

**STATE OF MISSOURI
PUBLIC SERVICE COMMISSION**

At a session of the Public Service Commission held at its office in Jefferson City on the 17th day of October, 2019.

In the Matter of the Application of Union)	
Electric Company d/b/a Ameren Missouri)	<u>File No. ET-2018-0132</u>
for Approval of Efficient Electrification)	Tracking No. YE-2020-0025
Program)	

ORDER APPROVING STIPULATION AND AGREEMENT

Issue Date: October 17, 2019

Effective Date: October 27, 2019

On February 22, 2018, Union Electric Company d/b/a Ameren Missouri (Ameren Missouri) filed an application and accompanying tariff sheets seeking approval of two new tariffed programs that were collectively referred to as the "Charge Ahead" program. The Charge Ahead program included, among other things, proposed tariffs to implement four subprograms of an electric vehicle charging station incentives program. The four subprograms were: corridor charging; multi-family charging; public charging (also known as "around town charging"); and workplace charging. Of the four sub-programs, only corridor charging was approved by the Commission in its Report and Order issued in this case on February 6, 2019. The Commission also opened a working group file to continue to examine potential mechanisms for the facilitation of electric vehicle charging station installations. That working group, File No. EW-2019-0229, is ongoing.

On August 8, 2019, Ameren Missouri, the Commission's Staff (Staff), and the Office of the Public Counsel (Public Counsel) filed a stipulation and agreement with attached tariffs designed to allow Ameren Missouri to pursue multifamily, public, and workplace electric vehicle charging station incentive options, but as modified by the terms

of the stipulation and agreement. In order to review the Staff Report that was filed on September 30, 2019, in the working group file and receive more information about the proposed tariffs, the Commission issued an order suspending the tariffs until November 6, 2019, and setting an on-the-record presentation. The on-the-record presentation was held on October 9, 2019.

The major terms of the stipulation and agreement, include a \$6.6 million budget for the three sub-programs, with allocations, incentive caps, power limits, and other program-related rules as detailed in the tariffs (Attachment A) and program process document (Attachment B). Ameren Missouri will manage the budget so that a maximum of \$6 million is allocated for incentives and \$600,000 is allocated for administrative and marketing expenses. The stipulation and agreement also limits incentives for ancillary costs by providing that any line extension costs required to facilitate electric vehicle charging station installations that are subject to Ameren Missouri's Distribution System Extension tariffs fall outside of the budget allotted to electric vehicle charging station incentives. The parties also agreed that any investments related to electric vehicle charging station installations are associated with new revenue, and do not meet the definition of "qualifying electric plant" found in the plant-in-service account provisions of Section 393.1400, RSMo. The parties agreed that it is also appropriate to monitor and limit these costs, even if they occur outside of the \$6.6 million budget.

According to the agreement, the program will begin on January 1, 2020, and will continue for three calendar years with renewal of the sub-programs for an additional two years if Ameren Missouri demonstrates positive results from the sub-programs' implementations. Ameren Missouri will also record and report to the Commission certain statistics to support a conclusion that the program is or is not viable, such as: program

participation level, number of completed charging station projects, estimated peak demand impacts of electric vehicle charging, and any significant customer complaints, or lack thereof, related to the program.

Additionally, the parties' agreement provides for Ameren Missouri to use a deferral accounting mechanism to track the sub-program costs and administrative expenses as a regulatory asset. Rate treatment of that regulatory asset will be determined in future rate cases. This deferral accounting mechanism will be similar to the one the Commission approved in the Report and Order¹ for the Charge Ahead EV Charging Corridor.

Commission rule 20 CSR 4240-2.115(2)(B) allows nonsignatory parties seven days to object to a nonunanimous stipulation and agreement. More than seven days have passed and no party objected. Renew Missouri Advocates, d/b/a Renew Missouri, ChargePoint, Inc., and the Sierra Club and National Resources Defense Council filed statements in support of the stipulation and agreement. At the on-the-record presentation, all parties in attendance stated they either supported the agreement, or did not object to it.

Based on the verified filings, the Commission finds and concludes that the stipulation and agreement and the attached tariffs (Tariff Tracking No. YE-2020-0025) support safe and adequate service at just and reasonable rates and is in the public interest. The Commission incorporates the provisions of the Stipulation and Agreement into this order as if fully set forth herein.

¹File No. ET-2018-0132, *Report and Order*, (issued on February 6, 2019), pp. 30-31.

In addition, because no party objects to the tariffs becoming effective and the Commission has determined that they are in the public interest, the Commission will make this order effective in less than 30 days.

THE COMMISSION ORDERS THAT:

1. The Stipulation and Agreement filed on August 8, 2019, and attached hereto is approved. The attached stipulation and agreement is incorporated into this order as if set forth herein.
2. The signatories to the agreement are ordered to comply with the provisions of the stipulation and agreement.
3. The tariff submitted under Tariff Tracking No. YE-2020-0025 is approved to become effective on October 27, 2019.
4. This order shall be effective on October 27, 2019.



BY THE COMMISSION

A handwritten signature in black ink that reads "Morris L. Woodruff".

Morris L. Woodruff
Secretary

Silvey, Chm., Kenney, Hall, and
Coleman, CC., concur.
Rupp, C., dissents.

Dippell, Senior Regulatory Law Judge

**BEFORE THE PUBLIC SERVICE COMMISSION
OF THE STATE OF MISSOURI**

In the Matter of Union Electric Company d/b/a)
Ameren Missouri for Approval of Efficient) File No. ET-2018-0132
Electrification Program.)

STIPULATION AND AGREEMENT

COME NOW Union Electric Company d/b/a Ameren Missouri ("Ameren Missouri" or the "Company"), Staff of the Missouri Public Service Commission ("Staff"), and the Office of the Public Counsel ("OPC"), (collectively referred to as "Signatories"), and submit this *Stipulation and Agreement* ("Stipulation") for approval by the Missouri Public Service Commission ("Commission"). In support of this *Stipulation*, the Signatories respectfully state as follows:

BACKGROUND

1. On February 22, 2018, Ameren Missouri filed in this case an application and accompanying tariff sheets seeking approval of new tariffed programs, collectively referred to as the "Charge Ahead" program. The Charge Ahead program included, among other things, proposed tariffs to implement four parts of a Charge Ahead – Electric Vehicles program. The Charge Ahead – Electric Vehicles program included four sub-programs: corridor charging; multi-family charging; public charging (also known as "around town charging"); and workplace charging. Of the four sub-programs, only corridor charging was approved by the Commission in its Report and Order issued in this case on February 6, 2019. In that same Report and Order, the Commission indicated that it would open a working group file to continue to examine potential mechanisms for the facilitation of EV charging station installations. The Commission opened that working group file through the issuance of a Notice Opening File on February 7, 2019, in File No. EW-2019-0229 ("Workshop"). That Workshop is ongoing.

2. After the Report and Order was issued in this case and the sharing of information in the Workshop, the Signatories conferred to see if an agreement could be reached that would allow Ameren Missouri to pursue additional EV charging station incentive options. This *Stipulation* reflects the results of those efforts. The Signatories agree that the Commission should approve the three additional EV sub-programs previously proposed in this proceeding (multi-family, public, and workplace charging), but as modified by the terms of this *Stipulation*.

3. In light of the foregoing, the Signatories to this *Stipulation* agree to the following terms and conditions.

CONTEXT OF PROGRAM ACTIVITIES

4. Ameren Missouri represents that it is actively raising awareness of the benefits of EVs through targeted educational outreach to customers at community events, through employer hosted ride and drive events, and through social media. A parallel educational outreach effort is engaging auto dealers, electricians, building design professionals, and charging station suppliers. This outreach includes helping inform customers about the impacts that charging EVs has on utility bills and providing assistance in estimating these impacts specific to their own bills. The purpose of the outreach is to stimulate customer knowledge of and interest in EVs, and to prepare professionals that can serve customers' EV resource needs in the unfamiliar and undeveloped EV marketplace. Ameren expects that these awareness activities will drive customers to the Ameren Missouri EV webpages that will house information about EVs, cost calculators, and charging stations and be the entry point for the Charge Ahead – EV Charging Station Incentives Program.

SPECIFIC TERMS AND CONDITIONS

5. Complete Settlement of the Case. As a result of extensive settlement discussions, the Signatories have agreed that implementation of the Tariffs and Program Process attached to

this *Stipulation* as Attachment A and Attachment B, respectively, on and subject to the terms and conditions set forth herein, constitutes a full and final resolution of all issues in this case. These modified multi-family, public, and workplace charging programs are solely the result of compromise in the settlement process for this matter and do not serve as precedent beyond this *Stipulation*.

6. Budget. The total budget for the three sub-programs, with allocations, incentive caps, power limits, and other program-related rules as detailed in the Tariffs (Attachment A) and Program Process (Attachment B), is \$6.6 million. The Company will manage the budget so that a maximum of \$6 million is allocated for incentives and \$600,000 is allocated for administrative and marketing expenses. The budget for any renewal of the sub-programs at the end of the program period as provided in Paragraph 10 will be determined at the time of renewal based on budget activity during the Program Period, and may be based on funds remaining at the conclusion of the Program Period.

7. Ancillary Costs. The Signatories acknowledge that line extension costs may be required to facilitate EV charging station installations that are subject to Ameren Missouri's Distribution System Extension tariffs and would therefore fall outside of the budget allotted to EV charging station incentives. The Signatories further agree that any investments related to EV charging station installations are associated with new revenue, and so do not meet the definition of "qualifying plant" found in Section 393.1400 RSMo. The Signatories agree that it is also appropriate to monitor and limit these costs, even if they occur outside of the \$6.6 million budget. Accordingly, the Company agrees to limit construction allowances related to incentivized chargers to a total of \$2.0 million and will provide notice in this docket should it exceed this amount.

8. Tariffs. The Signatories agree that the tariffs attached to this *Stipulation* as Attachment A are appropriate and recommend they be approved. Ameren Missouri has simultaneously submitted these tariffs in EFIS for the Commission's review under a separate tariff number.

9. Program Process. Attachment B – Program Process is a draft guideline document and may be adjusted as needed throughout the course of the Program Period and any subsequent Renewal Period. Ameren Missouri's interactions with its customers will follow Attachment B – Program Process to the extent practicable. If need arises to adjust the process throughout the course of the Program Period or any subsequent Renewal Period, Ameren Missouri will file a notice detailing the change in this docket.

10. Program Period and Renewal Period. The program shall begin on January 1, 2020, and will continue for three calendar years thereafter, terminating on December 31, 2022 ("Program Period"). Notwithstanding the foregoing, if Ameren Missouri demonstrates positive results from the sub-programs' implementations, the Company may renew the sub-programs for an additional two years ("Renewal Period"). The Company will record and report to the Commission certain statistics to support a conclusion that the program is or is not viable, such as: program participation level, number of completed charging station projects, estimated peak demand impacts of EV charging, and any significant customer complaints, or lack thereof, related to the program. The Company will convene a meeting with Staff and OPC no later than June 30, 2022, to discuss a determination regarding whether or not the program is viable and should continue an additional two years beyond the Program Period ("Renewal Period"). If the parties are unable to agree whether the program is viable and should continue, they will submit this issue to the Commission for determination. The Company will file proposed tariff changes with the Commission no later

than September 30, 2022 if it is determined that it is appropriate to extend the program for the Renewal Period.

11. Other EV Programs. Ameren Missouri agrees that it will not pursue any additional EV supply equipment ("EVSE") incentive programs targeting EVs, as defined in the attached tariff, during the initial three-year program period unless it has the agreement of Staff and OPC to do so.

12. Information Sharing. Ameren Missouri agrees to share information with Staff and OPC on how EV load will be forecasted for its Integrated Resource Planning conducted pursuant to 4 CSR 240 Chapter 22, and for the Midcontinent Independent System Operator, Inc. ("MISO") market and reliability operations.

13. Projected Revenues. The Company agrees to establish a methodology for determining the projected revenues associated with EV charging-related line extensions for the purposes of determining the construction allowance. The Company will share this information with Staff and OPC prior to initiation of a program. The Company's initial assumption for purposes of this program is a 5% utilization factor.

14. Reporting Requirements. Ameren Missouri will submit quarterly and annual reports, as well as a final report at the end of the Initial Period, to the Commission in this docket, and with operable workpapers (as applicable) provided to all signatories, files or reports containing the following information (as available) set forth below (portions of which may be designated as confidential when appropriate)¹:

¹ To the extent information is not available for a particular reporting period, it will be provided (if available) in a subsequent period.

- **Quarterly Reporting** (due within 90 days of the end of each program quarter):
 - Program information, by type of charger (Workplace, Multi-family, Public):
 - Charger locations by physical address, account number, and account billing schedule, as well as (as applicable) charger locations of the participating customers' affiliated entities also participating in the EV incentive program;
 - Incentives paid, with project cost breakdown (e.g., EVSE, installation, site work, etc.) by charger location;
 - Project pipeline statistics (applications, committed, completed, incentives paid, incentives committed, etc.);
 - Equipment power levels by charger and charger location; and
 - Smart and networked meters or basic meters by charger and charger location;
 - Charger utilization details (e.g., unique drivers, idle, number of charges);
 - EV registrations snapshot (showing baseline prior to program start beginning with 2016 registration data) broken out by county and car type (i.e., plug-in hybrid or battery electric);
 - Direct load/revenues by charger location for separately metered chargers;
 - Estimated direct load/revenues by charger location for chargers that are not separately metered, with work papers;
 - Estimated indirect load/revenues (based on EV registrations and Ameren Missouri assumptions, with work papers); and
 - Total administrative cost breakdown including a detailed description of advertising and education activities to date.
- **Annual Reporting** (due within 120 days of the end of program year):
 - Line extension details and costs for each charging station, including breakdown of construction allowance with a description of the facility or equipment type installed and component costs, and total install costs;
 - Charger load data:

- Load by charger location of separately metered chargers at the highest level of detail available;
 - Estimated load by charger location for chargers that are not separately metered at the highest level of detail available;
 - Estimated load of indirect charging (based on EV registrations and Ameren Missouri assumptions, with work papers) at the highest level of detail available; and
 - Actual load information at the highest level of detail available that is available to Ameren Missouri through charger or vendor network based load monitoring;
- Peak versus off-peak charging by type of charger and impacts on peak load;
- Annual program costs by FERC account;
- Annual revenues:
 - Direct load/revenues by charger location for separately metered chargers;
 - Estimated direct load/revenues by charger location for chargers that are not separately metered, with work papers; and
 - Estimated indirect load/revenues (based on EV registrations and Ameren Missouri assumptions, with work papers);
- Annual estimated incremental costs including but not limited to market energy and associated MISO costs related to each of the following, based on Ameren Missouri assumptions, with workpapers:
 - Direct load/revenues by charger location for separately metered chargers;
 - Estimated direct load/revenues by charger location for chargers that are not separately metered, with work papers; and
 - Estimated indirect load/revenues (based on EV registrations and Ameren Missouri assumptions, with work papers);
- Automated Emissions Reduction ("AER"):
 - Estimated emissions avoided or increased due to program based on EV registrations, marginal emissions data provided by WattTime,

and Ameren Missouri's assumptions with accompanying workpapers; and

- Estimated effect of AER, if it is demonstrated to be viable, on program emissions based on emissions, and load shifting data provided by WattTime, and Ameren Missouri assumptions with accompanying workpapers; and
- Total administrative cost breakdown including a detailed description of advertising and education activities to date.
- **Final Report** (at end of year 3, or end of year 5 if Program Period is extended per paragraph 10 of this Agreement to Renewal Period, and due within 120 days of the end of the Program Period or Renewal Period):
 - Breakdown of quarterly and annual metrics;
 - EV registrations over time by county and across car type (i.e., plug-in hybrid, battery electric);
 - Total costs, including program costs and line extension costs, including break down of construction allowance and total install values, and including an annualization of estimated ongoing incremental costs including but not limited to market energy and associated MISO costs related to each of the following, based on Ameren Missouri assumptions, with workpapers:
 - Direct load/revenues by charger location for separately metered chargers;
 - Estimated direct load/revenues by charger location for chargers that are not separately metered, with work papers; and
 - Estimated indirect load/revenues (based on EV registrations and Ameren Missouri assumptions, with work papers);
 - Direct load/revenues by charger location for separately metered chargers;
 - Estimated direct load/revenues by charger location for chargers that are not separately metered, with work papers;
 - Estimated indirect load/revenues (based on EV registrations and Ameren Missouri assumptions, with work papers);

- Estimated rate impacts utilizing assumptions based on the amounts reported as total costs and total estimated revenues;
- AER:
 - Estimated emissions avoided or increased due to program based on EV registrations, marginal emissions data provided by WattTime, and Ameren Missouri's assumptions with accompanying work papers; and
 - Estimated effect of AER, if it is demonstrated to be viable, on program emissions based on emissions and load shifting data provided by WattTime, and Ameren Missouri assumptions with accompanying work papers; and
- Total administrative cost breakdown including a detailed description of advertising and education activities to date.

15. Emissions Program Viability. Ameren Missouri will work in good faith with WattTime² to determine whether its AER technology can be contextualized within the Missouri energy landscape to produce a viable program model for customers. Staff, OPC, and Ameren Missouri will collaborate to determine whether implementation of the program model produced is viable. If it is demonstrated to be viable, Ameren Missouri will educate participating customers regarding AER solutions. Any costs customers choose to incur to implement AER solutions will be considered eligible program costs. Such program model would be intended to enable customers who so desire to target charging their energy vehicles to time periods associate with fewer emissions. If such a program model is feasible and can be implemented,³ Ameren Missouri agrees to grant customers utilizing said program the same preference incentive currently anticipated in

² Per www.watttime.org/about/our-story, WattTime is a nonprofit entity and a subsidiary of Rocky Mountain Institute, which sells solutions intended to assist in achieving emissions reductions.

³ The Signatories agree that this program need not be fully developed by January 1, 2020, but can be implemented once it is appropriately developed and vetted.

the Attachment A tariffs as customers utilizing time-of-day rates, EnergyStar™ certified EVSE, and Demand Mitigation Solutions.⁴

Ameren Missouri will file an update with the Commission in this docket on the viability of introducing the AER software application into the program on or before January 1, 2020. If additional time is needed, Ameren Missouri will provide updates accordingly within its quarterly reports.

Ameren Missouri agrees to reference, in its initial press release, its exploration of the inclusion of AER technology in this program. If said technology is proven to be viable, Ameren Missouri agrees to include the feature in its future marketing of the program.

16. Deferral Accounting Mechanism. Ameren Missouri will use a deferral accounting mechanism to track the sub-program costs and administrative expenses as a regulatory asset. Rate treatment of that regulatory asset will be determined in future rate cases. This deferral accounting mechanism will be like the one approved for the Charge Ahead EV Charging Corridor deferral accounting mechanism approved at pages 30-31 of the Commission's *Report and Order* issued on February 6, 2019, in this case.

GENERAL PROVISIONS

17. This *Stipulation* is being entered into solely for the purpose of settling the issues specifically set forth above, and represents a settlement on a mutually-agreeable outcome without resolution of specific issues of law or fact. This *Stipulation* is intended to relate *only* to the specific matters referred to herein; no Signatory waives any claim or right which it may otherwise have with respect to any matter not expressly provided for herein. No party will be deemed to have

⁴ See Attachment A, Eligible Measures and Incentives, Sheet No. 164.3.

approved, accepted, agreed, consented, or acquiesced to any substantive or procedural principle, treatment, calculation, or other determinative issue underlying the provisions of this *Stipulation*. Except as specifically provided herein, no Signatory shall be prejudiced or bound in any manner by the terms of this *Stipulation* in any other proceeding, regardless of whether this *Stipulation* is approved.

18. This *Stipulation* has resulted from extensive negotiations, and the terms hereof are interdependent. If the Commission does not approve this *Stipulation*, approves it with modifications or conditions to which a party objects, or issues an order in another Commission case that negates its approval or conditions or modifies the *Stipulation* in a manner to which any party objects, then this *Stipulation* shall be null and void, and no Signatory shall be bound by any of its provisions.

19. If the Commission does not approve this *Stipulation* unconditionally and without modification, and notwithstanding its provision that it shall become void, neither this *Stipulation*, nor any matters associated with its consideration by the Commission, shall be considered or argued to be a waiver of the rights that any Signatory has for a decision in accordance with Section 536.080.1, RSMo 2000 or Article V, Section 18 of the Missouri Constitution, and the Signatories shall retain all procedural and due process rights as fully as though this *Stipulation* had not been presented for approval, and any suggestions or memoranda, testimony or exhibits that have been offered or received in support of this *Stipulation* shall become privileged as reflecting the substantive content of settlement discussions and shall be stricken from and not be considered as part of the administrative or evidentiary record before the Commission for any further purpose whatsoever.

20. If the Commission unconditionally accepts the specific terms of this *Stipulation* without modification, the Signatories waive, with respect only to the issues resolved herein: their respective rights (1) to call, examine and cross-examine witnesses pursuant to Section 536.070(2), RSMo 2000; (2) their respective rights to present oral argument and/or written briefs pursuant to Section 536.080.1, RSMo 2000; (3) their respective rights to seek rehearing pursuant to Section 386.500, RSMo 2000; and (4) their respective rights to judicial review pursuant to Section 386.510, RSMo Supp. 2011. These waivers apply only to a Commission order respecting this *Stipulation* issued in this above-captioned proceeding, and do not apply to any matters raised in any prior or subsequent Commission proceeding, or any matters not explicitly addressed by this *Stipulation*.

21. This *Stipulation* contains the entire agreement of the Signatories concerning the issues addressed herein.

22. This *Stipulation* does not constitute a contract with the Commission and is not intended to impinge upon any Commission claim, right, or argument by virtue of the *Stipulation's* approval. Acceptance of this *Stipulation* by the Commission shall not be deemed as constituting an agreement on the part of the Commission to forego the use of any discovery, investigative or other power which the Commission presently has or as an acquiescence of any underlying issue. Thus, nothing in this *Stipulation* is intended to impinge or restrict in any manner the exercise by the Commission of any statutory right, including the right to access information, or any statutory obligation.

23. The Signatories agree that this *Stipulation*, except as specifically noted herein, resolves all issues related to these topics, and that the agreement should be received into the record without the necessity of any witness taking the stand for examination.

WHEREFORE, the Signatories respectfully request that the Commission approve the settled Charge Ahead – EV Charging sub-programs contained herein and in Attachments A, B, and C, and grant any other and further relief as it deems just and equitable.

Respectfully submitted,

/s/ Paula N. Johnson

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**Attorney for the Staff of the
Missouri Public Service Commission**

CERTIFICATE OF SERVICE

The undersigned hereby certifies that a true and correct copy of the foregoing was served on the parties of record via electronic mail (e-mail) on this 8th day of August, 2019.

/s/ Paula N. Johnson

Paula N. Johnson

CHARGE AHEAD - ELECTRIC VEHICLES PROGRAM**PURPOSE**

The purpose of the Charge Ahead - Electric Vehicles Program (Program) 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

Affiliated Entities - Any entities that directly or indirectly control, are controlled by, or are under common control with other entities, with "control" meaning the possession, directly or indirectly, of the power to direct management and policies, whether through the ownership of voting securities (if applicable) or by contract or otherwise.

Automated Emissions Reduction (AER) Costs - Costs associated with any software or digital solution designed to control EV charging in a manner that optimizes or otherwise reduces associated emissions from generation deployed to provide the energy used to charge the EV.

Demand Mitigation Solution - Any capital investment in equipment or Infrastructure designed to manage and/or mitigate the instantaneous demand placed by EVSE on the electric system, such as integrated battery or other storage solutions or demand control equipment and demand management software, but not including solar panels.

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

Electric Vehicle Supply Equipment Costs (EVSE Costs) - EVSE equipment purchase, installation and commissioning costs, and customer electrical equipment necessary to directly support EVSE.

EV - A motor vehicle propelled entirely or in substantial part by externally generated electricity including motorcycles, and EPA vehicle classifications LDV, and LDT, HLDT, but excluding EPA-classified non-road equipment.

EV Charging Infrastructure (Infrastructure) - EVSE and the structures, equipment, and electric facilities directly 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 common power levels of between 3kW and 7kW, and up to 20kW.

Level 3 Charging - Direct current charging utilizing CCS Combo and/or CHAdeMO connectors and having typical supply voltage of 208 or 480 and common power levels of 50kW or higher.

DATE OF ISSUE August 8, 2019DATE EFFECTIVE September 7, 2019ISSUED BY Michael Moehn
NAME OF OFFICERPresident
TITLESt. Louis, Missouri
ADDRESS

MO.P.S.C. SCHEDULE NO. 6 Original SHEET NO. 164.1

CANCELLING MO.P.S.C. SCHEDULE NO. _____ SHEET NO. _____

APPLYING TO MISSOURI SERVICE AREA**CHARGE AHEAD - ELECTRIC VEHICLES PROGRAM (Cont'd.)****DEFINITIONS (Cont'd.)**

Line Extension Charge - The "Extension Charge" defined in Company's General Rules & Regulations, III. Distribution System Extensions for Company facilities that must be constructed to provide service to the EVSE site.

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

Public Charging - EVSE that is available to the general public or the customers of an establishment that is open to the general public, including but not limited to government facilities, libraries, parks, retail establishments, and restaurants.

Site Development Costs - Costs for activities necessary to facilitate the installation of EV Charging Infrastructure to make a site suitable including EVSE pedestals, professional design, grading, asphalt or concrete, boring or trenching. Costs not directly necessary to installation of EV Charging Infrastructure are not includable as Site Development Costs. Those costs include but are not limited to solar panels, canopies, real estate leases or easements, on site amenities, additional parking, access road work, and decorative features, or other site development work.

Total Project Cost - Cumulative cost of the project including i) Line Extension Charge, ii) Site Development Costs, iii) EVSE Costs, iv) AER Costs, and except for the multi-family category, Demand Mitigation Solution costs.

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. For purposes of this program, fleet vehicles shall include only those classes of vehicles reflected in the "EV" definition provided above, and shall not include vehicles for the personal use of employees or officers provided as a portion of an employee or officer's compensation.

AVAILABILITY

This Program is available while funds remain to existing or potential non-residential customers or multi-family property owners (excluding condominiums) that commit to installing, owning, and operating qualifying EV Charging Infrastructure and that are not in collections or have an active payment agreement with Company. Customer must agree to allow Company to access charger usage data to the extent such data is collected by customer or customer's agent.

TERM

The Program will begin January 1, 2020 and shall continue for a period of three years, terminating on December 31, 2022. Company may begin accepting applications prior to January 1, 2020 to the extent that it is able to do so. Applications for incentives under each category will be accepted until the earlier of the date that funding is exhausted for the category or September 30, 2022.

DATE OF ISSUE August 8, 2019 DATE EFFECTIVE September 7, 2019ISSUED BY Michael Moehn President St. Louis, Missouri
NAME OF OFFICER TITLE ADDRESS

CHARGE AHEAD - ELECTRIC VEHICLES PROGRAM (Cont'd.)

BUDGET

Total Company-supplied budget for the Program shall not exceed \$6.6 million including approximately \$0.6 million allocated for administrative and marketing expenses but not including funds made available from other sources such as private, federal or state grants or programs. Each category of charging is also subject to an individual budget as follows:

<u>Category</u>	<u>Budget</u>
Workplace	\$2,000,000
Multifamily	\$1,000,000
Public Charging	\$3,000,000

ELIGIBLE MEASURES AND INCENTIVES

None of the incentives indicated below shall be available to any project that will require upgrades to Company's electric distribution system other than those facilities dedicated to providing service to the customer.

The maximum incentive for any project will be the lesser of:

1. Fifty percent (50%) of Total Project Cost, or
2. The sum, for all port types, of the number of qualifying ports times the incentive rate where the incentive rate is \$5,000 for Level 2 ports and \$20,000 for Level 3 ports.

The maximum number of qualifying ports at each premises and the maximum rating of qualifying ports shall be as follows:

<u>Category</u>	<u>L2</u> <u>Quantity</u>	<u>L3</u> <u>Quantity</u>	<u>L2 Rating</u>	<u>L3 Rating</u>	<u>Maximum per</u> <u>Premises</u>
Workplace	10	2	40 amp@240V(1)	50kW Nominal(2)	\$90,000
Multifamily	10	0	40 amp @240V	Ineligible	\$50,000
Public Charging	6	2	40 amp @240V	50kW Nominal	\$70,000

- (1) no limit where EVSE will serve fleet operations
- (2) only available where EVSE will serve fleet operations

Notwithstanding the limits on incentives at each individual premises, premises of Affiliated Entities may not receive total incentives under the Program of more than \$500,000.

The available incentive will first be applied as an offset of the Line Extension Charge with any remaining incentive balance paid to customer. Payment will be made within sixty (60) days of completion of project and validation of customer's W-9 information.

DATE OF ISSUE August 8, 2019 DATE EFFECTIVE September 7, 2019

ISSUED BY Michael Moehn President St. Louis, Missouri
 NAME OF OFFICER TITLE ADDRESS

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

Original

SHEET NO. 164.3

CANCELLING MO.P.S.C. SCHEDULE NO. _____

SHEET NO. _____

APPLYING TO _____

MISSOURI SERVICE AREA

CHARGE AHEAD - ELECTRIC VEHICLES PROGRAM (Cont'd.)

ELIGIBLE MEASURES AND INCENTIVES (Cont'd.)

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 Level 3 Charging Infrastructure at qualifying premises except that if applications exceed the amount of Program funding available, then preference will be given to customers that agree to any of the following: (1) to receive service under one of Company's time-of-day rates, (2) electing to utilize EnergyStar™ certified EVSE, (3) deploying Demand Mitigation Solutions, or (4) deploying AER solutions.

Program application materials and procedures are available on the Company's website at www.AmerenMissouri.com/EV.

DATE OF ISSUE August 8, 2019

DATE EFFECTIVE September 7, 2019

ISSUED BY Michael Moehn
NAME OF OFFICER

President
TITLE

St. Louis, Missouri
ADDRESS

Attachment B – Program Process

Ameren Missouri is actively raising awareness of the benefits of EVs through targeted educational outreach to customers at community events, through employer hosted ride and drive events, and through social media. A parallel educational outreach effort is engaging auto dealers, electricians, building design professionals, and charging station suppliers. This outreach includes helping inform customers about the impacts that charging EVs has on utility bills and providing assistance in estimating these impacts specific to their own bills. The purpose of the outreach is to stimulate customer knowledge of and interest in EVs, and to prepare professionals that can serve customers' EV resource needs in the unfamiliar and undeveloped EV marketplace. These awareness activities will drive customers to the Ameren Missouri EV webpages that will house information about EVs and charging stations and be the entry point for the *Charge Ahead – EV Charging Station Incentives Program*.

The program website will include narrative information describing the process and offer to field calls with an Ameren Missouri expert to understand the process. The Company will also post a list of EV Trade Allies that know the program and can guide customers through the program process.

1. Customer applies online for pre-approval by providing information:
 - a. Applicant Contact Info
 - i. Business Name
 - ii. Business Address
 - iii. Business Ameren Missouri Electric account number
 - iv. Contact Name
 - v. Contact Address/Phone/Email
 - vi. Other
 - b. Proposed Project Info
 - i. Address of property
 - ii. Contractor Info (if not self-install)
 1. Business Name
 2. Business Address
 3. Contact Name
 4. Contact Address/Phone/Email
 5. Other
 - iii. EVSE Details
 1. Number of ports
 2. Charging rate of each port
 3. Equipment Make
 4. Equipment Model
 - iv. Site plan with one line electrical diagram noting location (upload document)
 - v. Electrical supply details
 1. Customer existing service/panel has sufficient capacity
 2. Customer planning "behind meter" upgrades - needs capacity review

3. Customer requests additional service on site
- vi. Estimated project cost with breakdown:
 1. EVSE Equipment (charger, pedestals, cord management, etc.)
 2. EVSE installation labor
 3. Site preparation activities (for all that apply)
 - a. Trenching
 - b. Boring
 - c. Conduit/Wiring
 - d. Concrete/asphalt
 4. Battery Storage
 5. Professional design
 6. Other
- c. Preference of check or bill credit¹ for incentive payment
2. Company sends customer confirmation email which reflects application details and timeline to hear back from Company on pre-approval.
3. Company reviews application for all necessary fields. If application is incomplete, Company communicates deficiencies to customer and works to remedy.
4. Once complete, application cascades to an engineer to review:
 - a. Total project scope is appropriate and within established limits
 - b. Project site layout appears reasonable
 - c. Total estimated costs appear reasonable
 - d. Perform distribution system check: For projects requesting 100 kW in total EVSE max load or larger, the Company will perform a check on distribution system upstream of transformer to ensure capacity is sufficient and will not require an upgrade to serve the proposed project.
 - e. If project application does not pass all checks then engineer will document concerns and Company will communicate with customer to either reject based on distribution system limitations or remedy the concerns and update the application.
 - f. Electrical supply details – if project will require Company Distribution Design and Construction engagement, program will initiate Construction Hotline estimation process.
5. Once the project application passes all checks, then Company will communicate with customer one of the following steps, as appropriate:
 - a. Confirmation of application preapproval (that will not require Company Distribution Design and Construction engagement) and the maximum incentive qualified based on the initial estimates detailed in the application.
 - b. Confirmation of application preapproval, that Ameren Missouri Distribution Design and Construction engagement will be necessary, and that the Company has ordered an estimate to be calculated.
6. If there is a problem with the application or a site visit is required based on application details, customer will receive an email or phone contact following one of two possible scenarios:

¹ Any bill credit issued will be specifically noted as such on a separate line item on the customer's bill. These bill credits will be excluded from Ameren Missouri's calculation of retail rate revenue since the program costs are already accounted for.

- a. If the application is complete and a site visit is required, customer will receive instructions about scheduling a site visit with a program representative.
 - b. If the application is not complete, customer will either receive email instructions to remedy the application or a phone call to help the customer remedy the application.
7. Once approved, customer will receive tentative approval with details on incentive requirements and request that customer submit signed incentive commitment within a Company designated timeframe (such as 60 days, or shorter as the program approaches the end date).
8. After receipt of customer-signed incentive commitment, Company will send notice authorizing customer to proceed along with an official date required for completion (six-month time limit for completion or designated last date for completion, such as 30 days before program end date).
9. Customer completes the project and submits completion paperwork online, including:
 - a. Date of completion
 - b. Incentive requested
 - c. Actual project cost with breakdown of all costs (see estimated cost breakdown items).
 - d. Invoices covering all project costs
 - e. Photos of completed project that reflect all aspects of project costs
 - f. Permission/waiver for Ameren Missouri access for their data for smart chargers that are networked
 - g. Agreement to provide info on charging policy when requested through survey
10. Company sends customer confirmation email which confirms receipt of completion paperwork and timeline for review and final approval.
11. If there is a problem with the completion paperwork or a site visit is required based on project complexity or other concerns, Company will send customer an email (or phone contact) notifying one of two possible scenarios:
 - a. If the completion paperwork is complete and a site visit is required, customer will receive instructions about scheduling a site visit with a program representative.
 - b. If the application is not complete, customer will either receive email instructions to remedy the completion paperwork or a phone call to help the customer remedy the completion paperwork.
12. Once the project has been approved for payment, Company sends customer email confirmation regarding final approval and payment.

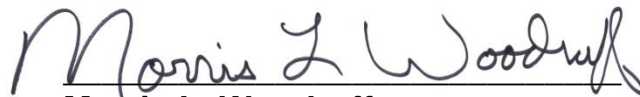
STATE OF MISSOURI

OFFICE OF THE PUBLIC SERVICE COMMISSION

I have compared the preceding copy with the original on file in this office and I do hereby certify the same to be a true copy therefrom and the whole thereof.

WITNESS my hand and seal of the Public Service Commission, at Jefferson City, Missouri, this 17th day of October 2019.




Morris L. Woodruff
Secretary

MISSOURI PUBLIC SERVICE COMMISSION

October 17, 2019

File/Case No. ET-2018-0132

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Enclosed find a certified copy of an Order or Notice issued in the above-referenced matter(s).

Sincerely,



**Morris L. Woodruff
Secretary**

Recipients listed above with a valid e-mail address will receive electronic service. Recipients without a valid e-mail address will receive paper service.