

EV Charging Infrastructure in Missouri

The Case for Incentives



Staff Workshop
March 21, 2019

Commission Findings of Fact

(Report and Order, Feb. 6, 2019, File No. ET-2018-0132)

- P. 16**
¶23 **More EVs means more environmental and health benefits: Cleaner local air, no petroleum spills or leaks, and especially “green” when powered by renewables. (paraphrased)**
- P. 15**
¶17 **EV charging networks can be effective to spur EV adoption. (paraphrased)**
- P. 16**
¶25 **Incentive-based programs can provide fast deployments of charging stations, competitive choice for customers, and low administrative burdens to utilities and customers.**
- P. 17**
¶27 **Benefits from an EV charging network include both sales from the network and sales from home charging. All ratepayers ultimately will receive those benefits... (paraphrased)**

Charge Ahead – Electric Vehicles

- **Sought to address 2 key barriers to EV adoption:**
 1. **Lack of awareness**
 2. **Lack of charging infrastructure**

- **Through:**
 1. **Marketing and educational activities**
 2. **Local multi-family, workplace, and around-town charging**
 3. **Strategically positioned corridor fast-charging** ✓

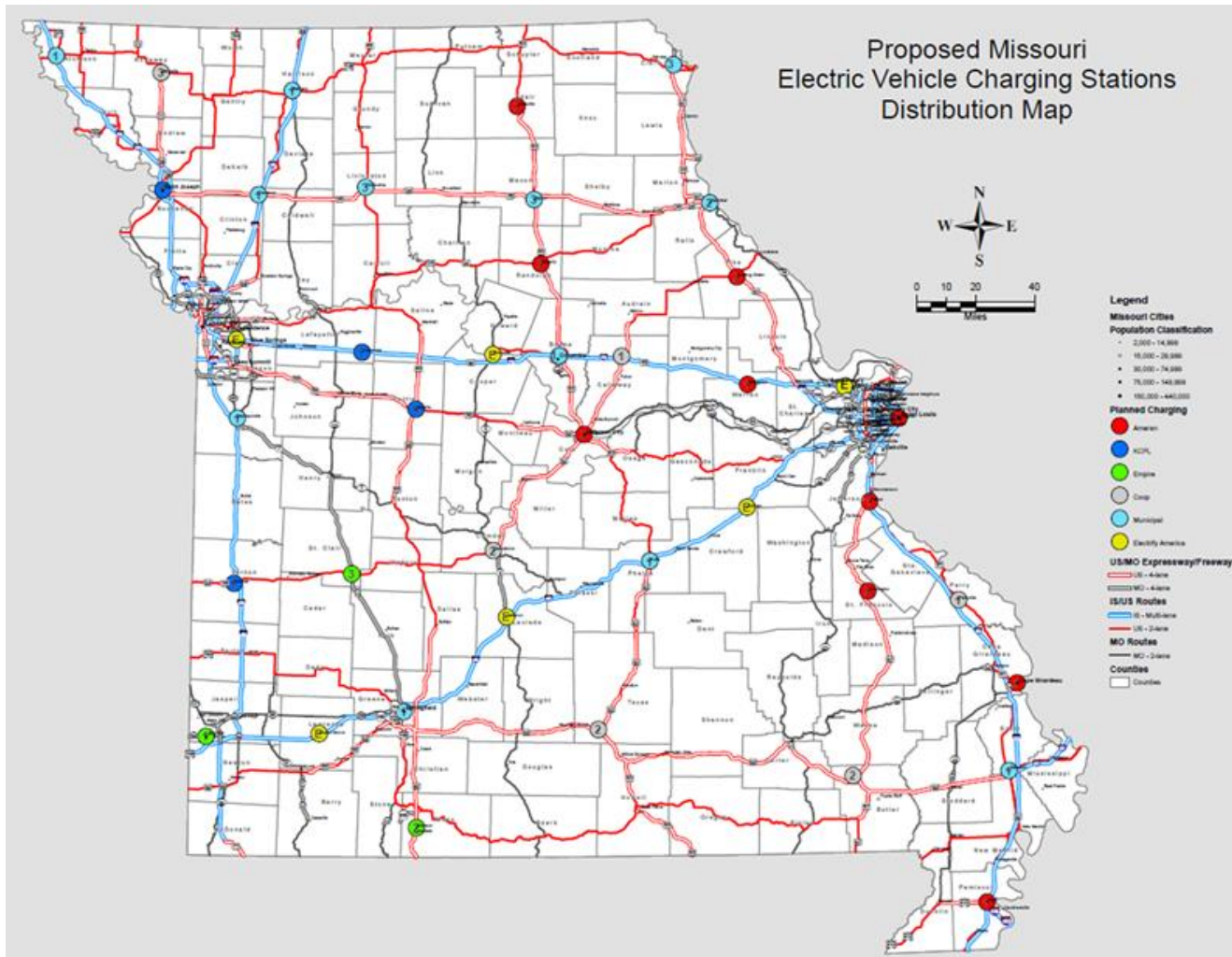
Charge Ahead – Electric Vehicles

Incentives

Charging Category	Incentive Amount	Estimated Total Incentives	Number of Ports Expected
Multifamily	\$ 5,000 per L2 port	\$4M	800
Workplace	\$ 5,000 per L2 port	\$1M	120
	\$25,000 per L3 ≥50kW		16
Public Around Town	\$ 5,000 per L2 port	\$1M	120
	\$25,000 per L3 ≥50kW		16
Long Distance Corridor	TBD thru RFP– Least incentive needed	\$4M	10-12 islands

Except for Long Distance Corridor, all incentives are capped at 50% of project cost

Statewide Minimum Practical Network for EV Fast Charging



A BIG win for Missouri!

Why Incentives?

#1 – Initial Requirement

MPSC denied Ameren Missouri's I-70 Corridor pilot proposal, ruling that:

- EVSE not “Electric Plant”
- Product is unregulated charging service, not regulated electric service
- Charging service is not a natural monopoly product
- MPSC does not have jurisdiction

BEFORE THE PUBLIC SERVICE COMMISSION
OF THE STATE OF MISSOURI



In the Matter of the Application of Union Electric Company d/b/a Ameren Missouri for Approval Of a Tariff Setting a Rate for Electric Vehicle Charging Stations)
File No. ET-2016-0246
Tariff No. YE-2017-0052

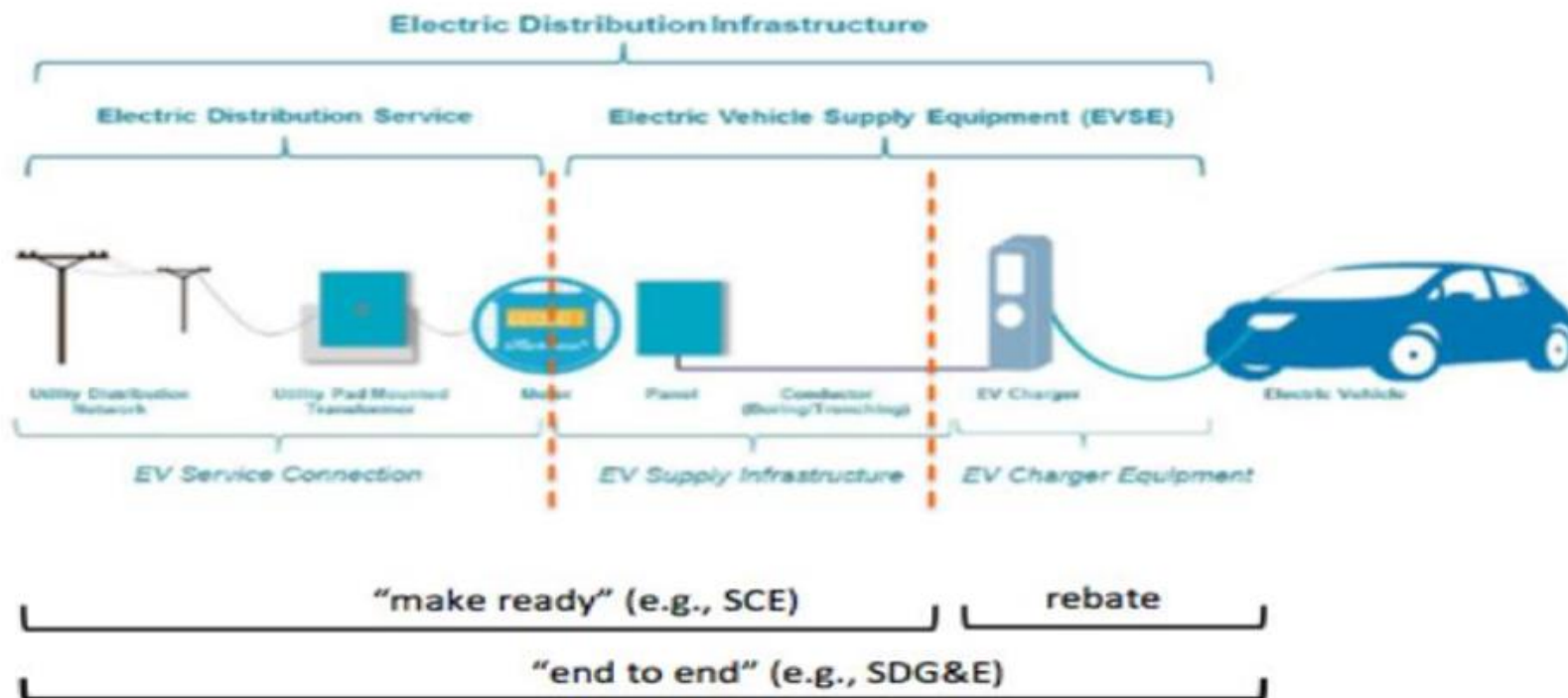
REPORT AND ORDER

Issue Date: April 19, 2017

Effective Date: May 19, 2017

ET-2016-0246

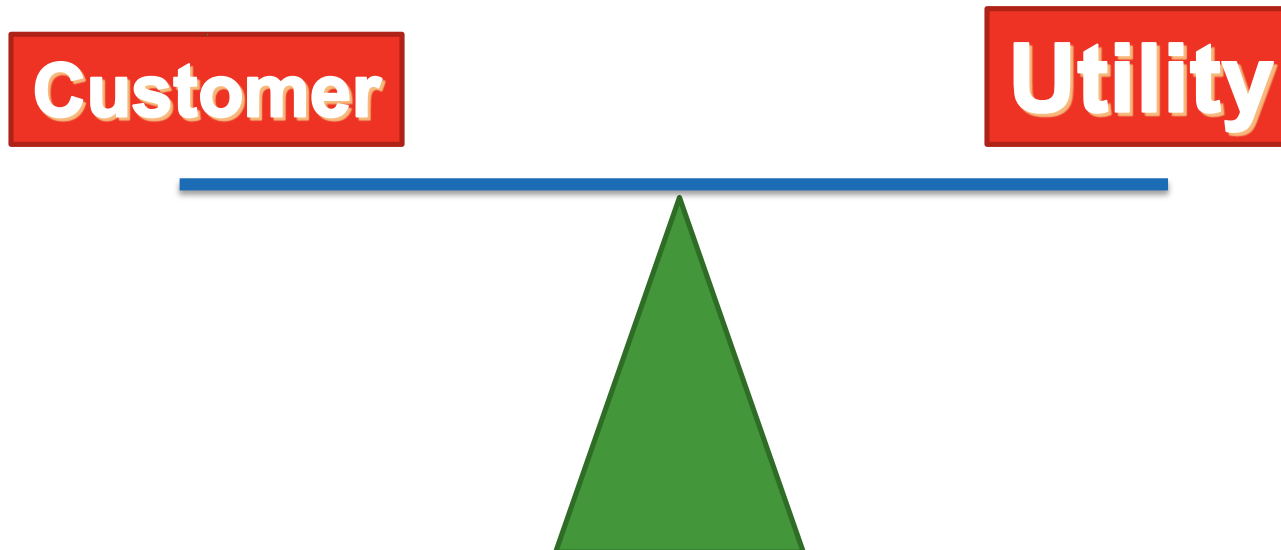
#2 Maximizes Flexibility for Customer



Flexible Incentives – Customer choice but shared cost aligns interests

#3 – *Balances Utility and Customer Investment*

With incentives of \$5,000 per port, “up to 50%” of total project cost.



#4 –*Economically Efficient*

Utility and customer interests are aligned to keep project costs down.



#5 – Maximizes Market Competition

Let the market compete for customers!

SIEMENS

EVBOX

greenlots®

-chargepoint®

evconnect

BTCPower

ABB

SemaConnect

efacec

#6 – Easy Administration

Utilities know how to manage incentive programs.



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What about Cost Recovery?

Cost Recovery

Relatively simple. Two parts.

- 1. Track expenses for future rate proceeding**
- 2. Increased “EV charging” revenues provide sufficient “return”**

Ideal alignment.

Low customer risk.

All benefit through accelerating EV adoption.

**Customers benefit through
downward rate pressure.**



Ameren

FOCUSED ENERGY. For life.