
RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM

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 consistent with the Order in Docket No. 20-0710 and transportation electrification programs included within the Beneficial Electrification Plans filed pursuant to Section 45 of the Electric Vehicle Act (Act) amended by Public Act (PA) 102-0662, as approved by the Illinois Commerce Commission. 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 publicly accessible electric vehicle fast DC charging along major travel routes as determined by the Company.

Customer-Owned Make-Ready Infrastructure

Customer-Owned Make-Ready Infrastructure means the electrical and construction work necessary between the distribution circuit to the connection point of the EVSE owned and/or maintained by the Customer.

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.

Date of Filing, June 14, 2023

Date Effective, June 15, 2023

Filed Pursuant to ICC Order

Issued by L.P. Singh, Chairman & President

in Docket No. 22-0431/22-0443

10 Richard Mark Way, Collinsville, IL 62234

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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.

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.

* **Environmental Justice Community (EJ)**
Environmental Justice Community (EJ) means an area defined and identified by the Illinois Power Agency pursuant to the Illinois Power Agency Act, through the Illinois Solar For All Program.

* **Equity Investment Eligible Community**
Equity Investment Eligible Community means a community that is specifically either an EJ or R3 as defined in this Rider.

Equity Investment Eligible Customer

Equity Investment Eligible Customer means persons whose primary residence is in an Equity Investment Eligible Community, who are graduates of or currently enrolled in the foster care system (to the extent verifiable data is available), or who were formerly incarcerated (to the extent verifiable data is available).

Fleet Facility

Fleet Facility means a facility that is used to provide charging for the vehicles, which the Customer owns or leases and subsequently operates or leases for the purpose of on road transportation.

Low-Income Community

These areas will be identified using U.S. Department of Housing and Urban Development's (HUD) Low to Moderate Income Population by Tract information that identifies U.S. Census Tracts in which 51% or more of the households earn less than 80 percent of the Area Median Income (AMI). These areas will be identified using the data and maps available on the HUD website.

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Low-Income Customer

Low-Income Customer means a person who lives in a Low-Income Community as defined in this Tariff, or is a person who is one of the following:

- a member of a household at or below 80% of the latest median household income as reported by the United States Census Bureau for the most applicable community or county;
- a member of a household at or below 150% of the federal poverty level;
- a person who is eligible for the Illinois Low Income Home Energy Assistance Program (LIHEAP) as defined in the Energy Assistance Act;
- a person who is eligible to participate in the Percentage of Income Payment Plan (PIPP or PIP Plan) as defined in the Energy Assistance Act; or
- a person who is eligible to receive Lifeline service as defined in the Universal Service Telephone Service Protection Law of 1985.

Multi-Family Facility

Multi-Family 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.

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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. The Non-Corridor DC Fast Charging Facility provisions will no longer be applicable once the Public Charging Facility provisions become effective on or before the January 2024 Billing Period.

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.

RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM

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

- * **R3 Communities**
R3 Communities (R3) means those Restore, Reinvest, and Renew areas established pursuant to Section 10-40 of the Cannabis Regulation and Tax Act.

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

RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM

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 Customer's 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.

RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM

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 Multi-Family Facility, Education Facility, Fleet Facility, Transit Facility, or Public 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. Fleet Facilities and Public Charging Facilities as defined in this Rider will become eligible for the program beginning on or before the January 2024 Billing Period.

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.

RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM

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, Fleet Facility, Non-Corridor DC Fast Charging Facility, or Public 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. Fleet Facilities and Public Charging Facilities will become eligible for this program beginning on or before the January 2024 Billing Period and Non-Corridor DC Fast Charging Facilities will become ineligible at that time.

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.

RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM

*** Corridor Charging Facility, Non-Corridor DC Fast Charging Facility, and Public Charging Facility Rate Limiter Credit:**

The Corridor Charging Facility, Non-Corridor DC Fast Charging Facility, and Public 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.

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

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, Non-Corridor DC Fast Charging Facility, and Public Charging Facility Rate Limiter Credit is only applicable to qualifying Corridor Charging Facilities, Non-Corridor Charging Facilities, and Public Charging Facilities. The provisions of this section related to Public Charging Facilities will become effective on or before the January 2024 Billing Period, and will no longer apply to Non-Corridor DC Fast Charging Facilities at that time.

Date of Filing, June 14, 2023

Date Effective, June 15, 2023

Filed Pursuant to ICC Order
 in Docket No. 22-0431/22-0443

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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

- * Until changes to the Supplemental Line Extension Provisions can be implemented on or before January 1, 2024, the Supplemental Line Extension Provisions will apply as follows:
- * For a Non-Residential Customer, any stand-alone service point that is on Rider EVCP, other than a Non-Corridor DC Fast Charging Facility, 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. Multi-Family 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.

RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM

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.

On or before January 1, 2024, the Company will implement changes to the Supplemental Line Extension Provisions, which will apply as described below:

- * For a Non-Residential Customer, any stand-alone service point that is on Rider EVCP, other than a Non-Corridor DC Fast Charging Facility, 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. Any Education Facility, Fleet Facility, Transit Facility, Public Charging Facility, Corridor Charging Facility, or Multi-Family Facility located in or charging electric vehicles that serve identified Equity Investment Eligible and/or Low-Income Communities 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 combined cost of the Line Extension and Service 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.

If the Customer chooses the supplemental allowance option, and the combined cost of the Line Extension and Service Extension is less than the supplemental allowance, the Customer will be eligible for any remaining amount to be applied to Customer-Owned Make-Ready Infrastructure costs as a rebate as outlined below.

RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM

REBATE PROVISIONS

The Company will begin offering the rebates described below on or before the August 2024 Billing Period.

- * Any Residential Customer taking service under this Rider that is an Equity Investment Eligible and/or Low-Income Customer or located in an Equity Investment Eligible and/or Low-Income Community and meets the criteria as outlined in the Qualifying Electric Vehicle Facility Specifications Information Sheet will be eligible for an EV charging equipment and wiring rebate for the cost to install Level II charging equipment and wiring at the Customer's Premises.

Any Education Facility or Transit Facility taking service under this Rider that is located in or charges electric vehicles that serves an Equity Investment Eligible and/or Low-Income Community and meets the criteria as outlined in the Qualifying Electric Vehicle Facility Specifications Information Sheet will be eligible for an EVSE and wiring rebate for the cost to install Level II or Level III charging equipment and wiring at the Customer's Premises, up to a maximum of \$5,000 per Level II and \$25,000 for Level III or direct current fast charger (DCFC) EVSE.

If an Education Facility or Transit Facility taking service under this Rider qualifies for a Supplemental Line Extension allowance, the amount of the supplemental allowance remaining after the cost of the line and service extensions are covered will also be applied to the Customer-Owned Make-Ready Infrastructure cost not covered by any applicable charging equipment and wiring rebate above as an additional rebate up to the Customer's cost of installation.

If a Multi-Family Facility, Corridor Facility, Public Charging Facility, or Fleet Facility taking service under this Rider qualifies for a Supplemental Line Extension allowance, the amount of the supplemental allowance remaining after the cost of the line and service extensions are covered will be applied to the Customer-Owned Make-Ready Infrastructure cost as a rebate up to the Customer's cost of installation.

- * Any Education Facility taking service under this Rider that is located in or charges electric vehicles that serves an Equity Investment Eligible and/or Low-Income Community, operates an electric vehicle for a drivers' education program, and meets the criteria as outlined in the Qualifying Electric Vehicle Facility Specifications Information Sheet will be eligible for an electric vehicle rebate of \$5,000 for the purchase of a new or used electric vehicle.

Date of Filing, June 14, 2023

Date Effective, June 15, 2023

Filed Pursuant to ICC Order
in Docket No. 22-0431/22-0443

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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.

Date of Filing, May 31, 2023

Date Effective, June 1, 2023

Filed Pursuant to ICC Order
in Docket No. 22-0431/22-0443

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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.

Date of Filing, May 31, 2023

Date Effective, June 1, 2023

Filed Pursuant to ICC Order
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