

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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NAME OF OFFICERPresident
TITLESt. Louis, Missouri
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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.

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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.

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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
NAME OF OFFICER

President
TITLE

St. Louis, Missouri
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UNION ELECTRIC COMPANY ELECTRIC SERVICE

MO.P.S.C. SCHEDULE NO. 6 Original SHEET NO. 164.4

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

APPLYING TO MISSOURI SERVICE AREA

CHARGE AHEAD - BUSINESS SOLUTIONS

PURPOSE

The Charge-Ahead - Business Solutions program (the Program) encourages business customers to adopt efficient electrification measures that provide economic, health, and performance benefits to them, environmental benefits to all, and increased overall customer affordability through positive benefit/cost ratios.

AVAILABILITY

The Program is available to all customers qualifying for service under Service Classifications Small General Service Rate 2(M), Large General Service Rate 3(M), Small Primary Service Rate 4(M), Large Primary Service Rate 11(M), or Large Transmission Service Rate 12(M) except for those customers currently taking service under or applying for discounted rates pursuant to Rider EDI or any other economic development program conducted by the Company. Customers may receive only one incentive per Measure.

TERM

This Program shall be in effect from May 30, 2021, through the earlier of May 30, 2024, or the time when the budget has been exhausted. Consult AmerenMissouri.com to determine the status of the Program.

BUDGET

Total Company-supplied budget for the Program shall not exceed \$1.9 million, with at least \$1.52 million available for incentives under the Program and the remainder of Program funding being available for administrative and educational activities.

PROGRAM PROVISIONS

The Company may hire a Program Administrator to implement this program. The Program Administrator (or Company, in the absence of a Program Administrator) will provide the necessary services to effectively implement the Program and to strive to attain the participation targets. The Program incorporates various program partners, measures, incentive mechanisms and program delivery strategies. The Company and the Program Administrator will follow a multi-faceted approach to marketing the targeted electric technologies with an emphasis on customer benefits, bill impacts including customer's current rate and new rate (if applicable) and any available optional Time of Day rate, efficient grid utilization, safety, and emissions reductions.

Program incentives for eligible measures will be provided to qualifying customers that provide completed Charge Ahead - Business Solutions Incentive Applications as indicated below, subject to the Program budget:

1. Customers may apply for an incentive for eligible measures purchased or leased or installed during the Program's term;
2. Customers must apply, in advance, and secure pre-approval prior to purchase or lease of equipment;
3. Equipment must be electric-powered or utilize a battery that is charged by electricity;
4. Equipment must be replacing a gasoline or diesel unit or be a new addition or expansion to an existing fleet (electric equipment replacing existing electric equipment does not qualify for this program) and;
5. After purchase or lease, customer must provide completion paperwork including model and serial numbers of the installed equipment, equipment invoices or receipts or lease agreements, and a photo of the equipment in place.

DATE OF ISSUE April 30, 2021 DATE EFFECTIVE May 30, 2021

ISSUED BY Martin J. Lyons Chairman & President St. Louis, Missouri
NAME OF OFFICER TITLE ADDRESS

UNION ELECTRIC COMPANY ELECTRIC SERVICE

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APPLYING TO MISSOURI SERVICE AREA

CHARGE AHEAD - BUSINESS SOLUTIONS (Cont'd)

PROGRAM PROVISIONS (Cont'd)

Within thirty (30) calendar days after the Customer submits documentation required by the Company to demonstrate compliance with the foregoing conditions, the Program Administrator or Company will confirm the equipment meets the Eligibility Requirements.

The Program will conduct Customer and Measure eligibility verification for 100 percent of applications during the pre-approval process. The Program will conduct on-site post-installation equipment verification inspections for at least 25 percent of each measure type to ensure the Measures are installed and operating as intended.

The installed equipment must match the equipment listed on the application and the equipment specification sheets provided with the initial application or, to the satisfaction of the Program Administrator or Company, the installed equipment is sufficiently similar to the equipment listed on the application.

To the extent that a Program participant requires the Company to make infrastructure upgrades on its system in order to serve the increase in load that results from Measures incented under the Program, any Extension Allowance calculated under the provisions of the Company's Distribution System Extensions tariff Sheet 111 will be reduced by the total amount of Program incentives that the customer has received.

Preference for participation will be given to customers who agree to incorporate any equipment that allows monitoring of equipment usage. After that, preference will be given to customers who: 1) opt to use Time of Day ("TOD") rates, 2) require less in the way of infrastructure buildout in order to utilize the incentivized equipment, and/or 3) are located in economically challenged areas.

ELIGIBLE MEASURES AND INCENTIVES

Measures currently eligible for the Program are included in the following table:

<u>Measure</u>	<u>Description</u>	<u>Incentive</u>	<u>Maximum</u>
Lift Trucks	A vehicle with two power-operated prongs at the front that can be slid under heavy loads and then raised for moving and stacking materials in warehouses, shipping depots, distribution centers, etc. Incentives are only available for Class 1 Lift Trucks having capacity of greater than >6,000 pounds only and which are not replacing existing equipment that utilizes propane as its fuel source.	\$2,500 if purchased \$1,250 if leased	20 total incentives (1)
Electric-standby Truck Refrigeration Unit Electrical Port (E/S-TRUs)	An electrical port powered by the electric grid for the purpose of powering a tractor trailer or box truck refrigeration system until and/or while perishable items are unloaded/loaded.	\$1,600	45 total incentives (1)

(1)Affiliated entities maximum incentive, in aggregate, cannot exceed the amounts indicated where affiliate means, with respect to any entity, each entity that directly or indirectly controls, is controlled by, or is under common control with, such designated entity, with control meaning the possession, directly or indirectly, of the power to direct management and policies, whether through ownership of voting securities (if applicable) or by contract or otherwise.

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ISSUED BY Martin J. Lyons Chairman & President St. Louis, Missouri
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UNION ELECTRIC COMPANY

ELECTRIC SERVICE

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

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APPLYING TO MISSOURI SERVICE AREA

CHARGE AHEAD - BUSINESS SOLUTIONS (Cont'd)

VARIANCES

This Program reflects a variance from Rule 20 CSR 4240-14.020(1)(D), (E) and (F) granted by the Commission in File No. ET-2021-0020.

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ISSUED BY Martin J. Lyons
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