company	E/G	ER13070603 & GR13070604	written	Jun-13	Green Programs Recovery Charge (GPRC)-Including DR, EEE, EEE Ext, CA, S4All, SLII / Cost Recovery
Public Service Electric & Gas Company	E	ER13070605	written	Jul-13	Solar Pilot Recovery Charge (SPRC-Solar Loan I) / Cost Recovery
Public Service Electric & Gas Company	G	GR13070615	written	Jun-13	Weather Normalization Charge / Cost Recovery
Public Service Electric & Gas Company	G	GR13060445	written	May-13	Margin Adjustment Charge (MAC) / Cost Recovery
Public Service Electric & Gas Company	E/G	EO13020155 & GO13020156	written/oral	Mar-13	Energy Strong / Revenue Requirements & Rate Design - Program Approval
Public Service Electric & Gas Company	G	GO12030188	written/oral	Mar-13	Appliance Service / Tariff Support
Public Service Electric & Gas Company	E	ER12070599	written	Jul-12	Solar Pilot Recovery Charge (SPRC-Solar Loan I) / Cost Recovery
Public Service Electric & Gas Company	E/G	ER12070606 & GR12070605	written	Jul-12	RGGI Recovery Charges (RRC)-Including DR, EEE, EEE Ext, CA, S4All, SLII / Cost Recovery
Public Service Electric & Gas Company	E	EO12080721	written/oral	Jul-12	Solar Loan III (SLIII) / Revenue Requirements & Rate Design - Program Approval
Public Service Electric & Gas Company	E	EO12080721	written/oral	Jul-12	Solar 4 All Extension(S4AllExt) / Revenue Requirements & Rate Design - Program Approval
Public Service Electric & Gas Company	G	GR12060489	written	Jun-12	Margin Adjustment Charge (MAC) / Cost Recovery
Public Service Electric & Gas Company	G	GR12060583	written	Jun-12	Weather Normalization Charge / Cost Recovery
Public Service Electric & Gas Company	E/G	ER12030207	written	Mar-12	Societal Benefits Charge (SBC) / Cost Recovery
Public Service Electric & Gas Company	E	ER12030207	written	Mar-12	Non-Utility Generation Charge (NGC) / Cost Recovery
Public Service Electric & Gas Company	G	GR11060338	written	Jun-11	Margin Adjustment Charge (MAC) / Revenue Requirements & Rate Design - Program Approval
Public Service Electric & Gas Company	G	GR11060395	written	Jun-11	Weather Normalization Charge / Revenue Requirements & Rate Design - Program Approval
Public Service Electric & Gas Company	E	EO11010030	written	Jan-11	Economic Energy Efficiency Extension (EEExt) / Revenue Requirements & Rate Design - Program Approval
Public Service Electric & Gas Company	E/G	ER10100737	written	Oct-10	RGGI Recovery Charges (RRC)-Including DR, EEE, CA, S4All, SLII / Cost Recovery
Public Service Electric & Gas Company	E/G	ER10080550	written	Aug-10	Societal Benefits Charge (SBC) / Cost Recovery
Public Service Electric & Gas Company	E	ER10080550	written	Aug-10	Non-Utility Generation Charge (NGC) / Cost Recovery
Public Service Electric & Gas Company	E/G	GO09050422	written/oral	Mar-10	Base Rate Proceeding / Cost of Service & Rate Design
Public Service Electric & Gas Company	E	ER10030220	written	Mar-10	Solar Pilot Recovery Charge (SPRC-Solar Loan I) / Cost Recovery
Public Service Electric & Gas Company	E	EO09030249	written	Mar-09	Solar Loan II(SLII) / Revenue Requirements & Rate Design - Program Approval
Public Service Electric & Gas Company	E/G	EO09010056	written	Feb-09	Economic Energy Efficiency(EEE) / Revenue Requirements & Rate Design - Program Approval
Public Service Electric & Gas Company	E	EO09020125	written	Feb-09	Solar 4 All (S4All) / Revenue Requirements & Rate Design - Program Approval
Public Service Electric & Gas Company	E	EO08080544	written	Aug-08	Demand Response (DR) / Revenue Requirements & Rate Design - Program Approval
Public Service Electric & Gas Company	E/G	ER10100737	written	Jun-08	Carbon Abatement (CA) / Revenue Requirements & Rate Design - Program Approval

PSE&G CEF Electric Vehicle - Medium Heavy Duty Program
Rate Adjustment Calculation
Rate Adjustment Summary

Rate Adj Filing	Rate Adj 1	Rate Adj 2	Rate Adj 3	Rate Adj 4	Rate Adj 5
Rate Effective Date	4/1/2027	4/1/2028	4/1/2029	4/1/2030	4/1/2031
Plant In Service as of Date	12/31/2026	12/31/2027	12/31/2028	12/31/2029	12/31/2030
Rate Base Balance as of Date	3/31/2027	3/31/2028	3/31/2029	3/31/2030	3/31/2031

RATE BASE CALCULATION

	Rate Adj 1	Rate Adj 2	Rate Adj 3	Rate Adj 4	Rate Adj 5	Total	Notes
1 Gross Plant	\$0	\$2,250,000	\$3,000,000	\$1,875,000	\$375,000	\$7,500,000	= ln 15
2 Regulatory Asset	\$1,907,266	\$4,957,080	\$9,600,776	\$5,756,483	\$2,058,816	\$24,280,420	= ln 21 + ln 25 + ln 52
3 Accumulated Depreciation	\$0	-\$14,063	-\$33,750	-\$20,625	-\$6,563	-\$75,000	= ln 25
4 Net Plant	\$1,907,266	\$7,193,017	\$12,567,026	\$7,610,858	\$2,427,253	\$31,705,420	= ln 1 + ln 2 + ln 3
5 Accumulated Deferred Taxes	-\$498,140	-\$1,308,522	-\$2,425,571	-\$1,453,844	-\$505,394	-\$6,191,471	= ln 42
6 Rate Base	\$1,409,127	\$5,884,495	\$10,141,455	\$6,157,014	\$1,921,859	\$25,513,949	= ln 4 + ln 5
7 Rate of Return - After Tax	6.57%	6.57%	6.57%	6.57%	6.57%	6.57%	See Schedule SS-CEF-EV-MHD-3 (WACC)
8 Return Requirement (After Tax)	\$92,568	\$386,564	\$666,212	\$404,467	\$126,251	\$1,676,062	= ln 6 * ln 7
9 Depreciation Exp, net	\$45,704	\$250,157	\$506,079	\$307,552	\$104,369	\$1,213,861	= ln 64
10 O&M Expense Regualtory Asset Amortization - After Tax	\$598,416	\$275,883	\$254,461	\$234,305	\$173,263	\$1,536,327	= ln 68
11 Revenue Factor	1.3947	1.3947	1.3947	1.3947	1.3947	1.3947	See Schedule SS-CEF-EV-MHD-4 (Revenue Factor)
12 Total Revenue Requirement	\$1,027,460	\$1,272,809	\$1,989,891	\$1,319,837	\$563,295	\$6,173,291	= (ln 8 + ln 9 + ln 10) * ln 11

SUPPORT

Investment

Real Assets (Pole to Meter)

13 Public Make Ready Solution	\$0	\$1,800,000	\$2,400,000	\$1,500,000	\$300,000	\$6,000,000	= See "SS-CEF-EV-MHD-2a-e" Wkps
14 Private Make Ready Solution	\$0	\$450,000	\$600,000	\$375,000	\$75,000	\$1,500,000	= See "SS-CEF-EV-MHD-2a-e" Wkps
15 Total Real Assets	\$0	\$2,250,000	\$3,000,000	\$1,875,000	\$375,000	\$7,500,000	= ln 13 + ln 14

Regulatory Assets (Meter to Stub / Rebates)

16 Public Make Ready Solution	\$0	\$1,837,500	\$4,725,000	\$2,887,500	\$1,050,000	\$10,500,000	= See "SS-CEF-EV-MHD-2a-e" Wkps
17 Private Make Ready Solution	\$0	\$630,000	\$1,620,000	\$990,000	\$360,000	\$3,600,000	= See "SS-CEF-EV-MHD-2a-e" Wkps
18 Technical Trials	\$90,000	\$900,000	\$540,000	\$270,000	\$0	\$1,800,000	= See "SS-CEF-EV-MHD-2a-e" Wkps
19 Fleet Advisory Services	\$1,716,000	\$654,000	\$350,000	\$168,000	\$112,000	\$3,000,000	= See "SS-CEF-EV-MHD-2a-e" Wkps
20 Rate Solutions	\$0	\$630,000	\$1,620,000	\$990,000	\$360,000	\$3,600,000	= See "SS-CEF-EV-MHD-2a-e" Wkps
21 Total Regulatory Assets	\$1,806,000	\$4,651,500	\$8,855,000	\$5,305,500	\$1,882,000	\$22,500,000	= ln 16 + ln 17 + ln 18 + ln 19 + ln 20
22 Total Investment	\$1,806,000	\$6,901,500	\$11,855,000	\$7,180,500	\$2,257,000	\$30,000,000	= ln 15 + ln 21

Depreciation & Amortization

Real Assets (Pole to Meter)

23 Public Make Ready Solution	\$0	\$11,250	\$27,000	\$16,500	\$5,250	\$60,000	= See "SS-CEF-EV-MHD-2a-e" Wkps
24 Private Make Ready Solution	\$0	\$2,813	\$6,750	\$4,125	\$1,313	\$15,000	= See "SS-CEF-EV-MHD-2a-e" Wkps
25 Total Real Assets	\$0	\$14,063	\$33,750	\$20,625	\$6,563	\$75,000	= ln 23 + ln 24

Regulatory Assets (Meter to Stub / Rebates)

26 Public Make Ready Solution	\$0	\$12,031	\$85,313	\$51,406	\$26,250	\$175,000	= See "SS-CEF-EV-MHD-2a-e" Wkps
27 Private Make Ready Solution	\$0	\$4,125	\$29,250	\$17,625	\$9,000	\$60,000	= See "SS-CEF-EV-MHD-2a-e" Wkps
28 Technical Trials	\$375	\$15,000	\$9,000	\$5,625	\$0	\$30,000	= See "SS-CEF-EV-MHD-2a-e" Wkps
29 Fleet Advisory Services	\$33,517	\$10,900	\$5,833	\$2,800	\$2,333	\$55,383	= See "SS-CEF-EV-MHD-2a-e" Wkps
30 Rate Solutions	\$0	\$24,750	\$175,500	\$105,750	\$54,000	\$360,000	= See "SS-CEF-EV-MHD-2a-e" Wkps
31 Total Regulatory Assets	\$33,892	\$66,806	\$304,896	\$183,206	\$91,583	\$680,383	= ln 26 + ln 27 + ln 28 + ln 29 + ln 30
32 Total Depreciation & Amortization	\$33,892	\$80,869	\$338,646	\$203,831	\$98,146	\$755,383	= ln 25 + ln 31

ADIT

Real Assets (Pole to Meter)

33 Public Make Ready Solution	\$0	\$15,812	\$17,709	\$11,174	\$1,687	\$46,382	= See "SS-CEF-EV-MHD-2a-e" Wkps
34 Private Make Ready Solution	\$0	\$3,953	\$4,427	\$2,793	\$422	\$11,595	= See "SS-CEF-EV-MHD-2a-e" Wkps
35 Total Real Assets	\$0	\$19,765	\$22,137	\$13,967	\$2,108	\$57,977	= ln 33 + ln 34

Regulatory Assets (Meter to Stub / Rebates)

36 Public Make Ready Solution	\$0	\$513,139	\$1,304,216	\$797,226	\$287,776	\$2,902,358	= See "SS-CEF-EV-MHD-2a-e" Wkps
37 Private Make Ready Solution	\$0	\$175,933	\$447,160	\$273,335	\$98,666	\$995,094	= See "SS-CEF-EV-MHD-2a-e" Wkps
38 Technical Trials	\$25,194	\$248,774	\$149,264	\$74,316	\$0	\$497,547	= See "SS-CEF-EV-MHD-2a-e" Wkps
39 Fleet Advisory Services	\$472,946	\$180,775	\$96,745	\$46,438	\$30,827	\$827,732	= See "SS-CEF-EV-MHD-2a-e" Wkps
40 Rate Solutions	\$0	\$170,136	\$406,049	\$248,563	\$86,017	\$910,764	= See "SS-CEF-EV-MHD-2a-e" Wkps
41 Total Regulatory Assets	\$498,140	\$1,288,757	\$2,403,434	\$1,439,877	\$503,286	\$6,133,494	= ln 36 + ln 37 + ln 38 + ln 39 + ln 40
42 Total ADIT	\$498,140	\$1,308,522	\$2,425,571	\$1,453,844	\$505,394	\$6,191,471	= ln 35 + ln 41

PSE&G CEF Electric Vehicle - Medium Heavy Duty Program
Rate Adjustment Calculation
Rate Adjustment Summary

Rate Adj Filing	Rate Adj 1	Rate Adj 2	Rate Adj 3	Rate Adj 4	Rate Adj 5
Rate Effective Date	4/1/2027	4/1/2028	4/1/2029	4/1/2030	4/1/2031
Plant In Service as of Date	12/31/2026	12/31/2027	12/31/2028	12/31/2029	12/31/2030
Rate Base Balance as of Date	3/31/2027	3/31/2028	3/31/2029	3/31/2030	3/31/2031

RATE BASE CALCULATION

	Rate Adj 1	Rate Adj 2	Rate Adj 3	Rate Adj 4	Rate Adj 5	Total	Notes
Deferred Return / Carrying Charges							
<i>Real Assets (Pole to Meter)</i>							
43 Public Make Ready Solution	\$0	\$74,099	\$148,745	\$91,986	\$23,314	\$338,144	= See "SS-CEF-EV-MHD-2a-e" Wkps
44 Private Make Ready Solution	\$0	\$17,736	\$36,287	\$22,447	\$5,685	\$82,155	= See "SS-CEF-EV-MHD-2a-e" Wkps
45 Total Real Assets	\$0	\$91,835	\$185,032	\$114,433	\$28,999	\$420,299	= ln 43 + ln 44
<i>Regulatory Assets (Meter to Stub / Rebates)</i>							
46 Public Make Ready Solution	\$0	\$75,643	\$292,842	\$177,073	\$81,599	\$627,156	= See "SS-CEF-EV-MHD-2a-e" Wkps
47 Private Make Ready Solution	\$0	\$24,831	\$97,975	\$59,259	\$27,287	\$209,352	= See "SS-CEF-EV-MHD-2a-e" Wkps
48 Technical Trials	\$2,262	\$46,321	\$27,793	\$16,266	\$0	\$92,642	= See "SS-CEF-EV-MHD-2a-e" Wkps
49 Fleet Advisory Services	\$99,004	\$33,660	\$18,014	\$8,647	\$6,747	\$166,072	= See "SS-CEF-EV-MHD-2a-e" Wkps
50 Rate Solutions	\$0	\$19,228	\$90,371	\$54,680	\$25,622	\$189,900	= See "SS-CEF-EV-MHD-2a-e" Wkps
51 Total Regulatory Assets	\$101,266	\$199,682	\$526,994	\$315,925	\$141,255	\$1,285,122	= ln 46 + ln 47 + ln 48 + ln 49 + ln 50
52 Total Deferred Return / Carrying Charges	\$101,266	\$291,517	\$712,026	\$430,358	\$170,253	\$1,705,420	= ln 45 + ln 51
Amortization Period							
53 Public Make Ready Solution	30	30	30	30	30	30	See Rate Case 2023 Sch MPM-49 (Amort of CEF-EV Program)
54 Private Make Ready Solution	30	30	30	30	30	30	See Rate Case 2023 Sch MPM-49 (Amort of CEF-EV Program)
55 Technical Trials	30	30	30	30	30	30	See Rate Case 2023 Sch MPM-49 (Amort of CEF-EV Program)
56 Fleet Advisory Services	30	30	30	30	30	30	See Rate Case 2023 Sch MPM-49 (Amort of CEF-EV Program)
57 Rate Solutions	5	5	5	5	5	5	See Rate Case 2023 Sch MPM-49 (Amort of CEF-EV Program)
Amortization Recovery							
58 Public Make Ready Solution	\$0	\$126,241	\$252,220	\$155,219	\$48,497	\$582,177	= (ln 13 + ln 16 + ln 43 + ln 46) / ln 53
59 Private Make Ready Solution	\$0	\$37,419	\$78,475	\$48,224	\$15,599	\$179,717	= (ln 14 + ln 17 + ln 44 + ln 47) / ln 54
60 Technical Trials	\$3,075	\$31,544	\$18,926	\$9,542	\$0	\$63,088	= (ln 18 + ln 48) / ln 55
61 Fleet Advisory Services	\$60,500	\$22,922	\$12,267	\$5,888	\$3,958	\$105,536	= (ln 19 + ln 49) / ln 56
62 Rate Solutions	\$0	\$129,846	\$342,074	\$208,936	\$77,124	\$757,980	= (ln 20 + ln 50) / ln 57
63 Total D&A Recovery	\$63,576	\$347,972	\$703,963	\$427,809	\$145,179	\$1,688,497	= ln 58 + ln 59 + ln 60 + ln 61 + ln 62
64 Total D&A (Net of Tax)	\$45,704	\$250,157	\$506,079	\$307,552	\$104,369	\$1,213,861	= ln 63 * 1 - Tax Rate
O&M Expense Regulatory Asset Amortization							
65 CEF-EV-MHD O&M Expenses	\$4,162,025	\$1,918,785	\$1,769,791	\$1,629,607	\$1,205,055	\$10,685,262	= See "SS-CEF-EV-MHD-2a-e" Wkps
66 Amortization Period (Years)	5	5	5	5	5	5	See Rate Case 2023 Sch MPM-49 (Amort of CEF-EV Program)
67 Annaul CEF-EV-MHD O&M Expenses Amortization	\$832,405	\$383,757	\$353,958	\$325,921	\$241,011	\$2,137,052	= ln 65 / ln 66
68 Total O&M Expense (Net of Tax)	\$598,416	\$275,883	\$254,461	\$234,305	\$173,263	\$1,536,327	= ln 67 * 1 - Tax Rate

PSE&G CEF Electric Vehicle - Medium Heavy Duty Program
Weighted Average Cost of Capital (WACC)

ATTACHMENT 2
Schedule SS-CEF-EV-MHD-3

	Percent	Embedded Cost	Weighted Cost	Pre-Tax Weighted Cost	After-Tax Weighted Cost
Long-Term Debt	44.78%	3.98%	1.78%	1.78%	1.28%
Customer Deposits	0.22%	5.06%	0.01%	0.01%	0.01%
Common Equity	55.00%	9.60%	5.28%	7.34%	5.28%
Total	<u>100.00%</u>		<u>7.07%</u>	<u>9.14%</u>	<u>6.57%</u>
Federal Income Tax	21.00%				
State NJ Business Incm Tax	9.00%				
Fed Benefit of State Tax Deduction	<u>-1.89%</u>				
Tax Rate	28.11%				

PSE&G CEF Electric Vehicle - Medium Heavy Duty Program
Revenue Factor Calculation

ATTACHMENT 2
Schedule SS-CEF-EV-MHD-4

	<u>ELECTRIC</u>	<u>GAS</u>	
Revenue Increase	100.0000	100.0000	
Uncollectible Rate		0.0000	From 2023 Base Rate Case
BPU Assessment Rate	0.2176	0.2176	2024 BPU Assessment
Rate Counsel Assessment Rate	<u>0.0455</u>	<u>0.0455</u>	2024 RC Assessment
Income before State of NJ Bus. Tax	99.7369	99.7369	
State of NJ Bus. Income Tax @ 9.00%	<u>8.9763</u>	<u>8.9763</u>	
Income Before Federal Income Taxes	90.7606	90.7606	
Federal Income Taxes @ 21%	<u>19.0597</u>	<u>19.0597</u>	
Return	<u>71.7008</u>	<u>71.7008</u>	
Revenue Factor	<u>1.3947</u>	<u>1.3947</u>	

Electric Revenue Requirement Allocation Explanation of Format

Pages 2 through 5 presented in Schedule SS-CEF-EV MHD-5 are the four relevant pages from the complete cost of service and revenue requirement allocation methodology based on the 2023 Base Rate Case Settlement, approved by the Board on October 9, 2024. Page 2 Part 1 shows the “Final” revenue requirement allocation to each rates class and its associated functions as defined in the 2023 PSE&G Base Rate Case (Rate Case). Part 2 allocates the CEF Revenue Increase in accordance with the Rate Case Board Order. Pages 3 and 4 provide the interclass revenue allocations based upon the rate rules approved in the Rate Case. Page 5 provides the service charge calculations for each rate class by which are calculated in accordance with the Rate Case Board Order.

Electric Rate Design (Proof of Revenue by Rate Class) Explanation of Format

The summary provides by rate schedule the Annualized Weather Normalized (all customers assumed to be on BGS) revenue based on current tariff rates and the proposed initial rate change.

Pages 6 through 25 presented in Schedule SS-CEF-EV MHD-5 are the selected applicable columns of the relevant pages from the complete rate change workpapers from the Company’s 2023 Electric Base Rate Case and have been appropriately modified per my testimony to reflect the Clean Energy Future (CEF).

Annualized Weather Normalized (all customers assumed to be on BGS) and the Proposed Detailed Rate Design.

In the detailed rate design pages, all the components are separated into Delivery and Supply. In addition to the Distribution components of Delivery, also included in the schedule are lines for Societal Benefits Charge, Non-Utility Generation Charge, Zero Emission Certificate Recovery Charge, Solar Pilot Recovery Charge, Green Programs Recovery Charge, Tax Adjustment Credit, Conservation Incentive Program Charge, Facilities Charge, Minimum Charge, Miscellaneous items, and Unbilled Revenue.

Column (1) shows the annualized weather normalized billing units. Column (2) shows present Delivery rates (without Sales and Use Tax, SUT) effective February 15, 2025.

The Supply-BGS rates in the Column (2) reflect the rates in effect as of June 1, 2024 and for CIEP energy, reflect the class average hourly rates from January 1, 2024 to December 31, 2024. Column (3) presents annualized revenue assuming all customers are provided service under their applicable BGS provision. Column (4) repeats the billing units of Column (1). Column (5) shows the proposed rates without SUT that result in the proposed revenues shown in Column (6). Columns (7) and (8) show the proposed base rate revenue increase, in thousands of dollars and percent increase, respectively, for each of the billing unit blocks.

Step 1: Initial Sync

[illegible]

16	Total Rev Req Increase to be Recovered Through Rates
17	Total Target Distribution Revenue Requirements

20	Final Sync Adjustment Factor	0.90728 = line 17 / (line 15 column 8)
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[illegible]

Inter Class Revenue Increase Allocations

Calculation of Increase Limits

<u>line #</u>	(in \$1,000)	Notes:
1	Requested Revenue Increase to be recovered from rate schedule charges = \$ 1,027	Schedule SS-CEF-EV MHD-2
2	Present Distribution Revenue = \$ 1,720,279	Page 4, col 3, line 21
3	Present Total Customer Bills (all on BGS) = \$ 7,194,499	Page 4, col 5, line 21
4	Average Distribution Increase = 0.060%	= Line 1 / Line 2
5	Average Total Bill Increase = 0.014%	= Line 1 / Line 3
6	Lower Distribution increase limit = 0.030% in Distribution charges	= 0.5 * Line 4
7	Upper Distribution increase limit #1 = 0.075% in Distribution charges	= 1.25 * Line 4
8	Upper Bill increase limit #2 = 0.021% in Bill Increase	= 1.5 * Line 5
all rounded to 0.001%		

Inter Class Revenue Increase Calculations

Calculation of Increases

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
		Proposed Distribution Revenue Requirement (from COS)	Present Distribution Revenue	Unlimited COS Distribution Charge \$ Increase	Present Total Bill Revenue (all on BGS)	Unlimited Distribution Charge Increase	Limited Final Distribution Charge Increase	Proposed Total Bill Increase	Proposed Distribution Revenue Increase
line #	Rate Schedule	(in \$1,000)	(in \$1,000)	(in \$1,000)	(in \$1,000)	(%)	(%)	(%)	(in \$1,000)
1	RS	\$ 977,231	\$ 915,327	\$ 61,903	\$ 3,019,500	6.763%	0.069%	0.021%	\$ 634
2	RHS	\$ 4,082	\$ 4,380	\$ (298)	\$ 15,003	-6.804%	0.034%	0.007%	\$ 1
3	RLM	\$ 7,489	\$ 8,382	\$ (893)	\$ 51,716	-10.651%	0.059%	0.010%	\$ 5
4	WH *	\$ 102.101	\$ 38.730	\$ 63.371	\$ 100.103	163.622%	0.054%	0.021%	\$ 0.021
5	WHS *	\$ 1.918	\$ 0.110	\$ 1.808	\$ 0.799	1643.589%	0.000%	0.000%	\$ -
6	HS	\$ 817	\$ 708	\$ 109	\$ 2,273	15.422%	0.000%	0.000%	\$ -
7	BPL	\$ 60,155	\$ 62,553		\$ 89,490				\$ -
8	Distribution Only	\$ 2,622	\$ 2,238	\$ 384		17.176%	0.030%	0.001%	\$ 1
9	Luminaires and Poles	\$ 57,533	\$ 60,315	\$ (2,782)		-4.613%	0.000%	0.000%	\$ -
10	BPL-POF *	\$ 437.403	\$ 434.603		\$ 1,776.056				\$ -
11	Distribution Only	\$ 105.054	\$ 116.482	\$ (11.428)		-9.811%	0.030%	0.002%	\$ 0.035
12	Luminaires and Poles	\$ 332.348	\$ 318.121	\$ 14.227		4.472%	0.000%	0.000%	\$ -
13	PSAL	\$ 21,045	\$ 28,394		\$ 41,114				\$ -
14	Distribution Only	\$ 2,625	\$ 1,130	\$ 1,495		132.336%	0.030%	0.000%	\$ -
15	Luminaires and Poles	\$ 18,419	\$ 27,264	\$ (8,845)		-32.441%	0.000%	0.000%	\$ -
16	GLP	\$ 324,907	\$ 346,383	\$ (21,476)	\$ 1,463,332	-6.200%	0.044%	0.010%	\$ 151
17	LPL-S	\$ 229,925	\$ 257,312	\$ (27,387)	\$ 1,577,049	-10.643%	0.065%	0.011%	\$ 168
18	LPL-P	\$ 49,422	\$ 50,466	\$ (1,045)	\$ 381,269	-2.070%	0.071%	0.009%	\$ 36
19	HTS-S	\$ 45,584	\$ 43,711	\$ 1,873	\$ 507,288	4.285%	0.071%	0.006%	\$ 31
20	HTS-HV	\$ 108	\$ 2,188	\$ (2,081)	\$ 44,589	-95.076%	0.000%	0.000%	\$ -
21	Total	\$ 1,721,306	\$ 1,720,279	\$ 1,027	\$ 7,194,499	0.060%	0.060%	0.014%	\$ 1,027

* WH, WHS and & BPL-POF shown to 3 decimal points

Notes:

Page 2,
Step 2, col 8

= (2) - (3)

Page 6

= (4) / (3)

calculated
on limits

= (9) / (5)

= (3) * (7)

Service Charge Calculations

Service charges are comprised of revenue requirements for the Distribution Access and Measurement segments related to Minimum Size Facilities, plus the Revenue Requirements for the Customer Service segment.

<u>line #</u>	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1	Average Distribution Increase =		0.060%	page 3, Line 4					
	Rate	Access Segment Revenue	Measurement Segment Revenue	Customer Service Segment Revenue	Rev Req to be recovered through	# of Customers	Cost Based Monthly Service Charge	Current Monthly Service Charge	Proposed Limited Monthly Service Charge
	<u>Schedule</u>	<u>Requirement</u>	<u>Requirement</u>	<u>Requirements</u>	<u>Service Charge</u>		<u>Charge</u>	<u>Charge</u>	<u>Charge</u>
							(\$/month)	(\$/month)	(\$/month)
2	RS	\$ 33,874,075	\$ 135,636,070	\$ 88,176,553	\$ 257,686,698	1,981,089	\$ 10.84	\$ 5.63	\$ 5.63 Set to \$6.00 w SUT
3	RHS	\$ 184,635	\$ 414,729	\$ 285,024	\$ 884,388	6,404	\$ 11.51	\$ 5.63	\$ 5.63 set equal to RS
4	RLM	\$ 322,845	\$ 725,180	\$ 498,382	\$ 1,546,407	11,197	\$ 11.51	\$ 13.07	\$ 13.07 see Note 2
5	WH	no service charge							
6	WHS	\$ 29	\$ 1,618	\$ 157	\$ 1,805	11	\$ 13.99	\$ 0.97	\$ 0.97 see Note 2
7	HS	\$ -	\$ 39,529	\$ 10,386	\$ 49,916	714	\$ 5.83	\$ 5.79	\$ 5.80 see Note 2
8	BPL	no service charge							
9	BPL-POF	no service charge							
10	PSAL	no service charge							
11	GLP	\$ 16,403,304	\$ 26,741,528	\$ 19,193,725		272,921			
12	GLP Metered					256,116	\$ 19.57	\$ 7.40	\$ 7.41 see Note 3
13	GLP Unmetered					5,766	\$ 10.87	\$ 3.40	\$ 3.40 see Note 4
14	GLP-NU					64			\$ 7.41 see Note 3
15	LPL-S	\$ 1,217,096	\$ 9,752,908	\$ 7,249,753	\$ 18,219,757	9,379	\$ 161.88	\$ 347.77	\$ 347.77 see Note 2
16	LPL-P	\$ 101,410	\$ 898,927	\$ 604,057	\$ 1,604,394	770	\$ 173.65	\$ 347.77	\$ 347.77 see Note 2
17	LPL-P <100 kW						\$ 108.16	\$ 33.40	\$ 33.43 see Note 5
18	HTS-S	\$ 56,101	\$ 415,873	\$ 148,601	\$ 620,575	189	\$ 273.04	\$ 1,911.39	\$ 1,911.39 see Note 2
19	HTS-HV	\$ -	\$ 88,829	\$ 12,802	\$ 101,631	16	\$ 519.03	\$ 1,720.25	\$ 1,720.25 see Note 2

Source: for Cols 2, 3 and 4 from Page 2, = (2) + (3) + (4) 2023 Rate Case = (5) / (6) / 12 From Tariff based on
 Cols 3, 6 & 7 from Step 2 SS-E8 R-2, methodology
 Step 2, Col 1 described

Notes: 1 Agreed upon in Settlement
 2 Move toward cost limited at no decrease from current service charge and no increase greater than 1.5 times the overall average distribution % increase.
 3 Access and Customer Service Rev Req per total GLP Customer plus Measurement Rev Req divided by the number of metered customers divided by 12; limits the same as Note 2
 4 Access and Customer Service Rev Req per total GLP Customer divided by 12; limits the same as Note 2
 5 Calculated at the GLP Access Segment per customer plus the GLP Customer Service Segment Revenue Requirements per customer plus the
 LPL-P Measurement Segment per customer divided by 12; limits the same as Note 2

**ELECTRIC PROOF OF REVENUE
SUMMARY
ELECTRIC RATE INCREASE
Schedule SS-CEF-EV MHD-5
(kWhrs & Revenue in Thousands)**

			Annualized Weather Normalized		Proposed		Increase	
Rate Schedule			kWhrs	Revenue	kWhrs	Revenue	Revenue	Percent
			(1)	(2)	(3)	(4)	(5)	(6)
1	Residential	RS	13,277,528	\$3,019,500	13,277,528	\$3,020,134	\$634	0.02
2	Residential Heating	RHS	82,831	15,003	82,831	15,004	1	0.01
3	Residential Load Management	RLM	183,312	51,716	183,312	51,721	5	0.01
4	Water Heating	WH	596	100.103	596	100.124	0.021	0.02
5	Water Heating Storage	WHS	7	0.799	7	0.799	0.000	0.00
6								
7	Building Heating	HS	10,479	2,273	10,479	2,273	0	0.00
8	General Lighting and Power	GLP	7,394,235	1,463,332	7,394,235	1,463,483	151	0.01
9	Large Power & Lighting-Sec	LPL-S	10,215,108	1,577,049	10,215,108	1,577,217	168	0.01
10	Large Power & Lighting-Pri	LPL-P	3,083,660	381,269	3,083,660	381,305	36	0.01
11	High Tension-Subtr.	HTS-S	4,797,066	507,288	4,797,066	507,319	31	0.01
12	High Tension-HV	HTS-HV	500,788	44,589	500,788	44,589	0	0.00
13								
14	Body Politic Lighting	BPL	282,044	89,490	282,044	89,491	1	0.00
15	Body Politic Lighting-POF	BPL-POF	14,039	1,776.056	14,039	1,776.091	0.035	0.00
16	Private Street & Area Lighting	PSAL	132,612	41,114	132,612	41,114	0	0.00
17								
18								
19		Totals	39,974,307	\$7,194,499	39,974,307	\$7,195,526	\$1,027	0.01

Notes: All customers assumed to be on BGS.
WH, WHS & BPL-POF revenues shown to 3 decimals.
Delivery rates in effect 2/15/2025

**RATE SCHEDULE RS
RESIDENTIAL SERVICE
Schedule SS-CEF-EV MHD-5
(Units & Revenue in Thousands)**

	Annualized Weather Normalized			Proposed			Difference	
	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Revenue</u>	<u>Percent</u>
<u>Delivery</u>	(1)	(2)	(3=1*2)	(4)	(5)	(6=4*5)	(7=6-3)	(8=7/3)
1 Service Charge	23,810.25	\$5.63	\$134,052	23,810.25	\$5.63	\$134,052	\$0	0.00
2 Distribution 0-600 June - September	3,482,175	0.077116	268,531	3,482,175	0.077180	268,754	223	0.08
3 Distribution 0-600 October - May	6,093,220	0.044805	273,007	6,093,220	0.044841	273,226	219	0.08
4 Distribution over 600 June - September	1,916,748	0.080937	155,136	1,916,748	0.081001	155,259	123	0.08
5 Distribution over 600 October - May	1,785,385	0.044805	79,994	1,785,385	0.044841	80,058	64	0.08
6 SBC	13,277,528	0.009212	122,313	13,277,528	0.009212	122,313	0	0.00
7 NGC	13,277,528	0.000024	319	13,277,528	0.000024	319	0	0.00
8 DAC	13,277,528	0.000000	0	13,277,528	0.000000	0	0	0.00
9 STC-MTC-Tax	13,277,528	0.000000	0	13,277,528	0.000000	0	0	0.00
10 ZECRC	13,277,528	0.004000	53,110	13,277,528	0.004000	53,110	0	0.00
11 Solar Pilot Recovery Charge	13,277,528	0.000057	757	13,277,528	0.000057	757	0	0.00
12 Green Programs Recovery Charge	13,277,528	0.006189	82,175	13,277,528	0.006189	82,175	0	0.00
13 Tax Adjustment Credit	13,277,528	(0.007281)	(96,674)	13,277,528	(0.007281)	(96,674)	0	0.00
14 ECIP	13,277,528	0.001450	19,252	13,277,528	0.001450	19,252	0	0.00
15 Green Enabling Mechanism	13,277,528	0.000000	0	13,277,528	0.000000	0	0	0.00
16 Facilities Chg.			0			0	0	0.00
17 Minimum			0			0	0	0.00
18 Miscellaneous			(1,627)			(1,626)	1	(0.06)
19 Delivery Subtotal	13,277,528		\$1,090,345	13,277,528		\$1,090,975	\$630	0.06
20 Unbilled Delivery			7,477			7,481	4	0.05
21 Delivery Subtotal w unbilled			\$1,097,822			\$1,098,456	\$634	0.06
22								
23 <u>Supply-BGS</u>								
24 BGS 0-600 June - September	3,482,175	0.084582	\$294,529	3,482,175	0.084582	\$294,529	\$0	0.00
25 BGS 0-600 October - May	6,093,220	0.087604	533,790	6,093,220	0.087604	533,790	0	0.00
26 BGS over 600 June - September	1,916,748	0.093518	179,250	1,916,748	0.093518	179,250	0	0.00
27 BGS over 600 October - May	1,785,385	0.087604	156,407	1,785,385	0.087604	156,407	0	0.00
28 Transmission	13,277,528	0.056688	\$752,677	13,277,528	0.056688	\$752,677	0	0.00
29 BGS Reconciliation-RSCP	13,277,528	0.000000	0	13,277,528	0.000000	0	0	0.00
30 Miscellaneous			(1)			(1)	0	0.00
31 Supply Subtotal	13,277,528		\$1,916,652	13,277,528		\$1,916,652	\$0	0.00
32 Unbilled Supply			5,025			5,025	0	0.00
33 Supply Subtotal w unbilled			\$1,921,677			\$1,921,677	\$0	0.00
34								
35 Total Delivery + Supply	13,277,528		\$3,019,500	13,277,528		\$3,020,134	\$634	0.02
36								

Notes: All customers assumed to be on BGS.
Delivery rates in effect 2/15/2025

RATE SCHEDULE RHS
RESIDENTIAL HEATING SERVICE
Schedule SS-CEF-EV MHD-5
 (Units & Revenue in Thousands)

	Annualized Weather Normalized			Proposed			Difference	
	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Revenue</u>	<u>Percent</u>
<u>Delivery</u>	(1)	(2)	(3=1*2)	(4)	(5)	(6=4*5)	(7=6-3)	(8=7/3)
1 Service Charge	76.78	\$5.63	\$432	76.78	\$5.63	\$432	\$0	0.00
2 Distribution 0-600 June - September	12,462	0.086914	1,083	12,462	0.086927	1,083	0	0.00
3 Distribution 0-600 October - May	31,804	0.044463	1,414	31,804	0.044475	1,414	0	0.00
4 Distribution over 600 June - September	5,914	0.091814	543	5,914	0.091827	543	0	0.00
5 Distribution over 600 October - May	32,651	0.026863	877	32,651	0.026875	877	0	0.00
6 SBC	82,831	0.009212	763	82,831	0.009212	763	0	0.00
7 NGC	82,831	0.000024	2	82,831	0.000024	2	0	0.00
8 DAC	82,831	0.000000	-	82,831	0.000000	0	0	0.00
9 STC-MTC-Tax	82,831	0.000000	-	82,831	0.000000	0	0	0.00
10 ZECRC	82,831	0.004000	331	82,831	0.004000	331	0	0.00
11 Solar Pilot Recovery Charge	82,831	0.000057	5	82,831	0.000057	5	0	0.00
12 Green Programs Recovery Charge	82,831	0.006189	513	82,831	0.006189	513	0	0.00
13 Tax Adjustment Credit	82,831	(0.010386)	(860)	82,831	(0.010386)	(860)	0	0.00
14 ECIP	82,831	0.001450	120	82,831	0.001450	120	0	0.00
15 Green Enabling Mechanism	82,831	0.000000	-	82,831	0.000000	0	0	0.00
16 Facilities Chg.			-			0	0	0.00
17 Minimum			-			0	0	0.00
18 Miscellaneous			(9)			(8)	1	(11.12)
19 Delivery Subtotal	82,831		\$5,214	82,831		\$5,215	\$1	0.02
20 Unbilled Delivery			49			49	0	0.00
21 Delivery Subtotal w unbilled			\$5,263			\$5,264	\$1	0.02
22								
23 <u>Supply-BGS</u>								
24 BGS 0-600 June - September	12,462	0.079973	\$997	12,462	0.079973	\$997	\$0	0.00
25 BGS 0-600 October - May	31,804	0.085278	2,712	31,804	0.085278	2,712	0	0.00
26 BGS over 600 June - September	5,914	0.091921	544	5,914	0.091921	544	0	0.00
27 BGS over 600 October - May	32,651	0.085278	2,784	32,651	0.085278	2,784	0	0.00
28 Transmission	82,831	0.032965	2,731	82,831	0.032965	2,731	0	0.00
29 BGS Reconciliation-RSCP	82,831	0.000000	0	82,831	0.000000	0	0	0.00
30 Miscellaneous			0			0	0	0.00
31 Supply Subtotal	82,831		\$9,768	82,831		\$9,768	\$0	0.00
32 Unbilled Supply			(28)			(28)	0	0.00
33 Supply Subtotal w unbilled			\$9,740			\$9,740	\$0	0.00
34								
35 Total Delivery + Supply	82,831		\$15,003	82,831		\$15,004	\$1	0.01
36								
37								
38								
39								

Notes: All customers assumed to be on BGS.
 Delivery rates in effect 2/15/2025

0

RATE SCHEDULE RLM
RESIDENTIAL LOAD MANAGEMENT SERVICE

Schedule SS-CEF-EV MHD-5

(Units & Revenue in Thousands)

	Annualized Weather Normalized			Proposed			Difference	
	Units (1)	Rate (2)	Revenue (3=1*2)	Units (4)	Rate (5)	Revenue (6=4*5)	Revenue (7=6-3)	Percent (8=7/3)
<u>Delivery</u>								
1 Service Charge	136.73	13.07	\$1,787	136.73	13.07	\$1,787	\$0	0.00
2 Distribution June - September On Peak	36,909	0.104852	3,870	36,909	0.104933	3,873	3	0.08
3 Distribution June - September Off Peak	40,456	0.018504	749	40,456	0.018517	749	0	0.00
4 Distribution October - May On Peak	45,084	0.018504	834	45,084	0.018517	835	1	0.12
5 Distribution October - May Off Peak	60,863	0.018504	1,126	60,863	0.018517	1,127	1	0.09
6 SBC	183,312	0.009212	1,689	183,312	0.009212	1,689	0	0.00
7 NGC	183,312	0.000024	4	183,312	0.000024	4	0	0.00
8 DAC	183,312	0.000000	0	183,312	0.000000	0	0	0.00
9 STC-MTC-Tax	183,312	0.000000	0	183,312	0.000000	0	0	0.00
10 ZECRC	183,312	0.004000	733	183,312	0.004000	733	0	0.00
11 Solar Pilot Recovery Charge	183,312	0.000057	10	183,312	0.000057	10	0	0.00
12 Green Programs Recovery Charge	183,312	0.006189	1,135	183,312	0.006189	1,135	0	0.00
13 Tax Adjustment Credit	183,312	(0.006666)	(1,222)	183,312	(0.006666)	(1,222)	0	0.00
14 ECIP	183,312	0.002269	416	183,312	0.002269	416	0	0.00
15 Green Enabling Mechanism	183,312	0.000000	0	183,312	0.000000	0	0	0.00
16 Facilities Chg.			0			0	0	0.00
17 Minimum			0			0	0	0.00
18 Miscellaneous			(48)			(48)	0	0.00
19 Delivery Subtotal	183,312		\$11,083	183,312		\$11,088	\$5	0.05
20 Unbilled Delivery			84			84	0	0.00
21 Delivery Subtotal w unbilled			\$11,167			\$11,172	\$5	0.04
22								
<u>Supply-BGS</u>								
24 BGS June - September On Peak	36,909	0.110253	\$4,069	36,909	0.110253	\$4,069	\$0	0.00
25 BGS June - September Off Peak	40,456	0.069723	2,821	40,456	0.069723	2,821	0	0.00
26 BGS October - May On Peak	45,084	0.103087	4,648	45,084	0.103087	4,648	0	0.00
27 BGS October - May Off Peak	60,863	0.076053	4,629	60,863	0.076053	4,629	0	0.00
28 Transmission - On Peak	183,312	0.131629	24,129	183,312	0.131629	24,129	0	0.00
29 BGS Reconciliation-RSCP	183,312	0.000000	0	183,312	0.000000	0	0	0.00
30 Miscellaneous			94			94	0	0.00
31 Supply Subtotal	183,312		<u>\$40,390</u>	183,312		<u>\$40,390</u>	\$0	0.00
32 Unbilled Supply			159			159	0	0.00
33 Supply Subtotal w unbilled			<u>\$40,549</u>			<u>\$40,549</u>	\$0	0.00
34								
35 Total Delivery + Supply	183,312		<u>\$51,716</u>	183,312		<u>\$51,721</u>	<u>\$5</u>	0.01
36								
37								

Notes: All customers assumed to be on BGS.
Delivery rates in effect 2/15/2025

RATE SCHEDULE WH
WATER HEATING SERVICE
Schedule SS-CEF-EV MHD-5
(Units & Revenue in Thousands)

	Annualized Weather Normalized			Proposed			Difference	
	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Revenue</u>	<u>Percent</u>
<u>Delivery</u>	(1)	(2)	(3=1*2)	(4)	(5)	(6=4*5)	(7=6-3)	(8=7/3)
1 Distribution Sum	156.793	0.064944	\$10.183	156.793	0.064980	\$10.188	\$0.005	0.05
2 Distribution Win	440	0.064944	\$28.547	440	0.064980	\$28.563	\$0.016	0.06
3 SBC	596	0.009212	\$5.494	596	0.009212	\$5.494	\$0.000	0.00
4 NGC	596	0.000024	\$0.014	596	0.000024	\$0.014	\$0.000	0.00
5 DAC	596	0.000000	\$0.000	596	0.000000	\$0.000	\$0.000	0.00
6 STC-MTC-Tax	596	0.000000	\$0.000	596	0.000000	\$0.000	\$0.000	0.00
7 ZECRC	596	0.004000	\$2.385	596	0.004000	\$2.385	\$0.000	0.00
8 Solar Pilot Recovery Charge	596	0.000057	\$0.034	596	0.000057	\$0.034	\$0.000	0.00
9 Green Programs Recovery Charge	596	0.006189	\$3.691	596	0.006189	\$3.691	\$0.000	0.00
10 Tax Adjustment Credit	596	0.000000	\$0.000	596	0.000000	\$0.000	\$0.000	0.00
11 Green Enabling Mechanism	596	0.000000	\$0.000	596	0.000000	\$0.000	\$0.000	0.00
12 Facilities Chg.			\$0.000			\$0.000	\$0.000	0.00
13 Minimum			\$0.000			\$0.000	\$0.000	0.00
14 Miscellaneous			\$0.000			\$0.000	\$0.000	0.00
15 Delivery Subtotal	596		\$50.348	596		\$50.369	\$0.021	0.04
16 Unbilled Delivery			<u>\$0.000</u>			<u>\$0.000</u>	<u>\$0.000</u>	0.00
17 Delivery Subtotal w unbilled			\$50.348			\$50.369	\$0.021	0.04
18								
19 <u>Supply-BGS</u>								
20 BGS Summer	157	0.077338	\$12.126	157	0.077338	\$12.126	\$0.000	0.00
21 BGS Winter	440	0.078780	\$34.629	440	0.078780	\$34.629	\$0.000	0.00
22 BGS Reconciliation-RSCP	596	0.000000	\$0.000	596	0.000000	\$0.000	\$0.000	0.00
23 Miscellaneous			\$0.000			\$0.000	\$0.000	0.00
24 Supply Subtotal	596		\$46.755	596		\$46.755	\$0.000	0.00
25 Unbilled Supply			<u>\$3.000</u>			<u>\$3.000</u>	<u>\$0.000</u>	0.00
26 Supply Subtotal w unbilled			\$49.755			\$49.755	\$0.000	0.00
27								
28 Total Delivery + Supply	596		<u>\$100.103</u>	596		<u>\$100.124</u>	<u>\$0.021</u>	0.02
29								
30								
31								
32 Notes:			All customers assumed to be on BGS.					
33			WH, WHS & BPL-POF revenues shown to 3 decimals.					
34			Delivery rates in effect 2/15/2025					
35								
36								
37								
38								

RATE SCHEDULE WHS
WATER HEATING STORAGE SERVICE
Schedule SS-CEF-EV MHD-5
(Units & Revenue in Thousands)

	Annualized Weather Normalized			Proposed			Difference	
	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Revenue</u>	<u>Percent</u>
<u>Delivery</u>	(1)	(2)	(3=1*2)	(4)	(5)	(6=4*5)	(7=6-3)	(8=7/3)
1 Service Charge	0.098	0.97	\$0.095	0.098	0.97	\$0.095	\$0.000	0.00
2 Distribution June - September	1.895	0.002185	0.004	1.895	0.002185	0.004	0.000	0.00
3 Distribution October - May	4.969	0.002185	0.011	4.969	0.002185	0.011	0.000	0.00
4 SBC	6.864	0.009212	0.063	6.864	0.009212	0.063	0.000	0.00
5 NGC	6.864	0.000024	0.000	6.864	0.000024	0.000	0.000	0.00
6 DAC	6.864	0.000000	0.000	6.864	0.000000	0.000	0.000	0.00
7 STC-MTC-Tax	6.864	0.000000	0.000	6.864	0.000000	0.000	0.000	0.00
8 ZECRC	6.864	0.004000	0.027	6.864	0.004000	0.027	0.000	0.00
9 Solar Pilot Recovery Charge	6.864	0.000057	0.000	6.864	0.000057	0.000	0.000	0.00
10 Green Programs Recovery Charge	6.864	0.006189	0.042	6.864	0.006189	0.042	0.000	0.00
11 Tax Adjustment Credit	6.864	0.000000	0.000	6.864	0.000000	0.000	0.000	0.00
12 Green Enabling Mechanism	6.864	0.000000	0.000	6.864	0.000000	0.000	0.000	0.00
13 Facilities Chg.			0.000			0.000	0.000	0.00
14 Minimum			0.000			0.000	0.000	0.00
15 Miscellaneous			0.000			0.000	0.000	0.00
16 Delivery Subtotal	7		\$0.242	7		\$0.242	\$0.000	0.00
17 Unbilled Delivery			0.000			0.000	0.000	0.00
18 Delivery Subtotal w unbilled			\$0.242			\$0.242	\$0.000	0.00
19								
20 <u>Supply-BGS</u>								
21 BGS- June - September	1.895	0.079453	\$0.151	1.895	0.079453	\$0.151	\$0.000	0.00
22 BGS- October - May	4.969	0.080785	0.401	4.969	0.080785	0.401	0.000	0.00
23 BGS Reconciliation-RSCP	6.864	0.000000	0.000	6.864	0.000000	0.000	0.000	0.00
24 Miscellaneous			0.000			0.000	0.000	0.00
25 Supply Subtotal	6.864		0.552	6.864		0.552	\$0.000	0.00
26 Unbilled Supply			0.005			0.005	0.000	0.00
27 Supply Subtotal w unbilled			\$0.557			\$0.557	\$0.000	0.00
28								
29 Total Delivery + Supply	6.864		\$0.799	6.864		\$0.799	\$0.000	0.00
30								
31								
32								
33 Notes:								
34								
35								
36								
37								
38								

All customers assumed to be on BGS.
WH, WHS & BPL-POF revenues shown to 3 decimals.
Delivery rates in effect 2/15/2025

RATE SCHEDULE HS
BUILDING HEATING SERVICE
Schedule SS-CEF-EV MHD-5
(Units & Revenue in Thousands)

	Annualized Weather Normalized			Proposed			Difference	
	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Revenue</u>	<u>Percent</u>
<u>Delivery</u>	(1)	(2)	(3=1*2)	(4)	(5)	(6=4*5)	(7=6-3)	(8=7/3)
1 Service Charge	8.538	5.79	\$49	8.538	5.80	\$50	\$1	2.04
2 Distribution June - September	2,410	0.099168	239	2,410	0.099168	239	0	0.00
3 Distribution October - May	8,069	0.052172	421	8,069	0.052048	420	(1)	(0.24)
4 SBC	10,479	0.009212	97	10,479	0.009212	97	0	0.00
5 NGC	10,479	0.000024	0	10,479	0.000024	0	0	0.00
6 DAC	10,479	0.000000	0	10,479	0.000000	0	0	0.00
7 STC-MTC-Tax	10,479	0.000000	0	10,479	0.000000	0	0	0.00
8 ZECRC	10,479	0.004000	42	10,479	0.004000	42	0	0.00
9 Solar Pilot Recovery Charge	10,479	0.000057	1	10,479	0.000057	1	0	0.00
10 Green Programs Recovery Charge	10,479	0.006189	65	10,479	0.006189	65	0	0.00
11 Tax Adjustment Credit	10,479	0.000000	0	10,479	0.000000	0	0	0.00
12 Green Enabling Mechanism	10,479	0.000000	0	10,479	0.000000	0	0	0.00
13 Facilities Chg.			0			0	0	0.00
14 Minimum			0			0	0	0.00
15 Miscellaneous			(1)			(1)	0	0.00
16 Delivery Subtotal	10,479		\$913	10,479		\$913	\$0	0.00
17 Unbilled Delivery			<u>1</u>			<u>1</u>	<u>0</u>	0.00
18 Delivery Subtotal w unbilled			\$914			\$914	\$0	0.00
19								
20 <u>Supply-BGS</u>								
21 BGS- June - September	2,410	0.086900	\$209	2,410	0.086900	\$209	\$0	0.00
22 BGS- October - May	8,069	0.087123	703	8,069	0.087123	703	0	0.00
23 Transmission	10,479	0.042742	448	10,479	0.042742	448	0	0.00
24 BGS Reconciliation-RSCP	10,479	0.000000	0	10,479	0.000000	0	0	0.00
25 Miscellaneous			0			0	0	0.00
26 Supply Subtotal	10,479		\$1,360	10,479		\$1,360	\$0	0.00
27 Unbilled Supply			<u>(1)</u>			<u>(1)</u>	<u>0</u>	0.00
28 Supply Subtotal w unbilled			\$1,359			\$1,359	\$0	0.00
29								
30 Total Delivery + Supply	10,479		<u>\$2,273</u>	10,479		<u>\$2,273</u>	<u>\$0</u>	0.00
31								
32								
33								
34 Notes:			All customers assumed to be on BGS.					
35			Delivery rates in effect 2/15/2025					
36								
37								
38								
39								

RATE SCHEDULE GLP
GENERAL LIGHTING AND POWER SERVICE
Schedule SS-CEF-EV MHD-5
(Units & Revenue in Thousands)

	Annualized Weather Normalized			Proposed			Difference	
	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Revenue</u>	<u>Percent</u>
<u>Delivery</u>	(1)	(2)	(3=1*2)	(4)	(5)	(6=4*5)	(7=6-3)	(8=7/3)
1 Service Charge	3,267.307	7.40	\$24,178	3,267.307	7.41	\$24,211	\$33	0.14
2 Service Charge-unmetered	109.063	3.40	371	109.063	3.40	371	0	0.00
3 Service Charge-Night Use	0.000	7.40	0	0.000	7.41	0	0	0.00
4 Distrib. KW Annual	27,175	4.4150	119,978	27,175	4.4166	120,022	44	0.04
5 Distrib. KW Summer	9,659	15.1922	146,739	9,659	15.1977	146,792	53	0.04
6 Distribution kWhr, June-September	2,599,548	0.015843	41,185	2,599,548	0.015849	41,200	15	0.04
7 Distribution kWhr, October-May	4,794,687	0.003537	16,959	4,794,687	0.003539	16,968	9	0.05
8 Distribution kWhr, Night use, June-September	0	0.003537	0	0	0.003539	0	0	0.00
9 Distribution kWhr, Night use, October-May	0	0.003537	0	0	0.003539	0	0	0.00
10 SBC	7,394,235	0.009212	68,116	7,394,235	0.009212	68,116	0	0.00
11 NGC	7,394,235	0.000024	177	7,394,235	0.000024	177	0	0.00
12 DAC	7,394,235	0.000000	0	7,394,235	0.000000	0	0	0.00
13 STC-MTC-Tax	7,394,235	0.000000	0	7,394,235	0.000000	0	0	0.00
14 ZECRC	7,394,235	0.004000	29,577	7,394,235	0.004000	29,577	0	0.00
15 Solar Pilot Recovery Charge	7,394,235	0.000057	421	7,394,235	0.000057	421	0	0.00
16 Green Programs Recovery Charge	7,394,235	0.006189	45,763	7,394,235	0.006189	45,763	0	0.00
17 Tax Adjustment Credit	7,394,235	(0.002226)	-16,460	7,394,235	(0.002226)	-16,460	0	0.00
18 ECIP	27,175	0.9356	25,425	27,175	0.9356	25,425	0	0.00
19 Green Enabling Mechanism	7,394,235	0.000000	0	7,394,235	0.000000	0	0	0.00
20 Duplicate Svc (Same Sub/Different Sub)		\$2.22/\$3.20	6		\$2.22/\$3.20	6	0	0.00
21 Facilities Chg.		1.45%	60		1.45%	60	0	0.00
22 Minimum			34			34	0	0.00
23 Distrib. Miscellaneous			(2,205)			(2,208)	(3)	0.14
24 Delivery Subtotal	7,394,235		\$500,324	7,394,235		\$500,475	\$151	0.03
25 Unbilled Delivery			(1,329)			(1,329)	0	0.00
26 Delivery Subtotal w unbilled			\$498,995			\$499,146	\$151	0.03

**RATE SCHEDULE GLP
GENERAL LIGHTING AND POWER SERVICE
Schedule SS-CEF-EV MHD-5
(Units & Revenue in Thousands)**

		Annualized Weather Normalized			Proposed			Difference	
		<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Revenue</u>	<u>Percent</u>
		(1)	(2)	(3=1*2)	(4)	(5)	(6=4*5)	(7=6-3)	(8=7/3)
Supply-BGS									
1	Generation Capacity Obl June-September	9,011	1.5312	\$13,798	9,011	1.5312	\$13,798	\$0	0.00
2	Generation Capacity Obl October-May	18,077	1.5312	27,680	18,077	1.5312	27,680	0	0.00
3	Transmission Capacity Obl	24,073	13.7091	330,016	24,073	13.7091	330,016	0	0.00
4	BGS kWhr June - September not night use	2,599,548	0.080282	208,697	2,599,548	0.080282	208,697	0	0.00
5	BGS kWhr October - May not night use	4,794,687	0.080124	384,169	4,794,687	0.080124	384,169	0	0.00
6	BGS kWhr June - September night use	0	0.069554	0	0	0.069554	0	0	0.00
7	BGS kWhr October - May night use	0	0.075812	0	0	0.075812	0	0	0.00
8	BGS Reconciliation-RSCP	7,394,235	0.000000	0	7,394,235	0.000000	0	0	0.00
9	BGS Miscellaneous			(182)			(182)	0	0.00
10	Supply Subtotal	7,394,235		\$964,178	7,394,235		\$964,178	\$0	0.00
11	Unbilled Supply			159			159	0	0.00
12	Supply Subtotal w unbilled			\$964,337			\$964,337	\$0	0.00
13									
14	Total Delivery + Supply	7,394,235		<u>\$1,463,332</u>	7,394,235		<u>\$1,463,483</u>	<u>\$151</u>	0.01

Notes: All customers assumed to be on BGS.
Delivery rates in effect 2/15/2025

RATE SCHEDULE LPL-Sec
LARGE POWER & LIGHTING SERVICE-SECONDARY
Schedule SS-CEF-EV MHD-5
(Units & Revenue in Thousands)

	Annualized Weather Normalized			Proposed			Difference	
	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Revenue</u>	<u>Percent</u>
<u>Delivery</u>	(1)	(2)	(3=1*2)	(4)	(5)	(6=4*5)	(7=6-3)	(8=7/3)
1 Service Charge	115.383	347.77	\$40,127	115.383	347.77	\$40,127	\$0	0.00
2 Distrib. KW Annual	26,251	3.7316	97,960	26,251	3.7345	98,036	76	0.08
3 Distrib. KW June - September	9,220	13.0655	120,462	9,220	13.0754	120,554	92	0.08
4 Distribution kWhr On Peak June-September	1,736,867	0.000000	0	1,736,867	0.000000	0	0	0.00
5 Distribution kWhr Off Peak June-September	1,873,604	0.000000	0	1,873,604	0.000000	0	0	0.00
6 Distribution kWhr On Peak October-May	3,103,218	0.000000	0	3,103,218	0.000000	0	0	0.00
7 Distribution kWhr Off Peak October-May	3,501,419	0.000000	0	3,501,419	0.000000	0	0	0.00
8 SBC	10,215,108	0.009212	94,102	10,215,108	0.009212	94,102	0	0.00
9 NGC	10,215,108	0.000024	245	10,215,108	0.000024	245	0	0.00
10 DAC	10,215,108	0.000000	0	10,215,108	0.000000	0	0	0.00
11 STC-MTC-Tax	10,215,108	0.000000	0	10,215,108	0.000000	0	0	0.00
12 ZECRC	10,215,108	0.004000	40,860	10,215,108	0.004000	40,860	0	0.00
13 Solar Pilot Recovery Charge	10,215,108	0.000057	582	10,215,108	0.000057	582	0	0.00
14 CIEP Standby Fee	3,107,521	0.000150	466	3,107,521	0.000150	466	0	0.00
15 Green Programs Recovery Charge	10,215,108	0.006189	63,221	10,215,108	0.006189	63,221	0	0.00
16 Tax Adjustment Credit	10,215,108	(0.001367)	-13,964	10,215,108	(0.001367)	-13,964	0	0.00
17 ECIP	26,251	1.118400	29,360	26,251	1.118400	29,360	0	0.00
17 Green Enabling Mechanism	10,215,108	0.000000	0	10,215,108	0.000000	0	0	0.00
18 Duplicate Svc (Same Sub/Different Sub)		\$2.22/\$3.20	131		\$2.22/\$3.20	131	0	0.00
19 Facilities Chg.		1.45%	259		1.45%	259	0	0.00
20 Minimum			0			0	0	0.00
21 Dist. Miscellaneous			(2,659)			(2,660)	(1)	0.04
22 Delivery Subtotal	10,215,108		\$471,153	10,215,108		\$471,320	\$167	0.04
23 Unbilled Delivery			1,896			1,897	1	0.05
24 Delivery Subtotal w unbilled			\$473,049			\$473,217	\$168	0.04

Schedule SS-CEF-EV MHD-5

(Units & Revenue in Thousands)

		Annualized			Proposed			Difference	
		Weather Normalized							
		<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Revenue</u>	<u>Percent</u>
		(1)	(2)	(3=1*2)	(4)	(5)	(6=4*5)	(7=6-3)	(8=7/3)
<u>Supply-BGS</u>									
<u>0-499</u>									
1	Generation Capacity Obl - June-September	5,965	1.5312	\$9,134	5,965	1.5312	\$9,134	\$0	0.00
2	Generation Capacity Obl - October-May	11,983	1.5312	18,349	11,983	1.5312	18,349	0	0.00
3	Transmission Capacity Obl	15,700	13.7091	215,231	15,700	13.7091	215,231	0	0.00
4	BGS kWhr June-September On Peak	1,235,413	0.089479	110,544	1,235,413	0.089479	110,544	0	0.00
5	BGS kWhr June-September Off Peak	1,332,672	0.069554	92,693	1,332,672	0.069554	92,693	0	0.00
6	BGS kWhr October-May On Peak	2,207,282	0.083608	184,546	2,207,282	0.083608	184,546	0	0.00
7	BGS kWhr October-May Off Peak	2,490,518	0.075812	188,811	2,490,518	0.075812	188,811	0	0.00
8	<u>500+</u>								
9	Generation Capacity Obl - June-September	2,453	11.5118	28,242	2,453	11.5118	28,242	0	0.00
10	Generation Capacity Obl - October-May	4,832	11.5118	55,625	4,832	11.5118	55,625	0	0.00
11	Transmission Capacity Obl	6,338	13.7091	86,890	6,338	13.7091	86,890	0	0.00
12	BGS kWhr June-September	1,042,386	0.039305	40,971	1,042,386	0.039305	40,971	0	0.00
13	Spare	0	0.039305	0	0	0.039305	0	0	0.00
14	BGS kWhr October-May	1,906,838	0.036380	69,371	1,906,838	0.036380	69,371	0	0.00
15	Spare	0	0.036380	0	0	0.036380	0	0	0.00
16									
17	BGS Reconciliation-RSCP	7,265,885	0.000000	0	7,265,885	0.000000	0	0	0.00
18	BGS Reconciliation-CIEP	2,949,224	0.000000	0	2,949,224	0.000000	0	0	0.00
19	BGS Miscellaneous			<u>4,325</u>			<u>4,325</u>	<u>0</u>	0.00
20	Supply Subtotal	10,215,109		\$1,104,732	10,215,109		\$1,104,732	\$0	0.00
21	Unbilled Supply			<u>(732)</u>			<u>(732)</u>	<u>0</u>	0.00
22	Supply Subtotal w unbilled			\$1,104,000			\$1,104,000	\$0	0.00
23									
24	Total Delivery + Supply	10,215,108		<u>\$1,577,049</u>	10,215,108		<u>\$1,577,217</u>	<u>\$168</u>	0.01

Notes: All customers assumed to be on BGS.
Delivery rates in effect 2/15/2025

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RATE SCHEDULE LPL-Pri
LARGE POWER & LIGHTING SERVICE-PRIMARY
Schedule SS-CEF-EV MHD-5
(Units & Revenue in Thousands)

	Annualized Weather Normalized			Proposed			Difference	
	Units (1)	Rate (2)	Revenue (3=1*2)	Units (4)	Rate (5)	Revenue (6=4*5)	Revenue (7=6-3)	Percent (8=7/3)
<u>Delivery</u>								
1 Service Charge	9,314	347.77	\$3,239	9,314	347.77	\$3,239	\$0	0.00
2 Service Charge-Alternate	0.244	33.40	8	0.244	33.43	8	0	0.00
3 Distrib. KW Annual	7,086	2.4351	17,255	7,086	2.4370	17,268	13	0.08
4 Distrib. KW June - September	2,463	11.7751	28,997	2,463	11.7845	29,020	23	0.08
5 Distribution kWhr On Peak June-September	501,565	0.000000	0	501,565	0.000000	0	0	0.00
6 Distribution kWhr Off Peak June-September	611,776	0.000000	0	611,776	0.000000	0	0	0.00
7 Distribution kWhr On Peak October-May	878,577	0.000000	0	878,577	0.000000	0	0	0.00
8 Distribution kWhr Off Peak October-May	1,091,742	0.000000	0	1,091,742	0.000000	0	0	0.00
9 SBC	3,083,660	0.009045	27,892	3,083,660	0.009045	27,892	0	0.00
10 NGC	3,083,660	0.000024	74	3,083,660	0.000024	74	0	0.00
11 DAC	3,083,660	0.000000	0	3,083,660	0.000000	0	0	0.00
12 STC-MTC-Tax	3,083,660	0.000000	0	3,083,660	0.000000	0	0	0.00
13 ZECRC	3,083,660	0.004000	12,335	3,083,660	0.004000	12,335	0	0.00
14 Solar Pilot Recovery Charge	3,083,660	0.000057	176	3,083,660	0.000057	176	0	0.00
15 CIEP Standby Fee	3,083,660	0.000150	463	3,083,660	0.000150	463	0	0.00
16 Green Programs Recovery Charge	3,083,660	0.006189	19,085	3,083,660	0.006189	19,085	0	0.00
17 Tax Adjustment Credit	3,083,660	(0.000784)	-2,418	3,083,660	(0.000784)	-2,418	0	0.00
18 Green Enabling Mechanism	3,083,660	0.000000	0	3,083,660	0.000000	0	0	0.00
19 Duplicate Svc (Same Sub/Different Sub)		\$2.22/\$3.20	586		\$2.22/\$3.20	586	0	0.00
20 Facilities Chg.		1.45%	428		1.45%	428	0	0.00
21 Minimum			3			3	0	0.00
22 Dist. Miscellaneous			(421)			(421)	0	0.00
23 Delivery Subtotal	3,083,660		\$107,702	3,083,660		\$107,738	\$36	0.03
24 Unbilled Delivery			799			799	0	0.00
25 Delivery Subtotal w unbilled			\$108,501			\$108,537	\$36	0.03

RATE SCHEDULE LPL-Pri
LARGE POWER & LIGHTING SERVICE-PRIMARY
Schedule SS-CEF-EV MHD-5
(Units & Revenue in Thousands)

		Annualized Weather Normalized			Proposed			Difference	
		<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Revenue</u>	<u>Percent</u>
		(1)	(2)	(3=1*2)	(4)	(5)	(6=4*5)	(7=6-3)	(8=7/3)
<u>Supply-BGS</u>									
1	Generation Capacity Obl June-September	2,186	11.5118	\$25,163	2,186	11.5118	\$25,163	\$0	0.00
2	Generation Capacity Obl October-May	4,338	11.5118	49,937	4,338	11.5118	49,937	0	0.00
3	Transmission Capacity Obl	5,771	13.7091	79,115	5,771	13.7091	79,115	0	0.00
4	BGS kWhr June-September On Peak	501,565	0.036971	18,543	501,565	0.036971	18,543	0	0.00
5	BGS kWhr June-September Off Peak	611,776	0.036971	22,618	611,776	0.036971	22,618	0	0.00
6	BGS kWhr October-May On Peak	878,577	0.035111	30,848	878,577	0.035111	30,848	0	0.00
7	BGS kWhr October-May Off Peak	1,091,742	0.035111	38,332	1,091,742	0.035111	38,332	0	0.00
8	BGS Reconciliation-CIEP	3,083,660	0.000000	0	3,083,660	0.000000	0	0	0.00
9	BGS Miscellaneous			<u>4,466</u>			<u>4,466</u>	<u>0</u>	0.00
10	Supply Subtotal	3,083,660		\$269,022	3,083,660		\$269,022	\$0	0.00
11	Unbilled Supply			<u>3,746</u>			<u>3,746</u>	<u>0</u>	0.00
12	Supply Subtotal w unbilled			\$272,768			\$272,768	\$0	0.00
13									
14	Total Delivery + Supply	3,083,660		<u>\$381,269</u>	3,083,660		<u>\$381,305</u>	<u>\$36</u>	0.01

Notes: All customers assumed to be on BGS.
Delivery rates in effect 2/15/2025

RATE SCHEDULE HTS-SUBTR.
HIGH TENSION SERVICE-SUBTRANSMISSION
Schedule SS-CEF-EV MHD-5
 (Units & Revenue in Thousands)

	Annualized Weather Normalized			Proposed			Difference	
	Units (1)	Rate (2)	Revenue (3=1*2)	Units (4)	Rate (5)	Revenue (6=4*5)	Revenue (7=6-3)	Percent (8=7/3)
Delivery								
1 Service Charge	2,226	1,911.39	\$4,255	2,226	1,911.39	\$4,255	\$0	0.00
2 Distrib. KW Annual	12,250	1.6222	19,872	12,250	1.6235	19,888	16	0.08
3 Distrib. KW June - September	3,246	5.8640	19,034	3,246	5.8687	19,049	15	0.08
4 Distribution kWhr On Peak	2,143,492	0.000000	0	2,143,492	0.000000	0	0	0.00
5 Spare	0	0.000000	0	0	0.000000	0	0	0.00
6 Distribution kWhr Off Peak	2,653,574	0.000000	0	2,653,574	0.000000	0	0	0.00
7 Spare	0	0.000000	0	0	0.000000	0	0	0.00
8 SBC	4,797,066	0.008963	42,996	4,797,066	0.008963	42,996	0	0.00
9 NGC	4,797,066	0.000023	110	4,797,066	0.000023	110	0	0.00
10 DAC	4,797,066	0.000000	0	4,797,066	0.000000	0	0	0.00
11 STC-MTC-Tax	4,797,066	0.000000	0	4,797,066	0.000000	0	0	0.00
12 ZECRC	4,797,066	0.004000	19,188	4,797,066	0.004000	19,188	0	0.00
13 Solar Pilot Recovery Charge	4,797,066	0.000057	273	4,797,066	0.000057	273	0	0.00
14 CIEP Standby Fee	4,797,066	0.000150	720	4,797,066	0.000150	720	0	0.00
15 Green Programs Recovery Charge	4,797,066	0.006189	29,689	4,797,066	0.006189	29,689	0	0.00
16 Tax Adjustment Credit	4,797,066	(0.000733)	-3,516	4,797,066	(0.000733)	-3,516	0	0.00
17 Green Enabling Mechanism	4,797,066	0.000000	0	4,797,066	0.000000	0	0	0.00
18 Duplicate Svc (Same Sub/Different Sub)		\$1.83/\$2.20	99		\$1.83/\$2.20	99	0	0.00
19 Facilities Chg.		1.45%	280		1.45%	280	0	0.00
20 Minimum			0			0	0	0.00
21 Dist. Miscellaneous			(346)			(346)	0	0.00
22 Delivery Subtotal	4,797,066		\$132,654	4,797,066		\$132,685	\$31	0.02
23 Unbilled Delivery			1,591			1,591	0	0.00
24 Delivery Subtotal w unbilled			\$134,245			\$134,276	\$31	0.02

**RATE SCHEDULE HTS-SUBTR.
HIGH TENSION SERVICE-SUBTRANSMISSION
Schedule SS-CEF-EV MHD-5
(Units & Revenue in Thousands)**

		Annualized Weather Normalized			Proposed			Difference	
		<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Revenue</u>	<u>Percent</u>
		(1)	(2)	(3=1*2)	(4)	(5)	(6=4*5)	(7=6-3)	(8=7/3)
<u>Supply-BGS</u>									
1	Generation Capacity Obl June-September	2,621	11.5118	\$30,171	2,621	11.5118	\$30,171	\$0	0.00
2	Generation Capacity Obl October-May	5,231	11.5118	60,219	5,231	11.5118	60,219	0	0.00
3	Transmission Capacity Obl	7,050	13.7091	96,652	7,050	13.7091	96,652	0	0.00
4	BGS kWhr June-September On	747,840	0.035935	26,874	747,840	0.035935	26,874	0	0.00
5	BGS kWhr June-September Off	1,395,652	0.035935	50,153	1,395,652	0.035935	50,153	0	0.00
6	BGS kWhr October-May On	911,549	0.034545	31,489	911,549	0.034545	31,489	0	0.00
7	BGS kWhr October-May Off	1,742,025	0.034545	60,178	1,742,025	0.034545	60,178	0	0.00
8	BGS Reconciliation-CIEP	4,797,066	0.000000	0	4,797,066	0.000000	0	0	0.00
9	BGS Miscellaneous			5,091			5,091	0	0.00
10	Supply Subtotal	4,797,066		\$360,827	4,797,066		\$360,827	\$0	0.00
11	Unbilled Supply			<u>12,216</u>			<u>12,216</u>	0	0.00
12	Supply Subtotal w unbilled			\$373,043			\$373,043	\$0	0.00
13									
14	Total Delivery + Supply	4,797,066		<u>\$507,288</u>	4,797,066		<u>\$507,319</u>	<u>\$31</u>	0.01

Notes: All customers assumed to be on BGS.
Delivery rates in effect 2/15/2025

**RATE SCHEDULE HTS-HV
HIGH TENSION SERVICE-HIGH VOLTAGE
Schedule SS-CEF-EV MHD-5
(Units & Revenue in Thousands)**

	Annualized Weather Normalized			Proposed			Difference	
	<u>Units</u> (1)	<u>Rate</u> (2)	<u>Revenue</u> (3=1*2)	<u>Units</u> (4)	<u>Rate</u> (5)	<u>Revenue</u> (6=4*5)	<u>Revenue</u> (7=6-3)	<u>Percent</u> (8=7/3)
<u>Delivery</u>								
1 Service Charge	0.088	1,720.25	\$151	0.088	1,720.25	\$151	\$0	0.00
2 Distrib. KW Annual	3,193	0.6370	2,034	3,193	0.6370	2,034	0	0.00
3 Distrib. KW June - September	0	0.0000	0	0	0.0000	0	0	0.00
4 Distribution kWhr On Peak	222,993	0.000000	0	222,993	0.000000	0	0	0.00
5 Spare	0	0.000000	0	0	0.000000	0	0	0.00
6 Distribution kWhr Off Peak	277,795	0.000000	0	277,795	0.000000	0	0	0.00
7 Spare	0	0.000000	0	0	0.000000	0	0	0.00
8 SBC	500,788	0.008890	4,452	500,788	0.008890	4,452	0	0.00
9 NGC	500,788	0.000023	12	500,788	0.000023	12	0	0.00
10 DAC	500,788	0.000000	0	500,788	0.000000	0	0	0.00
11 STC-MTC-Tax	500,788	0.000000	0	500,788	0.000000	0	0	0.00
12 ZECRC	500,788	0.004000	2,003	500,788	0.004000	2,003	0	0.00
13 Solar Pilot Recovery Charge	500,788	0.000057	29	500,788	0.000057	29	0	0.00
14 CIEP Standby Fee	500,788	0.000150	75	500,788	0.000150	75	0	0.00
15 Green Programs Recovery Charge	500,788	0.006189	3,099	500,788	0.006189	3,099	0	0.00
16 Tax Adjustment Credit	500,788	(0.000304)	-152	500,788	(0.000304)	-152	0	0.00
17 Green Enabling Mechanism	500,788	0.000000	0	500,788	0.000000	0	0	0.00
18 Facilities Chg.			36			36	0	0.00
19 Minimum			0			0	0	0.00
20 Dist. Miscellaneous			(110)			(110)	0	0.00
21 Delivery Subtotal	500,788		\$11,629	500,788		\$11,629	\$0	0.00
22 Unbilled Delivery			424			424	0	0.00
23 Delivery Subtotal w unbilled			\$12,053			\$12,053	\$0	0.00

Notes: All customers assumed to be on BGS.
Delivery rates in effect 2/15/2025

RATE SCHEDULE BPL
BODY POLITIC LIGHTING SERVICE
Schedule SS-CEF-EV MHD-5
(Units & Revenue in Thousands)

	Annualized Weather Normalized			Proposed			Difference	
	<u>Units</u> (1)	<u>Rate</u> (2)	<u>Revenue</u> (3=1*2)	<u>Units</u> (4)	<u>Rate</u> (5)	<u>Revenue</u> (6=4*5)	<u>Revenue</u> (7=6-3)	<u>Percent</u> (8=7/3)
<u>Delivery</u>								
1 High Pressure Sodium	2,219.184	0	\$ 26,984	2,219.184	0	\$ 26,984	\$0	0.00
2 Metal Halide	286.644	0	5,948	286.644	0	5,948	0	0.00
3 Filament/Incandescent	142.200	0	891	142.200	0	891	0	0.00
4 Mercury Vapor	312.204	0	3,113	312.204	0	3,113	0	0.00
5 Induction	1,320.456	0	14,666	1,320.456	0	14,666	0	0.00
6 LED	248.520	0	5,414	248.520	0	5,414	0	0.00
7								
8 Distribution June-September	75,127	0.007934	\$596	75,127	0.007938	\$596	0	0.00
9 Distribution October-May	206,917	0.007934	1,642	206,917	0.007938	1,643	1	0.06
10 SBC	282,044	0.009212	2,598	282,044	0.009212	2,598	0	0.00
11 NGC	282,044	0.000024	7	282,044	0.000024	7	0	0.00
12 ZECRC	282,044	0.004000	1,128	282,044	0.004000	1,128	0	0.00
13 Solar Pilot Recovery Charge	282,044	0.000057	16	282,044	0.000057	16	0	0.00
14 Green Programs Recovery Charge	282,044	0.006189	1,746	282,044	0.006189	1,746	0	0.00
15 Tax Adjustment Credit	282,044	0.000000	0	282,044	0.000000	0	0	0.00
16 ECIP	282,044	0.000000	0	282,044	0.000000	0	0	0.00
17								
18 Pole Charges	721.980		2,809	721.980		2,809	0	0.00
19 Minimum			0			0	0	0.00
20 Miscellaneous			490			490	0	0.00
21 Delivery Subtotal			\$68,048			\$68,049	\$1	0.00
22 Unbilled Delivery			0			0	0	0.00
23 Delivery Subtotal w unbilled			\$68,048			\$68,049	\$1	0.00
24								
<u>Supply-BGS</u>								
26 BGS June-September	75,127	0.071754	5,391	75,127	0.071754	5,391	0	0.00
27 BGS October-May	206,917	0.077576	16,052	206,917	0.077576	16,052	0	0.00
28 BGS Reconciliation-RSCP	282,044	0.000000	0	282,044	0.000000	0	0	0.00
29 Miscellaneous			(1)			(1)	0	0.00
30 Supply Subtotal			\$21,442			\$21,442	\$0	0.00
31 Unbilled Supply			0			0	0	0.00
32 Supply Subtotal w unbilled			\$21,442			\$21,442	\$0	0.00
33								
34 Total Delivery + Supply	282,044		<u>\$89,490</u>	282,044		<u>\$89,491</u>	<u>\$1</u>	0.00

Notes: All customers assumed to be on BGS.
Delivery rates in effect 2/15/2025

RATE SCHEDULE BPL-POF
BODY POLITIC LIGHTING SERVICE-POF
Schedule SS-CEF-EV MHD-5
(Units & Revenue in Thousands)

	Annualized Weather Normalized			Proposed			Difference	
	Units (1)	Rate (2)	Revenue (3=1*2)	Units (4)	Rate (5)	Revenue (6=4*5)	Revenue (7=6-3)	Percent (8=7/3)
Delivery								
1 High Pressure Sodium	124.548	0	\$ 276.919	124.548	0	\$ 276.919	\$0.000	0.00
2 Metal Halide	1.476	0	\$ 6.891	1.476	0	\$ 6.891	\$0.000	0.00
3 Filament	6.048	0	\$ 31.652	6.048	0	\$ 31.652	\$0.000	0.00
4 Mercury Vapor	4.140	0	\$ 3.402	4.140	0	\$ 3.402	\$0.000	0.00
5 Fluorescent	0.024	0	\$ -	0.024	0	\$ -	\$0.000	0.00
6 Induction	0.000	0	\$ -	0.000	0	\$ -	\$0.000	0.00
7 LED	0.000	0	\$ -	0.000	0	\$ -	\$0.000	0.00
8								
9 Distribution June-September	3,632	0.008297	\$ 30.138	3,632	0.008300	\$ 30.148	\$0.010	0.03
10 Distribution October-May	10,407	0.008297	\$ 86.344	10,407	0.008300	\$ 86.375	\$0.031	0.04
11 SBC	14,039	0.009212	\$ 129.328	14,039	0.009212	\$ 129.328	\$0.000	0.00
12 NGC	14,039	0.000024	\$ 0.337	14,039	0.000024	\$ 0.337	\$0.000	0.00
13 ZECRC	14,039	0.004000	\$ 56.156	14,039	0.004000	\$ 56.156	\$0.000	0.00
14 Solar Pilot Recovery Charge	14,039	0.000057	\$ 0.800	14,039	0.000057	\$ 0.800	\$0.000	0.00
15 Green Programs Recovery Charge	14,039	0.006189	\$ 86.888	14,039	0.006189	\$ 86.888	\$0.000	0.00
16 Tax Adjustment Credit	14,039	0.000000	\$ -	14,039	0.000000	\$ -	\$0.000	0.00
17 ECIP	14,039	0.000000	\$ -	14,039	0.000000	\$ -	\$0.000	0.00
18								
19 Pole Charges			\$ -			\$ -	\$0.000	0.00
20 Minimum			\$ -			\$ -	\$0.000	0.00
21 Miscellaneous			\$ (0.743)			\$ (0.749)	-\$0.006	0.81
22 Delivery Subtotal			\$ 708.112			\$ 708.147	\$0.035	0.00
23 Unbilled Delivery			\$ -			\$ -	\$0.000	0.00
24 Delivery Subtotal w unbilled			\$ 708.112			\$ 708.147	\$0.035	0.00
25								
Supply-BGS								
27 BGS June-September	3,632	0.071754	\$ 260.635	3,632	0.071754	\$ 260.635	\$0.000	0.00
28 BGS October-May	10,407	0.077576	\$ 807.309	10,407	0.077576	\$ 807.309	\$0.000	0.00
29 BGS Reconciliation-RSCP	14,039	0.000000	\$ -	14,039	0.000000	\$ -	\$0.000	0.00
30 Miscellaneous			\$ -			\$ -	\$0.000	0.00
31 Supply Subtotal			\$ 1,067.944			\$ 1,067.944	\$0.000	0.00
32 Unbilled Supply			\$ -			\$ -	\$0.000	0.00
33 Supply Subtotal w unbilled			\$ 1,067.944			\$ 1,067.944	\$0.000	0.00
34								
35 Total Delivery + Supply	14,039		\$ 1,776.056	14,039		\$ 1,776.091	\$0.035	0.00

Notes: All customers assumed to be on BGS.
WH, WHS & BPL-POF revenues shown to 3 decimals.
Delivery rates in effect 2/15/2025

**RATE SCHEDULE PSAL
PRIVATE STREET AND AREA LIGHTING SERVICE**

Schedule SS-CEF-EV MHD-5

(Units & Revenue in Thousands)

	Annualized Weather Normalized			Proposed			Difference	
	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Units</u>	<u>Rate</u>	<u>Revenue</u>	<u>Revenue</u>	<u>Percent</u>
<u>Delivery</u>	(1)	(2)	(3=1*2)	(4)	(5)	(6=4*5)	(7=6-3)	(8=7/3)
1 High Pressure Sodium	719.940	0	\$ 13,884	719.940	0	\$ 13,884	\$0	0.00
2 Metal Halide	175.920	0	4,445	175.920	0	4,445	0	0.00
3 Filament/Incandescent	0.960	0	7	0.960	0	7	0	0.00
4 Mercury Vapor	65.940	0	1,233	65.940	0	1,233	0	0.00
5 Induction	7.836	0	126	7.836	0	126	0	0.00
6 LED	168.036	0	4,059	168.036	0	4,059	0	0.00
7								
8 Distribution June-September	36,506	0.008487	\$310	36,506	0.008491	\$310	0	0.00
9 Distribution October-May	96,106	0.008487	816	96,106	0.008491	816	0	0.00
10 SBC	132,612	0.009212	1,222	132,612	0.009212	1,222	0	0.00
11 NGC	132,612	0.000024	3	132,612	0.000024	3	0	0.00
12 ZECRC	132,612	0.004000	530	132,612	0.004000	530	0	0.00
13 Solar Pilot Recovery Charge	132,612	0.000057	8	132,612	0.000057	8	0	0.00
14 Green Programs Recovery Charge	132,612	0.006189	821	132,612	0.006189	821	0	0.00
15 Tax Adjustment Credit	132,612	0.000000	0	132,612	0.000000	0	0	0.00
16 ECIP	132,612	0.000000	0	132,612	0.000000	0	0	0.00
17								
18 Pole Charges	361.188		4,390	361.188		4,390	0	0.00
19 Minimum			0			0	0	0.00
20 Miscellaneous			(983)			(983)	(0)	0.00
21 Delivery Subtotal			\$30,871			\$30,871	\$0	0.00
22 Unbilled Delivery			117			117	0	0.00
23 Delivery Subtotal w unbilled			\$30,988			\$30,988	\$0	0.00
24								
25 <u>Supply-BGS</u>								
26 BGS June-September	36,506	0.071754	2,619	36,506	0.071754	2,619	0	0.00
27 BGS October-May	96,106	0.077576	7,456	96,106	0.077576	7,456	0	0.00
28 BGS Reconciliation-RSCP	132,612	0.000000	0	132,612	0.000000	0	0	0.00
29 Miscellaneous			-2			-2	0	0.00
30 Supply Subtotal			\$10,073			\$10,073	\$0	0.00
31 Unbilled Supply			53			53	0	0.00
32 Supply Subtotal w unbilled			\$10,126			\$10,126	\$0	0.00
33								
34 Total Delivery + Supply	132,612		\$41,114	132,612		\$41,114	\$0	0.00

Notes: All customers assumed to be on BGS.
Delivery rates in effect 2/15/2025

PSE&G EV-MHD Component of CEF
Electric Tariff Rate Summary

Schedule SS-CEF-EV-MHD-6
Page 1 of 1

Rate Schedule		Present CEF-EV-MHD 2/15/2025		Rate Adjustment 1 4/1/2027		Rate Adjustment 2 4/1/2028		Rate Adjustment 3 4/1/2029		Rate Adjustment 4 4/1/2030		Rate Adjustment 5 4/1/2031		Total CEF-EV-MDH Rate Adjustments	
		Charge w/o	Charge Including	Charge w/o	Charge Including	Charge w/o	Charge Including	Charge w/o	Charge Including	Charge w/o	Charge Including	Charge w/o	Charge Including	Charge w/o	Charge Including
		SUT	SUT	SUT	SUT	SUT	SUT	SUT	SUT	SUT	SUT	SUT	SUT	SUT	SUT
RS	Service Charge	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Distribution 0-600 Sum	\$0.000000	\$0.000000	\$0.000064	\$0.000068	\$0.000082	\$0.000087	\$0.000127	\$0.000135	\$0.000082	\$0.000087	\$0.000036	\$0.000038	\$0.000391	\$0.000415
	Distribution 0-600 Win	\$0.000000	\$0.000000	\$0.000036	\$0.000038	\$0.000047	\$0.000050	\$0.000073	\$0.000078	\$0.000046	\$0.000049	\$0.000021	\$0.000022	\$0.000223	\$0.000237
	Distribution over 600 Sum	\$0.000000	\$0.000000	\$0.000064	\$0.000068	\$0.000082	\$0.000087	\$0.000127	\$0.000135	\$0.000082	\$0.000087	\$0.000036	\$0.000038	\$0.000391	\$0.000415
	Distribution over 600 Win	\$0.000000	\$0.000000	\$0.000036	\$0.000038	\$0.000047	\$0.000050	\$0.000073	\$0.000078	\$0.000046	\$0.000049	\$0.000021	\$0.000022	\$0.000223	\$0.000237
RHS	Service Charge	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Distribution 0-600 Sum	\$0.000000	\$0.000000	\$0.000013	\$0.000014	\$0.000054	\$0.000058	\$0.000025	\$0.000027	\$0.000063	\$0.000067	\$0.000025	\$0.000027	\$0.000180	\$0.000193
	Distribution 0-600 Win	\$0.000000	\$0.000000	\$0.000012	\$0.000013	\$0.000000	\$0.000000	\$0.000024	\$0.000026	\$0.000013	\$0.000014	\$0.000024	\$0.000026	\$0.000073	\$0.000079
	Distribution over 600 Sum	\$0.000000	\$0.000000	\$0.000013	\$0.000014	\$0.000054	\$0.000058	\$0.000025	\$0.000027	\$0.000063	\$0.000067	\$0.000025	\$0.000027	\$0.000180	\$0.000193
	Distribution over 600 Win	\$0.000000	\$0.000000	\$0.000012	\$0.000013	\$0.000000	\$0.000000	\$0.000024	\$0.000026	\$0.000013	\$0.000014	\$0.000024	\$0.000026	\$0.000073	\$0.000079
	Common Use	\$0.000000	\$0.000000	\$0.000013	\$0.000014	\$0.000054	\$0.000058	\$0.000025	\$0.000027	\$0.000063	\$0.000067	\$0.000025	\$0.000027	\$0.000180	\$0.000193
RLM	Service Charge	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Distrib. kWhr Summer On	\$0.000000	\$0.000000	\$0.000081	\$0.000086	\$0.000082	\$0.000087	\$0.000135	\$0.000144	\$0.000109	\$0.000116	\$0.000054	\$0.000058	\$0.000461	\$0.000491
	Distrib. kWhr Summer Off	\$0.000000	\$0.000000	\$0.000013	\$0.000014	\$0.000021	\$0.000022	\$0.000027	\$0.000029	\$0.000014	\$0.000015	\$0.000014	\$0.000015	\$0.000089	\$0.000095
	Distrib. kWhr Winter On	\$0.000000	\$0.000000	\$0.000013	\$0.000014	\$0.000021	\$0.000022	\$0.000027	\$0.000029	\$0.000014	\$0.000015	\$0.000014	\$0.000015	\$0.000089	\$0.000095
	Distrib. kWhr Winter Off	\$0.000000	\$0.000000	\$0.000013	\$0.000014	\$0.000021	\$0.000022	\$0.000027	\$0.000029	\$0.000014	\$0.000015	\$0.000014	\$0.000015	\$0.000089	\$0.000095
WH	Distribution	\$0.000000	\$0.000000	\$0.000036	\$0.000038	\$0.000045	\$0.000048	\$0.000070	\$0.000075	\$0.000044	\$0.000047	\$0.000020	\$0.000021	\$0.000215	\$0.000229
WHS	Service Charge	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Distribution	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000
HS	Service Charge	\$0.00	\$0.00	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.00	\$0.00	\$0.04	\$0.04
	Distribution June-September	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000
	Distribution October-May	\$0.000000	\$0.000000	-\$0.000124	-\$0.000132	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	-\$0.000124	-\$0.000132
GLP	Service Charge	\$0.00	\$0.00	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.00	\$0.00	\$0.04	\$0.04
	Service Charge-unmetered	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.01	\$0.01	\$0.00	\$0.00	\$0.00	\$0.00	\$0.01	\$0.01
	Service Charge-Night Use	\$0.00	\$0.00	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.00	\$0.00	\$0.04	\$0.04
	Distrib. KW Annual	\$0.0000	\$0.0000	\$0.0016	\$0.0017	\$0.0019	\$0.0020	\$0.0033	\$0.0035	\$0.0022	\$0.0023	\$0.0010	\$0.0011	\$0.0100	\$0.0106
	Distrib. KW Summer	\$0.0000	\$0.0000	\$0.0055	\$0.0059	\$0.0067	\$0.0071	\$0.0113	\$0.0120	\$0.0075	\$0.0080	\$0.0036	\$0.0038	\$0.0346	\$0.0368
	Distribution kWhr, June-September	\$0.000000	\$0.000000	\$0.000005	\$0.000005	\$0.000008	\$0.000009	\$0.000011	\$0.000012	\$0.000009	\$0.000010	\$0.000004	\$0.000004	\$0.000037	\$0.000040
	Distribution kWhr, October-May	\$0.000000	\$0.000000	\$0.000002	\$0.000002	\$0.000001	\$0.000001	\$0.000003	\$0.000003	\$0.000002	\$0.000002	\$0.000001	\$0.000001	\$0.000009	\$0.000009
	Distribution kWhr, Night use, June-September	\$0.000000	\$0.000000	\$0.000002	\$0.000002	\$0.000001	\$0.000001	\$0.000003	\$0.000003	\$0.000002	\$0.000002	\$0.000001	\$0.000001	\$0.000009	\$0.000009
	Distribution kWhr, Night use, October-May	\$0.000000	\$0.000000	\$0.000002	\$0.000002	\$0.000001	\$0.000001	\$0.000003	\$0.000003	\$0.000002	\$0.000002	\$0.000001	\$0.000001	\$0.000009	\$0.000009
LPL-Secondary	Service Charge	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Distrib. KW Annual	\$0.0000	\$0.0000	\$0.0029	\$0.0031	\$0.0033	\$0.0035	\$0.0052	\$0.0055	\$0.0037	\$0.0039	\$0.0014	\$0.0015	\$0.0165	\$0.0175
	Distrib. KW Summer	\$0.0000	\$0.0000	\$0.0099	\$0.0106	\$0.0116	\$0.0124	\$0.0184	\$0.0196	\$0.0127	\$0.0135	\$0.0052	\$0.0055	\$0.0578	\$0.0616
	Distribution kWhr	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000
LPL-Primary	Service Charge	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Service Charge-Alternate	\$0.00	\$0.00	\$0.03	\$0.0320	\$0.04	\$0.0427	\$0.06	\$0.0640	\$0.04	\$0.0427	\$0.02	\$0.0213	\$0.1900	\$0.20
	Distrib. KW Annual	\$0.0000	\$0.0000	\$0.0019	\$0.0020	\$0.0022	\$0.0023	\$0.0036	\$0.0038	\$0.0024	\$0.0026	\$0.0010	\$0.0011	\$0.0111	\$0.0118
	Distrib. KW Summer	\$0.0000	\$0.0000	\$0.0094	\$0.010023	\$0.0105	\$0.011196	\$0.0171	\$0.018233	\$0.0118	\$0.012582	\$0.0048	\$0.005118	\$0.053600	\$0.0572
	Distribution kWhr	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000
HTS-Subtransmission	Service Charge	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Distrib. KW Annual	\$0.0000	\$0.0000	\$0.0013	\$0.0014	\$0.0016	\$0.0017	\$0.0024	\$0.0026	\$0.0017	\$0.0018	\$0.0007	\$0.0007	\$0.0077	\$0.0082
	Distrib. KW Summer	\$0.0000	\$0.0000	\$0.0047	\$0.0050	\$0.0057	\$0.0061	\$0.0087	\$0.0093	\$0.0060	\$0.0064	\$0.0026	\$0.0028	\$0.0277	\$0.0296
	Distribution kWhr	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000
HTS-HV	Service Charge	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Distrib. KW Annual	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000
	Distribution kWhr	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000000
BPL	Distribution Sum	\$0.000000	\$0.000000	\$0.000004	\$0.000004	\$0.000004	\$0.000004	\$0.000004	\$0.000004	\$0.000003	\$0.000003	\$0.000000	\$0.000000	\$0.000015	\$0.000015
	Distribution Winter	\$0.000000	\$0.000000	\$0.000004	\$0.000004	\$0.000004	\$0.000004	\$0.000004	\$0.000004	\$0.000003	\$0.000003	\$0.000000	\$0.000000	\$0.000015	\$0.000015
BPL-POF	Distribution Sum	\$0.000000	\$0.000000	\$0.000003	\$0.000003	\$0.000003	\$0.000003	\$0.000005	\$0.000005	\$0.000003	\$0.000003	\$0.000001	\$0.000001	\$0.000015	\$0.000015
	Distribution Winter	\$0.000000	\$0.000000	\$0.000003	\$0.000003	\$0.000003	\$0.000003	\$0.000005	\$0.000005	\$0.000003	\$0.000003	\$0.000001	\$0.000001	\$0.000015	\$0.000015
PSAL	Distribution Sum	\$0.000000	\$0.000000	\$0.000004	\$0.000004	\$0.000000	\$0.000000	\$0.000007	\$0.000007	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000011	\$0.000011
	Distribution Winter	\$0.000000	\$0.000000	\$0.000004	\$0.000004	\$0.000000	\$0.000000	\$0.000007	\$0.000007	\$0.000000	\$0.000000	\$0.000000	\$0.000000	\$0.000011	\$0.000011

**PSE&G EV-MHD Component of CEF
Electric Annual Bill Impact Summary**

Schedule SS-CEF-EV-MHD-7

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Incremental Typical Annual Bill Impacts By Rate Class								
Rate Class	If Your Annual kWhr Use Is:	Current Bill (\$)	Rate Adjustment Date					End of Program Customer Bill (\$)
			4/1/2027	4/1/2028	4/1/2029	4/1/2030	4/1/2031	
RS	6,700	\$ 1,610.32	\$ 0.28	\$ 0.48	\$ 0.68	\$ 0.36	\$ 0.24	\$ 1,612.36
RHS	13,016	\$ 2,494.80	\$ 0.04	\$ 0.16	\$ 0.40	\$ 0.32	\$ 0.36	\$ 2,496.08
RLM	16,044	\$ 3,551.92	\$ 0.40	\$ 0.52	\$ 0.88	\$ 0.60	\$ 0.32	\$ 3,554.64
GLP	26,244	\$ 5,621.56	\$ 0.48	\$ 0.80	\$ 1.00	\$ 0.84	\$ 0.28	\$ 5,624.96
LPL-S	1,062,684	\$ 180,320.04	\$ 18.56	\$ 21.60	\$ 34.32	\$ 23.84	\$ 9.40	\$ 180,427.76
LPL-P	3,978,312	\$ 511,794.04	\$ 51.56	\$ 57.28	\$ 93.92	\$ 64.24	\$ 26.92	\$ 512,087.96
HTS-S	25,892,440	\$ 2,802,229.28	\$ 179.68	\$ 218.60	\$ 327.36	\$ 230.56	\$ 99.92	\$ 2,803,285.40

Incremental Annual Percent Change From Current Typical Annual Bill By Rate Class								
Rate Class	If Your Annual kWhr Use Is:	Current Bill (\$)	Rate Adjustment Date					Total Percent Change from Current Bill ¹
			4/1/2027	4/1/2028	4/1/2029	4/1/2030	4/1/2031	
RS	6,700	\$ 1,610.32	0.02%	0.03%	0.04%	0.02%	0.01%	0.13%
RHS	13,016	\$ 2,494.80	0.00%	0.01%	0.02%	0.01%	0.01%	0.05%
RLM	16,044	\$ 3,551.92	0.01%	0.01%	0.02%	0.02%	0.01%	0.08%
GLP	26,244	\$ 5,621.56	0.01%	0.01%	0.02%	0.01%	0.00%	0.06%
LPL-S	1,062,684	\$ 180,320.04	0.01%	0.01%	0.02%	0.01%	0.01%	0.06%
LPL-P	3,978,312	\$ 511,794.04	0.01%	0.01%	0.02%	0.01%	0.01%	0.06%
HTS-S	25,892,440	\$ 2,802,229.28	0.01%	0.01%	0.01%	0.01%	0.00%	0.04%

¹Total percent change may not tie to the summed annual percent due to rounding

**PSE&G EV-MHD Component of CEF
Electric Annual Bill Impact Summary**

Cumulative Typical Annual Bill Impacts By Rate Class								
Rate Class	If Your Annual kWhr Use Is:	Current Bill (\$)	Rate Adjustment Date					
			4/1/2027	4/1/2028	4/1/2029	4/1/2030	4/1/2031	
RS	6,700	\$ 1,610.32	\$ 0.28	\$ 0.76	\$ 1.44	\$ 1.80	\$ 2.04	
RHS	13,016	\$ 2,494.80	\$ 0.04	\$ 0.20	\$ 0.60	\$ 0.92	\$ 1.28	
RLM	16,044	\$ 3,551.92	\$ 0.40	\$ 0.92	\$ 1.80	\$ 2.40	\$ 2.72	
GLP	26,244	\$ 5,621.56	\$ 0.48	\$ 1.28	\$ 2.28	\$ 3.12	\$ 3.40	
LPL-S	1,062,684	\$ 180,320.04	\$ 18.56	\$ 40.16	\$ 74.48	\$ 98.32	\$ 107.72	
LPL-P	3,978,312	\$ 511,794.04	\$ 51.56	\$ 108.84	\$ 202.76	\$ 267.00	\$ 293.92	
HTS-S	25,892,440	\$ 2,802,229.28	\$ 179.68	\$ 398.28	\$ 725.64	\$ 956.20	\$ 1,056.12	

Cumulative Percent Changes From Current Typical Annual Bill By Rate Class								
Rate Class	If Your Annual kWhr Use Is:	Current Bill (\$)	Rate Adjustment Date					
			4/1/2027	4/1/2028	4/1/2029	4/1/2030	4/1/2031	
RS	6,700	\$ 1,610.32	0.02%	0.05%	0.09%	0.11%	0.13%	
RHS	13,016	\$ 2,494.80	0.00%	0.01%	0.02%	0.04%	0.05%	
RLM	16,044	\$ 3,551.92	0.01%	0.03%	0.05%	0.07%	0.08%	
GLP	26,244	\$ 5,621.56	0.01%	0.02%	0.04%	0.06%	0.06%	
LPL-S	1,062,684	\$ 180,320.04	0.01%	0.02%	0.04%	0.05%	0.06%	
LPL-P	3,978,312	\$ 511,794.04	0.01%	0.02%	0.04%	0.05%	0.06%	
HTS-S	25,892,440	\$ 2,802,229.28	0.01%	0.01%	0.03%	0.03%	0.04%	

NOTICE TO PUBLIC SERVICE ELECTRIC AND GAS COMPANY ELECTRIC CUSTOMERS

In the Matter of the Petition of Public Service Electric and Gas Company for Approval of its Clean Energy Future-Electric Vehicle Medium Heavy Duty Program ("CEF-EV MHD")

Notice of Filing and Notice of Public Hearings

BPU Docket No.:

TAKE NOTICE that, on February 27, 2025 Public Service Electric and Gas Company ("Public Service", "PSE&G", or "Company") filed a petition ("Petition") and supporting documentation with the New Jersey Board of Public Utilities ("Board" or "BPU") seeking Board approval of its Clean Energy Future-Electric Vehicle Medium Heavy Duty Program ("CEF-EV MHD" or "Program") and associated cost recovery mechanism.

PSE&G seeks Board approval to invest \$30.0 million in CEF-EV-MHD Electric investments and \$10.2 million in operation and maintenance ("O&M") costs across its service territory with cost recovery based upon the Board's Clean Energy Future ("CEF") Program rules and consistent with the cost recovery mechanism for its Clean Energy Future-Electric Vehicle ("CEF-EV") program costs, in PSE&G's recent base rate case, which was approved by the Board in Docket Nos. ER23120924 & GR23120925 on October 9, 2024.

In conjunction with the implementation of the Program, PSE&G will seek Board approval to recover the revenue increases associated with the capital investment and O&M costs of the CEF-EV MHD. While the Company is not seeking a rate modification at this time, PSE&G is seeking authority to recover a return on its investments through annual adjustments to its electric IIP Charges beginning on April 1, 2027. The Company estimates that electric rates would increase by approximately \$1.0 million. These rate changes are only estimates at this time and are subject to change.

For illustrative purposes, the April 1, 2027 estimated CEF-EV MHD rate components of IIP Charges including New Jersey Sales and Use Tax (SUT) for residential Rate Schedules RS, are shown in Table #1 & Tables #2 provide customers with the approximate effect of the proposed changes in the CEF-EV MHD component of IIP Charges relating to the Program, if approved by the Board, effective April 1, 2027. The annual percentage increase applicable to specific customers will vary according to the applicable rate schedule and the level of the customer's usage.

Under the Company's proposal, a residential electric customer using 683 kWh per month during the summer months June through September and 558 kWh in an average month (6,700 kWh annually) would see an increase in the average monthly bill of approximately 0.02% from \$134.19 to \$134.22 or \$0.03. The approximate effect of the proposed electric CEF-EV MHD component of CEF Charge change on typical electric residential monthly bills, if approved by the Board, is illustrated in Table #3. Based upon current projections and assuming full implementation of the complete Program as proposed, the anticipated incremental annual bill impact for the typical residential electric customer using 6,700 kilowatt-hours annually would be: \$0.28 or approximately 0.02% effective 4/1/2027; \$0.48 or approximately 0.03% effective 4/1/2028; \$0.68 or approximately 0.04% effective

4/1/2029; \$0.36 or approximately 0.02% effective 4/1/2030; \$0.24 or approximately 0.01% effective 4/1/2031.

Table #4 & Table #5, provide customers with the estimated incremental and cumulative rate impacts of the Program to typical and class average customers for Residential, Commercial, and Industrial classes, respectively. The annual percentage increase applicable to specific customers will vary according to the applicable rate schedule and the level of the customer's usage.

Any rate adjustments with resulting changes in bill impacts found by the Board to be just and reasonable as the result of the Company's Petition may be modified and/or allocated by the Board in accordance with the provisions of N.J.S.A. 48:2-21 and for other good and legally sufficient reasons to any class or classes of customers of the Company. Therefore, the described charges may increase or decrease based upon the Board's decision. PSE&G's electric costs addressed in the Petition and subsequent updates will remain subject to audit by the Board, and Board approval shall not preclude or prohibit the Board from taking any such actions deemed appropriate as a result of any such audit.

A copy of this Notice of Filing and Public Hearings on the Petition is being served upon the clerk, executive or administrator of each municipality and county within the Company's service territory. The Petition is available for review online at the PSEG website at <http://www.pseg.com/pseandgfilings> and has also been sent to the New Jersey Division of Rate Counsel ("Rate Counsel"), who will represent the interests of all PSE&G customers in this proceeding. The Petition is also available to review online through the Board's website, <https://publicaccess.bpu.state.nj.us>, where you can search by the above-captioned docket number. The Petition and Board file may also be reviewed at the Board located at 44 South Clinton Avenue, 1st Floor, Trenton, NJ, with an appointment. To make an appointment, please call (609) 913-6298.

PLEASE TAKE FURTHER NOTICE that as authorized by N.J.S.A. 10:4-9.3, virtual public hearings are scheduled on the following date and times so that members of the public may present their views on the Petition.

DATE:

TIMES:

There are two options for joining.

Either go to this website:

<https://www.microsoft.com/en-us/microsoft-teams/join-a-meeting>

and enter the following information:

Meeting ID: 992 979 119 781

Passcode: 3X59PZ

-or-

Join by Phone

Dial In: (973) 536-2286

Phone conference ID: 537 811 425#

Representatives from the Company, Board Staff and the New Jersey Division of Rate Counsel will participate in the virtual public hearings. Members of the public are invited to participate by utilizing the link or dial-in number set forth above and may express their views on the Petition. All comments will be made a part of the final record of the proceeding and will be considered by the Board. To encourage full participation in this opportunity for public comment, please submit any requests for needed accommodations, such as interpreters and/or listening assistance, 48 hours prior to the above hearings to the Secretary of the Board at board.secretary@bpu.nj.gov.

Comments may be submitted directly to the specific docket listed above using the "Post Comments" button on the Board's [Public Document Search tool](#). Comments are considered public documents for purposes of the State's Open Public

Records Act. Only public documents should be submitted using the "Post Comments" button on the Board's Public Document Search tool. Any confidential information should be submitted in accordance with the procedures set forth in N.J.A.C. 14:1-12.3. Due to the COVID-19 pandemic, certain rules requiring paper submissions have been temporarily waived. In addition to hard copy submissions, confidential information may also be filed electronically via the Board's e-filing system or by email to the Secretary of the Board. Please include "Confidential Information" in the subject line of any email. Instructions for confidential e-filing are found on the Board's webpage: <https://www.nj.gov/bpu/agenda/efiling/>.

Emailed and/or written comments may also be submitted to:
Sherri L. Lewis, Secretary of the Board
44 South Clinton Ave.
PO Box 350
Trenton, NJ 08625-0350
Phone: 609-913-6241
Email: board.secretary@bpu.nj.gov

Table # 1
CEF-EV MHD RATE COMPONENTS OF IIP CHARGES
For Residential RS Customers
Rates if Effective April 1, 2027

Rate Schedule			IIP Charges	
			Charges in Effect February 15, 2025 Including SUT	Estimated Charges Including SUT
Electric				
RS				
	Service Charge	per month	\$ 0.00	\$ 0.00
	Distribution 0-600, June-September	\$/kWh	0.000000	0.000068
	Distribution 0-600, October-May	\$/kWh	0.000000	0.000038
	Distribution over 600, June-September	\$/kWh	0.000000	0.000068
	Distribution over 600, October-May	\$/kWh	0.000000	0.000038

Table #2
Proposed Percentage Change in Revenue
By Customer Class for Electric Service
For Rates if Effective April 1, 2027

	Rate Class	Percent Change
Residential	RS	0.02%
Residential Heating	RHS	0.01
Residential Load Management	RLM	0.01
Water Heating	WH	0.02
Water Heating Storage	WHS	0.00
Building Heating	HS	0.00
General Lighting & Power	GLP	0.01
Large Power & Lighting- Sec.	LPL-S	0.01
Large Power & Lighting- Pri.	LPL-P	0.01
High Tension-Subtr.	HTS-S	0.01
High Tension-HV	HTS-HV	0.00
Body Politic Lighting	BPL	0.00
Body Politic Lighting-POF	BPL-POF	0.00
Private Street & Area Lighting	PSAL	0.00
Overall		0.01

The percent increases noted above are based upon February 15, 2025 Delivery Rates, the applicable Basic Generation Service (BGS) charges, and assumes that customers receive commodity service from Public Service Electric and Gas Company.

Table #3
Residential Electric Service for Rates if Effective April 1, 2027

If Your Average Monthly kWh Use Is:	And Your Jun. to Sep. Avg. Monthly kWh Use Is:	Then Your Present Monthly Bill (1) Would Be:	And Your Proposed Monthly Bill (2) Would Be:	Your Monthly Bill Change Would Be:	And Your Percent Change Would Be:
140	171	\$37.97	\$37.98	\$0.01	\$0.03
279	342	69.96	69.97	0.01	0.02
558	683	134.19	134.22	0.02	0.02
650	803	155.79	155.82	0.03	0.02
977	1,279	233.66	233.71	0.05	0.02

- (1) Based upon Delivery Rates and Basic Generation Service Residential Small Commercial Pricing (BGS-RSCP) charges in effect February 15, 2025, and assumes that the customer receives BGS-RSCP service from Public Service Electric and Gas Company.
(2) Same as (1) except includes the proposed change for the CEF-EV MHD Program.

Table # 4
Residential Electric Service
Projected Incremental Percent Change
From Annual Bills Effective February 15, 2025

Rate Class	Forecasted % Increase 4/1/2027	Forecasted % Increase 4/1/2028	Forecasted % Increase 4/1/2029	Forecasted % Increase 4/1/2030	Forecasted % Increase 4/1/2031
RS	0.02%	0.03%	0.04%	0.02%	0.01%
RHS	0.00	0.01	0.02	0.01	0.01
RLM	0.01	0.01	0.02	0.02	0.01
GLP	0.01	0.01	0.02	0.01	0.00
LPL-S	0.01	0.01	0.02	0.01	0.01
LPL-P	0.01	0.01	0.02	0.01	0.01
HTS-S	0.01	0.01	0.01	0.01	0.00

The percent increases noted above are based upon Delivery Rates in effect February 15, 2025 and the applicable Basic Generation Service (BGS) charges and assuming customers receive commodity service from Public Service Electric and Gas Company. It is anticipated that the Company will make semi-annual filings each year of the Program to request the Board's approval to implement that Program Year's revenue requests. The Board's decisions may increase or decrease the percentages shown above. The percent increases shown above may not tie to the cumulative percent increase shown in Table 5 due to rounding.

Table # 5
Electric Service
Projected Cumulative Percent Change
From Annual Bills Effective February 15, 2025

Rate Class	Forecasted % Increase 4/1/2027	Forecasted % Increase 4/1/2028	Forecasted % Increase 4/1/2029	Forecasted % Increase 4/1/2030	Forecasted % Increase 4/1/2031
RS	0.02%	0.05%	0.09%	0.11%	0.13%
RHS	0.00	0.01	0.02	0.04	0.05
RLM	0.01	0.03	0.05	0.07	0.08
GLP	0.01	0.02	0.04	0.06	0.06
LPL-S	0.01	0.02	0.04	0.05	0.06
LPL-P	0.01	0.02	0.04	0.05	0.06
HTS-S	0.01	0.01	0.03	0.03	0.04

The percent increases noted above are based upon Delivery Rates in effect February 15, 2025 and the applicable Basic Generation Service (BGS) charges and assuming customers receive commodity service from Public Service Electric and Gas Company. It is anticipated that the Company will make semi-annual filings each year of the Program to request the Board's approval to implement that Program Year's revenue requests. The Board's decisions may increase or decrease the percentages shown above. The cumulative totals in Table #5 may not agree to Table #4 due to rounding.

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PUBLIC SERVICE ELECTRIC AND GAS COMPANY