
RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM

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PURPOSE

The purpose of this tariff is to implement and administer optional charging programs available to Customers who adopt electric transportation technology in the Ameren Illinois Service Territory. The provisions within this tariff are intended to encourage Customers to adopt electric transportation technologies, install appropriate charging infrastructure to support further adoption, and encourage efficient use of the distribution system.

DEFINITIONS

Generally, definitions of terms used in this Rider are provided in the Definitions part of the Customer Terms and Conditions of the Company's Electric Schedule of Rates. The following definitions are for use specifically in this Rider:

Corridor Charging Facility

Corridor Charging Facility means a facility that is used solely to provide publically accessible electric vehicle fast DC charging along major travel routes as determined by the Company.

Education Facility

Education Facility means a facility that provides electric transportation services to elementary school, secondary school, junior high school, high school, junior college, college, or university for the benefit of the students.

Electric Vehicle (EV)

Electric Vehicle (EV) means: (i) a battery-powered vehicle operated solely by electricity that can be recharged from an external source; or (ii) a plug-in hybrid electric vehicle that operates on electricity and another fuel and has a battery that can be recharged from an external source.

EV Charging Station

EV Charging Station means any facility, infrastructure, or equipment comprised of one or more EVSE units that are used to charge a battery or other energy storage device of an Electric Vehicle.

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Electric Vehicle Supply Equipment (EVSE)

Electric Vehicle Supply Equipment (EVSE) means the device or equipment that connects to an Electric Vehicle and controls the delivery of energy to charge the battery of the vehicle.

Multifamily Facility

Multifamily Facility means one or more buildings used for Residential purposes with two or more Residential units located on the Premises.

Non-Preferred Charging Period (NPCP)

Non-Preferred Charging Period (NPCP) means the hours from 11 A.M. until 7 P.M. Central Prevailing Time (CPT), including all holidays and weekends, for Customers on Rate DS-1 or DS-2.

Non-Corridor DC Fast Charging Facility

Non-Corridor DC Fast Charging Facility means a facility that is used solely to provide publicly accessible electric vehicle fast DC charging and is not eligible for the Corridor Charging Program.

Peak Non-Preferred Charging Period Usage

Peak Non-Preferred Charging Period Usage means the Customer's highest hourly energy consumption measured in kilowatt-hours (kWh) during NPCP hours during the Billing Period, for Customers on Rate DS-1 or DS-2.

Preferred Charging Period (PCP)

Preferred Charging Period (PCP) means the hours from 11 P.M. until 7 A.M. Central Prevailing Time (CPT), including all holidays and weekends, for Customers on Rate DS-1 or DS-2.

Transit Facility

Transit Facility means a facility used predominately for electric vehicle charging that provides electric transportation services to the general public.

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OPTIONAL PROGRAMS

DS-1 CHARGING PROGRAM

AVAILABILITY

Service under this Program is available at Customer's request to any Residential Customer served under Rate DS-1 who charges an EV at their premises and meets the criteria as outlined in the Qualifying Electric Vehicle Facility Specifications Information Sheet, as applicable at the time of application for service under the Rider.

MONTHLY CHARGES

Standard Charges:

Customers receiving service under this Rider will continue to be charged all monthly charges applicable under Rate DS-1 – Residential Delivery Service.

Electric Vehicle Bill Credit:

Customers who elect to take service under this Program will receive a monthly bill credit of \$4.00 per month for the first 12 consecutive monthly Billing Periods the Customer remains on this Rider.

PCP Delivery Credit:

A PCP Delivery Credit will be applied to Customers bill for each kWh delivered to the Customer during PCP hours during each Billing Period as follows:

2.000¢ per kWh during Summer Period
1.000¢ per kWh during Non-Summer Period

Peak Hourly Delivery Charge:

A Peak Hourly Delivery Charge of \$0.65 per kilowatt-hour shall be charged each month based on the Customers Peak Non-Preferred Charging Period Usage during the Billing Period.

TERMS AND CONDITIONS

Customer must comply with the Qualifying Electric Vehicle Facilities Specifications, as applicable.

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DS-2 CHARGING PROGRAM

AVAILABILITY

Service under this Program is available at Customer's request for any Non-Residential Customer who is served under Rate DS-2 Standard Charges, and is a Multifamily Facility, Education Facility, or Transit Facility and meets the criteria as outlined in the Qualifying Electric Vehicle Facility Specifications Information Sheet, as applicable at the time of application for service under the Rider. This Program is limited to 600 Multifamily Facility, of which no more than 300 can be located outside of low-income or moderate-income areas, 150 Education Facility, and 15 Transit Facility Customers.

MONTHLY CHARGES

Standard Charges:

Customers receiving service under this Program will continue to be charged all monthly charges applicable under Rate DS-2 – Small General Delivery Service as well as any additional charges associated with EV Charging Station installation, as applicable.

Electric Vehicle Bill Credit:

Customers who elect to take service under this Program will receive a monthly bill credit of \$15.00 per month for the first 12 consecutive monthly Billing Periods the Customer remains on this Rider.

PCP Delivery Credit:

A PCP Delivery Credit will be applied to Customers bill for each kWh delivered to the Customer during PCP hours during each Billing Period as follows:

2.300¢ per kWh during Summer Period
1.200¢ per kWh during Non-Summer Period

Peak Hourly Delivery Charge:

A Peak Hourly Delivery Charge of \$0.46 per kilowatt-hour shall be charged each month based on the Customer's Peak Non-Preferred Charging Period Usage during the Billing Period.

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TERMS AND CONDITIONS

Service under this Program is only available to Customers that install a new separately metered EV Charging Station, renovate an existing EV Charging Station, or add EVSE to an existing service point, in all cases where non-EVSE connected kW load will be equivalent to 10% or less of the total connected kW load.

A Customer must take service under this Program for a minimum of 12 consecutive Billing Periods. Thereafter, Customer will remain on this Program until Customer requests to be removed from the Program or Customer no longer qualifies for service under Program.

DS-3 & DS-4 CHARGING PROGRAM

AVAILABILITY

Service under this Program is available at Customer's request for any Non-Residential Customer who is served under Rate DS-3 or Rate DS-4, and is an Education Facility, Transit Facility, Corridor Charging Facility, or Non-Corridor DC Fast Charging Facility and meets the criteria as outlined in the Qualifying Electric Vehicle Facility Specifications information sheet, as applicable at the time of application for service under the Rider. The DS-3 & DS-4 Charging Programs are limited to 30 Corridor Charging Facility, 25 Education Facility, and 10 Transit Facility Customers.

MONTHLY CHARGES

Standard Charges:

Customers receiving service under this Program will continue to be charged all monthly charges applicable under Rate DS-3 - General Delivery Service or DS-4 – Large General Delivery Service as well as any additional charges associated with EV Charging Station installations, as applicable, except as described in the Distribution Delivery Charge Determination subsection below.

Distribution Delivery Charge Determination:

A Customer that has installed or installs a new EV Charging Station shall be billed a Distribution Delivery Charge based only on the maximum Demand in kW occurring during the On-Peak period of the Billing Period, as applicable. Maximum Demand during Off-Peak periods will not be billed.

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Corridor Charging Facility & Non-Corridor DC Fast Charging Facility Rate Limiter Credit:

The Corridor Charging Facility Rate Limiter Credit will be calculated each billing period by adding the individual Customer's monthly Distribution Delivery Charge revenues and dividing the sum by the Customer's total kWh for that billing period. If the actual \$/kWh charge is greater than the calculated \$/kWh charge from the following equation, a credit equal to the actual \$/kWh charge less the calculated \$/kWh charge multiplied by the kWhs in the billing period will be applied to the Customer's monthly bill. This credit will be applied automatically.

$$\text{Rate Limiter}(\$/\text{kWh}) = \frac{\text{Current Distribution Delivery Demand Charge } \$/\text{kW}}{\text{yearly effective load factor} * 730}$$

Where yearly effective load factor is in the following table:

Year	Yearly Effective Load Factor
2022	30%
2023	28%
2024	26%
2025	24%
2026	22%
2027	20%
2028	18%
2029	16%
2030	14%
2031	12%
2032	10%

The 30% load factor will be in effect from the time that the Rider is approved until the end of calendar year 2022. Beginning with the January Billing Period 2023, the rate limiter will be recalculated according to the formula. The Rate Limiter Credit will no longer be available after the December 2032 Billing Period.

The Corridor Charging Facility and Non-Corridor Charging Facility Rate Limiter Credit is only applicable to qualifying Corridor Charging Facilities and qualifying Non-Corridor Charging Facilities.

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TERMS AND CONDITIONS

To be eligible for this Rider, a new Corridor Charging Facility must be located within general corridor charging areas identified by the Company, and non-EVSE connected kW load will be equivalent to 10% or less of the total connected kW load as determined by the Company. Any existing Corridor Charging Facility as of the initial effective date of this tariff sheet with non-EVSE load equivalent to 10% or less of the total connected kW load is eligible for the Rate Limiter provision of the Rider, but is ineligible for the SUPPLEMENTAL LINE EXTENSION PROVISIONS.

To be eligible for this Rider, a new or existing Non-Corridor DC Fast Charging Facility as of the initial effective date of this tariff sheet must have non-EVSE connected kW load of 10% or less of the total connected kW load as determined by the Company. A Non-Corridor DC Fast Charging Facility is ineligible for the SUPPLEMENTAL LINE EXTENSION PROVISIONS.

For Education and Transit Facilities, only new service points are eligible for the SUPPLEMENTAL LINE EXTENSION PROVISIONS.

SUPPLEMENTAL LINE EXTENSION PROVISIONS

Any stand-alone service point for a Non-Residential Customer that is primarily intended to provide power and energy to EVSE (non-EVSE will be equivalent to 10% or less of the connected kW load) will be eligible for supplemental line extension and service extension allowances. The supplemental allowance, if applicable, will be the greater of \$300/kW of connected EVSE in kW or the otherwise applicable combined line extension and service extension provisions available to new Customers. Multifamily Facilities located in identified low or moderate income areas will receive an additional \$200/ kW supplemental allowance, for a total of \$500/ kW of connected EVSE in kW. Revenue test provisions are not applicable to Customers who receive the Supplemental Line Extension Provisions.

If the Customer chooses the supplemental allowance option, and the cost of the Line Extension exceeds the supplemental allowance, Customer will pay, in advance of construction, to the Company an amount equal to the difference between the actual cost and the supplemental allowance.

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TERMS OF PAYMENT

Customer bills for service under this Rider shall be rendered by Company and payments due in accordance with the Payment of Bills and Late Payments provision of the Customer Terms and Conditions.

GENERAL TERMS AND CONDITIONS

The Company will implement the provisions of this tariff as soon as practical upon approval of this tariff.

The Customer agrees to hold Company harmless for any consequences arising from the provisions of this Rider.

Service hereunder is subject to the Customer Terms and Conditions, Standards and Qualifications for Electric Service, Tax Additions, and Supplemental Customer Charge Tariffs of this Schedule, as well as any other applicable Rates, Riders, taxes, adjustments, fees or charges that may be approved by the ICC from time to time and are in effect.

Eligibility for service under the Company's Rider NM – Net Metering tariff shall not be affected by a Customer receiving service under this Rider. Receipt of service under this Rider shall not affect the netting methodology that would otherwise be applied to participating Customers under the terms of the Company's Rider NM – Net Metering tariff. Charges contained herein shall not be incorporated into the calculation of charges and credits received through the Company's Rider NM – Net Metering tariff.

The billing parameters of each charge and credit of this tariff shall be presented as separate line items on Customer Bills.

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ANNUAL REPORT

The Company shall submit a report to the ICC no later than April 1 each year, beginning in 2022, that provides a summary of the implementation, operation, and administration of the provisions of this Rider during the previous calendar year. The report shall include information concerning (a) the number of and type of Customers served hereunder, (b) the total delivered energy of customers served hereunder by type, broken down by PCP, NPCP, morning period from 7 AM to 11 AM, and evening period from 7 PM to 11 PM, (c) the estimated number of electric vehicles supported by the program by type, (d) the total supplemental line extension credit provided to Customers served hereunder, (e) customer education expenses summarized by tactic and in total, (f) copies of customer education marketing collateral, and (g) findings from Ameren Illinois' evaluation/benchmarking of its customer education and outreach efforts. The April 1, 2025 report will also include findings from an independent evaluation of the overall program including an analysis that demonstrates whether Ameren Illinois' projections that incremental revenue will offset estimated costs is accurate, and if not, what the difference between cost and revenue is at the time of the evaluation, using actual numbers. The evaluation plan for the independent evaluation will be informed by input from Ameren Illinois, Staff, and interested parties.

CUSTOMER EDUCATION

As the adoption of EVs continues to increase, Customers will need to be educated on the establishment of the abovementioned new programs, charging practices, and the related terms and conditions. Ameren Illinois will inform its Customers of its optional EV charging programs and the benefits of electric transportation through consumer education efforts. Those efforts shall be designed to be "legitimate consumer education efforts" and not "promotional practices."

INFORMATIONAL FILING

The Qualifying Electric Vehicle Facility Specifications associated with service under this Rider shall be filed with the ICC for informational purposes in the form of an Informational Sheet. The specifications shall be updated on an "as required" basis and filed no later than the 20th of the month prior to the month they shall be effective. An Informational Sheet filing submitted after that date, but prior to the effective date of the filing, will be accepted only if it corrects an error or errors from a timely filed Informational Sheet for the same effective date. Any other Informational Sheet submitted after that date shall be accepted only if submitted as a Special Permission request under the provision of Section 9- 201(a) of the Act.