BEFORE THE PUBLIC SERVICE COMMISSION OF THE STATE OF MISSOURI

In the Matter of the Tariff Filings of Union Electric Company d/b/a Ameren Missouri, to Increase Its Revenues for Retail Electric Service.	)))	Case No. ER-2014-0258

NOTICE OF NEW CHARGE TYPE

COMES NOW Union Electric Company d/b/a Ameren Missouri ("Ameren Missouri" or the "Company"), by and through counsel, and for its notice that the Mid-Continent Independent System Operator, Inc. ("MISO") has implemented a "new charge type," as that phrase is defined in the Company's Rider FAC, states as follows:

1. The Company's Rider FAC and, specifically, Original Tariff Sheet Nos. 73.5 to 73.7 (part of Mo. P.S.C. Schedule No. 6 on file with the Commission), provides a process by which the Company is to notify the Commission of new charge types that may be instituted by a regional transmission operator ("RTO") that operates a centrally administered market. Charge types represent specific credits and charges authorized by the RTO's tariff and are utilized in the settlements of the utility's RTO market activity. The charge types in place at the time the Company's current Rider FAC was approved are on file in this case docket, as referenced on Sheet No. 73.5.

2. Before costs or revenues under a new charge type (not previously on file or for a notice that has not previously been given) can be included in a Fuel Adjustment Rate ("FAR") filing,[1] the Company is required to provide notice, as it is doing here. The notice is required to "identify the proposed accounts affected by such change [i.e., the new charge type], provide a description of the new charge type demonstrating that it possesses the characteristics of, and is of

[1] FAR filings occur three times per year, on or before April 1, August 1 and December 1, and cover changes in net energy costs tracked in the FAC for each of the three accumulation periods provided for in Rider FAC. FAR rates change three times per year, with the changes occurring on the first day of the February, June and October billing months.

the nature of, the costs or revenues listed in factors PP or OSSR as the case may be, and identify the preexisting market settlement charge types(s) which the new charge type replaces or supplements." Sheet No. 73.5, Item "B".

3. The information required in the notice is provided in detail on Exhibit A attached hereto and incorporated herein by this reference.

4. As indicated and explained in detail in Exhibit A, MISO has implemented two new charge types called "Day-Ahead Ramp Capability Amount" ("DA_RC_AMT") and "Real-Time Ramp Capability Amount" ("RT_RC_AMT"), respectively. Both of these new charge types provide revenues that will be included in the FAC. These charge types will be utilized by MISO to settle two new products in its Energy and Operating Reserve Markets called Down Ramp Capability ("DRC") and Up Ramp Capability ("URC"), respectively.

5. Ameren Missouri expects revenues arising under these new charge types to begin appearing on its MISO settlement statements starting with market activity occurring during the month of May, 2016. May, 2016 falls within the 4-month accumulation period consisting of the months of February, March, April and May. The FAR filing for that accumulation period will be made in late July, 2016, approximately 120 days from the date this notice is being filed. Under Rider FAC, a notice such as this must be filed no less than 60 days before sums arising under a new charge type are included in an FAR filing. Unless timely challenged per the terms of Rider FAC, the Commission need take no action in response to this notice.

WHEREFORE, Ameren Missouri hereby timely submits notice of the two new charge types described in detail on Exhibit A hereto, as required by Rider FAC.

Respectfully submitted:

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Dated: April 1, 2016

CERTIFICATE OF SERVICE

The undersigned hereby certifies that a true and correct copy of the foregoing document was served on all parties of record via electronic mail (e-mail) on this 1st day of April, 2016.

/s/James B. Lowery
James B. Lowery

EXHIBIT A

MISO has established two new charge types, effective May 1, 2016. These new charge types, "Day-Ahead Ramp Capability Amount" (DA_RC_AMT) and "Real-Time Ramp Capability Amount" (RT_RC_AMT), will be utilized to settle two new products in its Energy and Operating Reserve Markets. The products are Down Ramp Capability (DRC) and Up Ramp Capability (URC). These charge types will produce revenues, which will be recorded in FERC Account 447 using the activity code SRMP.

These new Energy and Operating Reserve Market products possess the characteristics of existing ancillary services in that they represent the ability of dispatchable resources (including generation resources) to respond to future downward or upward changes in demand in response to a directive from the MISO. MISO establishes the requirement for the Up and Down Ramp products using the expected market-wide upward variation in dispatchable generation to account for forecasted changes in load and Scheduled Interchange while considering the contribution of non-dispatachable generation plus the upward short-term uncertainty associated with the Load Forecast, non-dispatchable generation forecast, and units not responding to their set point. Resources which clear in the Energy and Operating Reserve Market for these products incur the obligation to respond to MISO directives for deployment of these services in the specified time period, just as they do when cleared for Regulating Reserve or Operating Reserves. In the case of the Up Ramp product, the resource agrees to hold back a portion of their capability from the market until called upon, just as is required for both Regulating Reserve and Operating Reserve. In the case of the Down Ramp product, the resource obligates itself to reduce its output at a future point of time when called upon, even when market prices for that period would otherwise result in the unit generating at a higher output, just as occurs when a unit is cleared for Regulating Reserve.

MISO does not characterize these products as ancillary services themselves, but rather as supplementing their existing Operating Reserve products (Regulating Reserve and Contingency Reserve). Operating Reserve represents that capability above firm system demand maintained to provide for Regulation, Load forecasting error, equipment forced and scheduled outages, and local area protection.

Regulating Reserve is that capacity held in reserve by a frequency responsive resource (including generators) which is used to automatically and continuously adjust output to manage the MISO Balancing Authority Area in accordance with Applicable Reliability Standards.

Contingency Reserve is comprised of Spinning Reserve (on-line capacity) and Supplemental Reserve (off-line capacity) provided by resources available to MISO to use in the event of a system contingency as specified in the MISO Tariff.

These two new charge types supplement existing MISO charge types for DA Regulation Amount, DA Spinning Reserve Amount, DA Supplemental Reserve Amount, RT Regulation Amount, RT Spinning Reserve Amount and RT Supplemental Reserve Amount.