

MO.P.S.C. SCHEDULE NO. 6OriginalSHEET NO. 165

CANCELLING MO.P.S.C. SCHEDULE NO. \_\_\_\_\_

SHEET NO. \_\_\_\_\_

APPLYING TO MISSOURI SERVICE AREA**CHARGE AHEAD - ELECTRIC VEHICLES PROGRAM****GENERAL PROVISIONS APPLICABLE TO ENTIRE PROGRAM****PURPOSE**

The purpose of the Charge Ahead - Electric Vehicles Program (Program), which consists of four sub-programs (corridor, workplace, multi-family, and public) is to stimulate the development of infrastructure within the Company's service territory that is needed to support widespread adoption of electric vehicles by the public. This will be accomplished by providing a number of targeted incentive offerings to be used to overcome initial market barriers to deployment of charging infrastructure.

**DEFINITIONS**

Corridor Charging - EV Charging Infrastructure that is strategically located to enable long distance travel across interstate highways, state highways or other thoroughfares connecting population centers.

DCFC Charging - Direct Current Fast Charging, commonly referred to as "Level 3 charging" and utilized to quickly recharge electric vehicles, with a common power rating of 50kW or higher.

Demand Mitigation Solution - Any investment in equipment or infrastructure designed to manage and potentially mitigate the demand placed by EVSE on the electric system, such as integrated battery or other storage solutions or demand control equipment and demand management software.

EV - A light duty vehicle powered entirely or in part by externally generated electricity.

Electric Vehicle Supply Equipment (EVSE) - Equipment used to recharge electric vehicles, commonly referred to as "chargers."

EV Charging Infrastructure - EVSE and the structures, equipment, and electric facilities necessary to connect EVSE to the electric grid and make EVSE services available to consumers.

Level 2 Charging - Alternating current charging utilizing the SAE Standard J1772 connector having typical supply voltage of 208 or 240 and typical power levels of between 3kW and 7kW, and up to 20kW.

Make Ready - Activities and infrastructure incurring substantial costs to identify, acquire and develop sites and structures to facilitate the installation of EV Charging Infrastructure.

Multi-family Charging - Level 2 EVSE that is located at a residential premises with multiple leased dwelling units.

DATE OF ISSUE February 22, 2018DATE EFFECTIVE April 23, 2018ISSUED BY Michael Moehn  
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**UNION ELECTRIC COMPANY****ELECTRIC SERVICE**MO.P.S.C. SCHEDULE NO. 6 Original SHEET NO. 165.1

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Public Charging - EVSE that is available to the general public but that does not qualify as Corridor Charging.

Workplace Charging - EVSE installed at a non-residential premises intended to provide vehicle charging service to employees, visitors, or fleet vehicles of the business that occupies the premises, but not to the general public.

**AVAILABILITY**

This Program is available while funds remain to existing or potential customers that commit to installing, owning, and operating qualifying EV Charging Infrastructure and agree to meet any other specific requirements designated herein for individual incentives. Certain individual incentive offers have additional eligibility criteria referenced on the Company's website at [www.ameren.com/EV](http://www.ameren.com/EV).

**TERM**

Applications for incentives under the Program will be accepted until the earlier of the date that all funding is exhausted or December 31, 2023.

**BUDGET**

Total Company-supplied budget for the Program shall not exceed \$11 million, not including funds made available from other sources such as private, federal or state grants or programs. Each sub-program is also subject to an individual sub-program budget. If funding is exhausted for an individual sub-program, and budgeted dollars remain unspent in another individual sub-program as of January 1, 2021, remaining funds may be reallocated by the Company across the other sub-programs until the \$11 million of funds to be supplied by the Company is exhausted or until the program term ends.

**CHARGE AHEAD - ELECTRIC VEHICLES PROGRAM****Corridor Charging Sub-Program****PURPOSE**

The Purpose of the Corridor Charging Sub-Program (Corridor Program) is to stimulate the development of a public minimum practical network of EV Corridor Charging infrastructure, including Level 3 DCFC, across the Company's service territory so that EV drivers can travel throughout the area and have sufficient practical options to recharge their vehicles when needed.

**AVAILABILITY**

The Corridor Program is available to current or prospective non-residential electric customers of the Company who commit to owning and operating EV Corridor Charging Infrastructure, have been selected through a competitive bid process managed by the Company, and agree to contractual terms for operation of EV Corridor Charging at locations identified by the Company.

DATE OF ISSUE February 22, 2018 DATE EFFECTIVE April 23, 2018ISSUED BY Michael Moehn President St. Louis, Missouri  
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**SPECIFIC CORRIDOR PROGRAM PROVISIONS**

The Company will hold competitive procurement events for bidders to present plans for the development of EV Charging Infrastructure at Charging Corridor sites and apply for incentives to execute those plans. The Company will identify no less than 8 and no more than 15 Charging Corridor sites located within one (1) mile of interstate or highway interchanges, and may at its discretion package locations into groups for bidding purposes. To qualify for Corridor Charging incentives, EV Charging Infrastructure plans must include at least two (2) DCFC Charging Ports and two (2) Level 2 Charging Ports per site. Each site is eligible for incentives not to exceed \$240,000 in total, except where planned DCFC Charging Ports have capacity of 150 kW or greater, in which case individual site incentives shall not exceed \$360,000 in total. Bids will include the detailed specifications of EV Charging Infrastructure to be installed and total incentive funding requested, as well as other relevant information that will be detailed in the Request for Proposals. Selection of winning bids will be awarded to sites based on consideration of the incentives required by the bidder as well as qualitative factors included in the bid, including but not limited to quality of references, experience, equipment history, EVSE charging rate, quality of location, and customer experience. Winning bidders will enter into contracts committing to meeting operational performance criteria specified by the Company for a minimum five (5) year and up to a maximum ten (10) year term in order to receive incentives.

**ELIGIBLE MEASURES AND INCENTIVES**

Incentives will be provided based on the bids selected by the Company not to exceed the totals identified in the Corridor Program provisions. Incentives may be used for the following types of project costs:

1. Line extension -incentives may be applied to increase the "Extension Allowance" to match the "Extension Cost" (as those terms are defined in the Distribution System Extension provisions of the Company's tariff) of any Company facilities that must be constructed to provide service to the site.
2. Demand mitigation solutions if applicable to the proposal - incentives may be applied to capital costs for implementation of Demand Mitigation Solutions. Energy storage solutions may be owned by either Company or customer as agreed to by the parties. Under either circumstance, the costs of implementation will be counted against the total incentive pool available.
3. Make Ready - incentives may be applied to costs for Make Ready activities. These activities may be performed by Customer or the Company as agreed to by the parties. Under either circumstance the costs of implementation will be counted against the incentive pool available. Real estate leases or easements are not an eligible cost.
4. EVSE - incentives may be applied to the upfront cost of charging equipment, to be owned by customer-operator.

Incentives applied to work performed by or equipment owned by customer are to be paid according to a negotiated contract developed and agreed upon as part of the competitive procurement process.

**BUDGET**

Total Company-supplied budget for the Corridor Program shall not exceed \$4.4 million, not including funds made available from other sources such as private, federal or state grants or programs. When Corridor Program funding is exhausted, the Corridor Program will no longer be available, except to the extent funding from another sub-program is reallocated to the Corridor Program.

**CHARGE AHEAD - ELECTRIC VEHICLES PROGRAM****Multi-Family Charging Sub-Program****PURPOSE**

The Purpose of the Multi-Family Charging Program (MF Program) is to overcome barriers to the deployment of residential EV Charging Infrastructure in multi-family settings where residents that may wish to own an EV and charge the vehicle at home but do not own or control parking areas or structures and consequently are unable to make their own investments to install the necessary equipment. Incentives are provided through the MF Program to encourage property owners to make improvements that enable residents to access Multi-Family Charging equipment.

**AVAILABILITY**

The MF Program is available to owners of multi-unit residential properties leased to electric customers of the Company and having a minimum of two (2) attached dwelling units where off-street vehicle parking areas are not controlled by tenants.

**SPECIFIC MF PROGRAM PROVISIONS**

Upon application to the Company, customers will be eligible for incentives not to exceed the lesser of \$5,000 per charging port installed or fifty percent (50%) of documented total project costs for installation of Multi-Family Charging equipment. The available incentives may be accumulated for multiple charging ports up to a total of ten (10) ports to fund projects serving a single residential premises with multiple dwelling units.

**ELIGIBLE MEASURES AND INCENTIVES**

Project costs that are eligible to receive incentives may include:

1. Line extension -incentives may be applied to increase the "Extension Allowance" to match the "Extension Cost" (as those terms are defined in the Distribution System Extension provisions of the Company's tariff) of any Company facilities that must be constructed to provide service to the site.
2. Make Ready - incentives may be applied to costs for Make Ready activities. Real estate leases or easements are not an eligible cost.
3. EVSE - incentives may be applied to the upfront cost of charging equipment, to be owned by customer-operator.

DATE OF ISSUE February 22, 2018DATE EFFECTIVE April 23, 2018ISSUED BY Michael Moehn  
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Incentives are available on a first come first served basis to eligible customers for the installation of Level 2 Charging infrastructure at qualifying multi-family residential premises. Detailed program rules are available on the Company's website at [www.Ameren.com/EV](http://www.Ameren.com/EV).

**BUDGET**

Total Company-supplied budget for the MF Program shall not exceed \$4.4 million, not including funds made available from other sources such as private, federal or state grants or programs. When MF Program funding is exhausted, the MF Program will no longer be available, except to the extent funding from another sub-program is reallocated to the MF Program.

**CHARGE AHEAD - ELECTRIC VEHICLES PROGRAM****Public Charging Program****PURPOSE**

The Purpose of the Public Charging Program (Public Program) is to promote the deployment of EV Charging Infrastructure that is accessible to the general public in order to increase the choice available to and safety and security of EV drivers. Incentives are provided through the Public Program to encourage property owners to make investments in equipment that broaden the availability of Public Charging services.

**AVAILABILITY**

The Public Program is available to owners of non-residential premises receiving electric service from the Company or lessees having control of such premises that are available to the public including, but not limited to, retail establishments, rest areas, parks, entertainment venues, gas stations, and public parking lots.

**SPECIFIC PUBLIC PROGRAM PROVISIONS**

Upon application to the Company, customers will be eligible for incentives not to exceed the lesser of 1) \$5,000 per Level 2 Charging port installed plus \$25,000 per DCFC port installed (a single DCFC having multiple types of plugs but charging one vehicle at a time is considered one port) and (2) fifty percent (50%) of documented total project costs for installation of Public Charging equipment. The available incentives may be accumulated for multiple Level 2 Charging ports up to a total of 4 ports and DCFC ports up to a total of 2 ports to fund projects located on a single premises.

DATE OF ISSUE	<u>February 22, 2018</u>	DATE EFFECTIVE	<u>April 23, 2018</u>
ISSUED BY	<u>Michael Moehn</u>	TITLE	<u>President</u>
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**ELIGIBLE MEASURES AND INCENTIVES**

Project costs that are eligible to receive incentives may include:

1. Line extension -incentives may be applied to increase the "Extension Allowance" to match the "Extension Cost" (as those terms are defined in the Distribution System Extension provisions of the Company's tariff) of any Company facilities that must be constructed to provide service to the site.
2. Demand mitigation solutions if applicable to the proposal - incentives may be applied to capital costs for implementation of Demand Mitigation Solutions. Energy storage solutions may be owned by either Company or customer as agreed to by the parties. Under either circumstance, the costs of implementation will be counted against the total incentive pool available.
3. Make Ready - incentives may be applied to costs for Make Ready activities. Real estate leases or easements are not an eligible cost.
4. EVSE - incentives may be applied to the upfront cost of charging equipment, to be owned by customer-operator.

Incentives as described in the Public Program provisions are available on a first come first served basis to eligible customers for the installation of Level 2 Charging and DCFC charging infrastructure. Detailed program rules are available on the Company's website at [www.Ameren.com/EV](http://www.Ameren.com/EV).

**BUDGET**

Total Company-supplied budget for the Public Program shall not exceed \$1.1 million, not including funds made available from other sources such as private, federal or state grants or programs. When Public Program funding is exhausted, the Public Program will no longer be available, except to the extent funding from another sub-program is reallocated to the Public Program.

**CHARGE AHEAD - ELECTRIC VEHICLES PROGRAM****Workplace Charging Program****PURPOSE**

The Purpose of the Workplace Charging Program (Workplace Program) is to promote the deployment of EV Charging Infrastructure that is accessible to the employees, visitors and fleets of businesses, non-profits and government agencies, in order to increase the choice available to and safety and security of EV drivers. Incentives are provided through the Workplace Program to encourage investments in equipment that broadens the availability of workplace vehicle charging services.

**AVAILABILITY**

The Workplace Program is available to non-residential customers of the Company that own premises where employees regularly work.

DATE OF ISSUE February 22, 2018 DATE EFFECTIVE April 23, 2018ISSUED BY Michael Moehn President St. Louis, Missouri  
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**SPECIFIC WORKPLACE PROGRAM PROVISIONS**

Upon application to the Company, customer will be eligible for incentives not to exceed the lesser of 1) \$5,000 per Level 2 Charging port installed plus \$25,000 per DCFC port installed (a single DCFC having multiple types of plugs but charging one vehicle at a time is considered one port) and 2) fifty percent (50%) of documented total project costs for installation of Workplace Charging equipment. The available incentives may be accumulated for multiple Level 2 Charging ports up to a total of 20 ports to fund projects serving a single premises.

**ELIGIBLE MEASURES AND INCENTIVES**

Project costs that are eligible to receive incentives may include:

1. Line extension - incentives may be applied to increase the "Extension Allowance" to match the "Extension Cost" (as those terms are defined in the Distribution System Extension provisions of the Company's tariff) of any Company facilities that must be constructed to provide service to the site.
2. Demand mitigation solutions if applicable to the proposal - incentives may be applied to capital costs for implementation of Demand Mitigation Solutions. Energy storage solutions may be owned by either Company or customer as agreed to by the parties. Under either circumstance, the costs of implementation will be counted against the total incentive pool available.
3. Make Ready - incentives may be applied to costs for Make Ready activities. Real estate leases or easements are not an eligible cost.
4. EVSE - incentives may be applied to the upfront cost of charging equipment, to be owned by customer-operator.

Incentives as described in the Program Provisions are available on a first come first served basis to eligible customers for the installation of Level 2 Charging and DCFC charging infrastructure at qualifying premises. Detailed program rules are available on the Company's website at [www.Ameren.com/EV](http://www.Ameren.com/EV).

**BUDGET**

Total Company-supplied budget for the Workplace Program shall not exceed \$1.1 million, not including funds made available from other sources such as private, federal or state grants or programs. When Workplace Program funding is exhausted, the Workplace Program will no longer be available, except to the extent funding from another sub-program is reallocated to the Workplace Program.

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