

APPLYING TO MISSOURI SERVICE AREA

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.

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DATE EFFECTIVE October 27, 2019

ISSUED BY Michael Moehn
NAME OF OFFICER

President
TITLE

St. Louis, Missouri
ADDRESS

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 terminate on December 31, 2024. 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, 2024.

*Indicates Change.

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ISSUED BY Mark C. Birk
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Chairman & President
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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.

M.O.P.S.C. SCHEDULE NO. 6

Original

SHEET NO. 164.3

CANCELLING M.O.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.

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ISSUED BY Michael Moehn
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President
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