

**AMEREN ILLINOIS COMPANY**  
**BENEFICIAL ELECTRIFICATION PLAN**

**June 30, 2022**

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## I. EXECUTIVE SUMMARY

Pursuant to the provisions of 20 ILCS 627 (the Electric Vehicle Act or the Act), Ameren Illinois Company d/b/a Ameren Illinois (Ameren Illinois, AIC, or the Company) along with Commonwealth Edison Company (Commonwealth Edison or ComEd) are each required to file a Beneficial Electrification Plan (BE Plan) with the Illinois Commerce Commission (Commission or ICC) on or before July 1, 2022.

20 ILCS 627/45 ("Section 45")(b)(1)-(15) of the Act requires that the BE Plan discuss programs to support electric vehicle (EV) adoption in Illinois – which include, but are not limited to:

- Time of use rates
- Optimized charging (off-peak)
- Charging infrastructure improvement for electric transit, school buses, government, and private fleets
- Public charging additions in rural, densely populated, and highway locations
- Increased access to EV transportation and charging in equity investment eligible and/or low-income communities
- Emission reduction, particularly in equity investment eligible and/or low-income communities with high medium/heavy duty vehicle traffic
- Increased emphasis on customer education and outreach related to electrification

Section 45(d) also requires that the BE Plan be cost-beneficial and not detrimental to non-EV owners, particularly equity investment eligible and/or low-income customers. It must take into consideration recommendations from the ICC Workshop Report (distributed on March 30, 2022), which stemmed from the results of ten publicly attended meetings hosted by the ICC between November 2021 and February 2022.

The BE Plan was developed with the recognition that previously approved and recently enacted tariffs and programs (including AIC's Electric Vehicle Charging Program - Rider EVCP) largely meet or exceed the legislative requirements. In addition, the BE Plan also addresses the other numerous objectives that the legislation asks the ICC and the utilities to consider.

However, beyond leveraging existing tariffs and programs, the BE Plan includes multiple tariff and program modifications while creating numerous new programs, all focused on further compliance with the Act. The Company, in response to the ideas brought forward during the ICC workshops, has also considered, and included aspects of those ideas that are prudent and in the best interest of residents and communities of central and southern Illinois.

The BE Plan directly addresses all issues mandated in the Act with particular emphasis on equity investment eligible and/or low-income individuals/communities and EV customer awareness. Per the models developed by Applied Energy Group (AEG) – widely recognized for their subject matter expertise – the BE Plan is deemed to be cost beneficial through 2024 for AIC customers and the rate impact is projected over time to be beneficial as well.

Subject to the timing of ICC BE Plan approval (including tariff modifications, a new Rider, and related programs), implementation of some programs will begin by 1/1/23 with full implementation estimated at approximately 15 months after ICC approval of this BE Plan and associated tariffs. With a BE Plan update due to be filed on 7/1/24, it is anticipated that the BE Plan may be expanded or otherwise amended as electrification grows and evolves.

A detailed description of the BE Plan along with highlights of each component and relevance to compliance with the Act follows. Appendices with full detail related to existing tariffs and proposed programs are attached along with Appendix #9 which cross references the BE Plan to the considerations / requirements of the Act.

## II. INTRODUCTION

PA 102-0662 was enacted on September 15, 2021. It includes Article 5, Energy Transition (aka the Energy Transition Act) which enhances Illinois' goal of transitioning the State to 100% clean energy. Among multiple objectives, the Energy Transition Act recognizes and attempts to accelerate growth in clean energy production and consumption (electric vehicles in particular) across the state. It also stresses equitable access to clean energy and related jobs in equity investment eligible and/or low-income communities, grid reliability, a transition from coal to solar generation, and energy storage. The Act requires that the two largest electric utilities in the State (Commonwealth Edison and Ameren Illinois) each provide a "Beneficial Electrification Plan" to serve as a roadmap in meeting the objectives of the Act.

As defined by statute, "beneficial electrification programs" means programs that lower carbon dioxide emissions, replace fossil fuel use, create cost savings, improve electric grid operations, reduce increases to peak demand, improve electric usage load shape, and align electric usage with times of renewable generation. The definition goes on to indicate that beneficial electrification programs include a portfolio of various rates, incentives, and programs designed to encourage electric vehicle utilization and EV infrastructure development, and to reach various, targeted population segments, such as, but not limited to, equity investment eligible and/or low-income individuals and communities, medium/heavy-duty vehicle operators, and public charging station developers.

Within this BE Plan, Ameren Illinois must specifically address, at a minimum, the following ten requirements that are set forth in the Act.<sup>1</sup>

1. Make-ready investments to facilitate the rapid deployment of charging equipment throughout the State, facilitate the electrification of public transit and other vehicle fleets in the light-duty, medium-duty, and heavy-duty sectors, and align with Agency-issued rebates for charging equipment;
2. The development and implementation of beneficial electrification programs, including time-of-use rates and their benefit for electric vehicle users and for all customers, optimized charging programs to achieve savings identified, and new contracts and compensation for services in those programs, through signals that allow electric vehicle charging to respond to local system conditions, manage critical peak periods, serve as a demand response or peak resource, and maximize renewable energy use and integration into the grid;
3. Optional commercial tariffs utilizing alternatives to traditional demand-based rate structures to facilitate charging for light-duty, heavy-duty, and fleet electric vehicles;
4. Financial and other challenges to electric vehicle usage in low-income communities, and strategies for overcoming those challenges, particularly in communities and for people for whom car ownership is not an option;

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<sup>1</sup> 20 ILCS 627/45(d)(i)-(x)

5. Methods of minimizing ratepayer impacts and exempting or minimizing, to the extent possible, low-income ratepayers from the costs associated with facilitating the expansion of electric vehicle charging;
6. Plans to increase access to Level 3 Public Electric Vehicle Charging Infrastructure to serve vehicles that need quicker charging times and vehicles of persons who have no other access to charging infrastructure, regardless of whether those projects participate in optimized charging programs;
7. Whether to establish charging standards for type of plugs eligible for investment or incentive programs, and if so, what standards;
8. Opportunities for coordination and cohesion with electric vehicle and electric vehicle charging equipment incentives established by any agency, department, board, or commission of the State, any other unit of government in the State, any national programs, or any unit of the federal government;
9. Ideas for the development of online tools, applications, and data sharing that provide essential information to those charging electric vehicles, and enable an automated charging response to price signals, emission signals, real-time renewable generation production, and other Commission-approved or customer-desired indicators of beneficial charging times; and
10. Customer education, outreach, and incentive programs that increase awareness of the programs and the benefits of transportation electrification, including direct outreach to eligible communities.

Ameren Illinois supports sustainable growth in clean energy and electrification and agrees broadly with the objectives of the legislation. Three existing electric tariffs along with an expansive EV education effort address most, if not all, of the issues that the BE Plan is required to consider. Two of these existing tariffs support EV expansion but are also available to non-EV owners and non-EV charging service points. They include:

- **Rider PSP** – Power Smart Pricing (Effective 11/23/12). Provides time-of-use (hourly) rates, encourages off-peak charging.
- **Rider RTP** – Real Time Pricing (Effective 4/12/13). Provides time of use (hourly) rates and encourages off-peak charging.

The third existing electric tariff (Rider EVCP) was recently approved and implemented and exclusively targets EV owners and charging infrastructure development.

- **Rider EVCP** – Electric Vehicle Charging Program (Effective 7/15/21, implemented October 2021). Encourages EV adoption and charging at times better for the grid with bill credits, preferred charging period delivery credits, demand charge rate limiter, and supplemental line extension allowances.

**(Participation in Riders RTP and EVCP are available singularly or in combination with each other. Rider PSP is available only in combination with Rider RTP.)**

- **EV Customer Education and Outreach** - Multiple AIC initiatives (including targeted customer communication, website development, informational video distribution, auto dealer partnering, and community/corporate events) providing customers tools to better understand EV and charging

benefits available incentives and rate programs (particularly those provided in Rider EVCP) that encourage charging at times better for the grid.

Building upon the existing tariffs/programs listed above which all speak to the requirements of the BE Plan, and taking into consideration the recommendations of the Illinois Commerce Commission's Workshop Report, Ameren Illinois proposes the following tariff/program modifications along with multiple new programs to further address the legislative objectives:

- **Rider EVCP:** Adding more robust incentives for EV adoption and charging during times better for the grid, proposed modifications include removing the participation limits for qualifying multifamily, education, and transit facilities, inclusion of additional supplemental line extension allowance credits in equity investment eligible and/or low-income areas, removing the participation limits of qualifying corridor charging facilities, and providing supplemental line extension credit for non-corridor charging facilities in equity investment eligible and/or low-income areas. New program offerings include private and local government fleet facilities, similar to the education and transit program offerings, with increased line extension allowances in equity investment eligible and/or low-income areas. Also introduced are charging equipment/installation rebates in equity investment eligible and/or low-income areas for residential, education, and transit customers. See Ameren Exhibits 3.1 and 3.2 for proposed Rider EVCP and Information Sheet modifications, respectively.
- **New EV Customer Education:** To drive Rider EVCP participation and develop resources and further customer awareness in their decision making, four new programs are proposed. 1) Fleet Electrification Assessment for education, transit, and private fleet facility customers, 2) Trade Ally program to provide all customers a vetted list of qualified electrification experts, 3) Community Engagement and Consultation to assist communities on their EV journey, and 4) Driver Education program to partner with high schools' EV education, along with EV and charging equipment costs in equity investment eligible and/or low-income areas.
- **Equity Investment Eligible and/or Low-Income Electrification Access:** With a goal of increasing EV adoption and ensuring the benefits of transportation electrification in equity investment eligible and/or low-income areas, the Rider EVCP modifications mentioned above are largely focused on this objective. In addition, three new programs are proposed: 1) Affordable Mobility Program – Participation in a pilot (being rolled out nationally) providing EV ride sharing and low-cost rental opportunities for multifamily inhabitants, 2) Community Engagement and Consultation – Program assisting communities to develop EV strategies best suited to their specific needs (including financial assistance to help execute those strategies in equity investment eligible and/or low-income communities), and, 3) Driver Education program featuring financial assistance for EVs and charging equipment in equity investment eligible and/or low-income communities.

The BE Plan was developed to support the adoption of electrification through time-of-use delivery rates, assistance with infrastructure costs, and focused education and outreach – all with particular emphasis on equity investment eligible and/or low-income communities. The BE Plan takes a complementary approach to Federal and State programs, focusing on incentives for electric use and infrastructure investments on the utility side of the meter (except in equity investment eligible and/or low-income areas where EV and charging rebates are proposed). AIC believes this approach is supported on page 34 of the ICC's March 30, 2022 BE Workshop Report, "...ICC Staff is not advocating for the Utilities to implement recommendations that are conflicting or duplicative. Rather, ICC Staff recommends the Utilities analyze the potential conflicting or duplicative recommendations and ultimately include in their BE Plans those that best support the goals of the EV Act without creating confusion in the marketplace."

### III. AMEREN ILLINOIS PROGRAMS / INITIATIVES

As previously mentioned, many of Ameren Illinois's existing tariffs and programs align with the requirements and intentions of the Act, including Rider EVCP which was implemented in October 2021. To further enhance the Company's electrification efforts and to better align the Company's existing tariffs and programs with the requirements of the Act, Ameren Illinois proposes multiple modifications to programs within the existing tariff and the addition of several new programs.

The following sections list (by customer type) existing tariffs/programs, proposed modifications, and new programs along with a description of how they combine to satisfy the objectives required in the BE Plan.

#### **RESIDENTIAL**

##### **Existing Tariffs/Program** (available to EV and non-EV owners)

**Rider RTP** – Real Time Pricing: Provides optional time of use/hourly priced electric rates. Encourages charging at times beneficial to the grid (off-peak). See Appendix #2.

**Rider PSP** – Power Smart Pricing: Provides optional time of use/hourly priced electric rates. Encourages charging at times beneficial to the grid (off-peak). See Appendix #3.

**EV Customer Education** – Provides residential customers with tools (through website updates, direct multi-media customer contacts, and targeted outreach) to better understand EV availability, charging options, economics to convert to electric transportation, and incentivized charging programs. See Appendix #1.

##### **Existing Tariff** (available to EV owners)

**Rider EVCP** – Electric Vehicle Charging Program: Encourages charging at times beneficial to the grid with Preferred Charging Period Delivery Credit. Also includes a monthly EV Bill Credit. See Appendix #1.

##### **Proposed Modifications**

**Rider EVCP Equity Investment Eligible and/or Low-Income Residential Charging Rebate Program** – Provides rebates to help cover the costs of Level 2 charging equipment/installation for EVCP subscribers in equity investment eligible and/or low-income areas.

##### **New Program**

###### **EV Customer Education**

**Trade Ally Program:** Provides residential customers with a vetted list of qualified electrification experts along with management of residential rebates. See Appendix #4.



## **MULTIFAMILY FACILITIES**

**Existing Tariff/Program** (available to EV charging service points and non-EV charging service points)

**Rider RTP** – Real Time Pricing: For DS-2 customers, provides optional time of use/hourly-priced electric rates. Encourages charging at times beneficial to the grid (off-peak).

**EV Customer Education** – Provides multifamily owners/operators with tools (through website updates, direct multi-media customer contacts, and targeted outreach) to better understand the EV landscape, charging options, and incentivized charging programs that might be used to attract residents.

**Existing Tariff** (available to EV charging service points)

**Rider EVCP** – Electric Vehicle Charging Program: Encourages charging at times beneficial to the grid with a Preferred Charging Period Delivery Credit, includes a monthly EV Bill Credit and supplemental line extension allowances (higher in equity investment eligible and/or low-income areas).

### **Proposed Modification**

**Rider EVCP** – Electric Vehicle Charging Program: Removes the limit of qualified multifamily facilities which may participate in the program.

### **New Programs**

**EV Customer Education** –

**Trade Ally Program:** Provides multifamily owners/operators a vetted list of qualified electrification experts.

**Affordable Mobility Program (AMP):** Leveraging DOE grant assistance, this nationwide pilot program provides EVs and charging equipment to affordable housing developments for ride sharing and low-cost rental to residents. AIC expects two affordable housing developments will be chosen in its service territory along with 4 EVs and 4 chargers. See Appendix #5.

## **EDUCATION FACILITIES**

**Existing Tariff/Program** (available to EV charging service points and non-EV charging service points)

**Rider RTP** – Real Time Pricing: For DS-2 customers, provides optional time of use/hourly-priced electric rates. Encourages charging at times beneficial to the grid (off-peak).

**EV Customer Education** – Utilizing AIC website along with social media, bill inserts, targeted outreach, etc., multiple programs are in place to keep education facilities abreast of evolving EV/charging landscapes and opportunities to benefit, e.g., VW school bus grants.

**Existing Tariff** (available to EV charging service points)

**Rider EVCP** – Electric Vehicle Charging Program: For DS-2 customers, encourages charging at times beneficial to the grid with a Preferred Charging Period Delivery Credit, includes a monthly EV Bill Credit and a supplemental line extension allowance. For DS-3/DS-4 education facilities, demand charges will not be billed during off-peak periods, and a supplemental line extension allowance is available.

**Proposed Modifications**

**Rider EVCP** – Removes the limit of qualified education facilities that may participate in the program, increases the supplemental line extension allowance for qualifying locations in equity investment eligible and/or low-income areas and introduces rebates for charging equipment/installation in equity investment eligible and/or low-income areas.

**New Programs**

**EV Customer Education**

**Fleet Assessment Program:** Annually provides an estimated 5 schools and/or school bus operators with an economic assessment of fleet conversion to electric. See Appendix #6.

**Trade Ally Program:** Provides education facilities and/or school bus operators a vetted list of qualified electrification experts along with management of school bus rebate.

**Driver Education Program:** Provides high schools educational material to promote EV awareness and, in equity investment eligible and/or low-income areas, financial assistance toward the acquisition of EVs and charging equipment. See Appendix #7.

**TRANSIT FACILITIES**

**Existing Tariff/Program** (available to EV charging service points and non-EV charging service points)

**Rider RTP** – Real Time Pricing: For DS-2 customers, provides optional time of use/hourly-priced electric rates. Encourages charging at times beneficial to the grid (off-peak).

**EV Customer Education** – Utilizing AIC website along with social media, bill inserts, targeted outreach, etc., multiple programs are in place to keep transit facilities abreast of evolving EV/charging landscape and opportunities to benefit.

**Existing Tariff** (available to EV charging service points)

**Rider EVCP** – Electric Vehicle Charging Program: For DS-2 customers, encourages charging at times beneficial to the grid with Preferred Charging Period Delivery Credit, includes a monthly EV Bill Credit and a supplemental line extension allowance. For DS-3/DS-4 customers, demand charges will not be billed during off-peak periods and a supplemental line extension allowance is available.

### **Proposed Modifications**

**Rider EVCP** – Removes the limit of qualified transit facilities that may participate in the program, increases the supplemental line extension allowance for qualifying locations in equity investment eligible and/or low-income areas and introduces rebates for charging equipment/installation in equity investment eligible and/or low-income areas.

### **New Programs**

#### **EV Customer Education**

**Fleet Assessment Program:** Annually provides an estimated 5 transit facilities with an economic assessment of fleet conversion to electric.

**Trade Ally Program:** Provides transit facilities a vetted list of qualified electrification experts along with management of transit rebates.

### **PRIVATE FLEET FACILITIES**

**Existing Tariff/Program** (available to EV charging service points and non-EV charging service points)

**Rider RTP** – Real Time Pricing: For DS-2 customers, provides optional time of use/hourly-priced electric rates. Encourages charging at times beneficial to the grid (off-peak).

**EV Customer Education** – Utilizing AIC website (with a section focused exclusively on businesses) along with social media, bill inserts, etc., multiple programs are in place to keep private fleet facilities abreast of evolving EV/charging landscape and opportunities to benefit.

**Proposed Modifications** (available to EV charging service points)

**Rider EVCP** – This new program allows DS-2 private fleet facilities to participate in Rider EVCP which encourages charging at times beneficial to the grid with a Preferred Charging Delivery Credit, a monthly EV Bill Credit and a supplemental line extension allowance (higher in equity investment eligible and/or low-income areas).

### **New Programs**

#### **EV Customer Education**

**Fleet Assessment Program:** Annually provides an estimated 10 private fleet facilities with an economic assessment of fleet conversion to electric.

**Trade Ally Program:** Provides private fleet facilities a vetted list of qualified electrification experts.

## **LOCAL GOVERNMENT FACILITIES**

**Existing Tariff/Program** (available to EV charging service points and non-EV charging service points)

**Rider RTP** – Real Time Pricing: For DS-2 customers, provides optional time of use/hourly-priced electric rates. Encourages charging at times beneficial to the grid (off-peak).

**EV Customer Education** – Utilizing AIC website along with social media, bill inserts, etc., multiple programs are in place to keep government representatives abreast of evolving EV/Charging landscape and opportunities to participate.

**Proposed Modifications** (available to EV charging service points)

**Rider EVCP** – This new program allows government facilities to participate in Rider EVCP. DS-2 facilities receive a Preferred Charging Period Delivery Credit, a monthly EV Bill Credit and a supplemental line extension allowance (higher in equity investment eligible and/or low-income areas). For DS-3/DS-4 government facilities, demand charges will not be billed during off-peak periods, and a supplemental line extension allowance is available (higher in equity investment eligible and/or low-income areas).

### **New Program**

#### **EV Customer Education**

**Community Engagement and Consultation:** As we seek to better understand our customers (particularly the equity investment eligible and/or low-income) and the barriers they face with respect to EV awareness, access, and adoption, this program will directly assist communities with their EV/charging development strategies and, in equity investment eligible and/or low-income communities, provide financial assistance toward executing those strategies. See Appendix #8.

## **CORRIDOR CHARGING FACILITIES**

### **Existing Tariff/Program**

**Rider EVCP** – Electric Vehicle Charging Program: Provides publicly available DC fast charging “corridor” locations with a supplemental line extension allowance and rate limiter credits. In addition, demand charges occurring during off-peak periods will not be billed.

### **Proposed Modification**

**Rider EVCP** – Removes the limit on how many locations can qualify.

## **NON-CORRIDOR CHARGING FACILITIES**

### **Existing Tariff/Program**

**Rider EVCP** – Electric Vehicle Charging Program: Provides publicly available DC fast charging “non-corridor” locations with rate limiter credits. In addition, demand charges occurring during off-peak periods will not be billed.

### **Proposed Modification**

**Rider EVCP** – Adds supplemental line extension allowance where excess capacity is available in equity investment eligible and/or low-income areas.

### **ADDITIONAL EQUITY INVESTMENT ELIGIBLE AND/OR LOW-INCOME PROGRAM**

**Community Engagement and Consultation** – As we seek to better understand our customers (particularly the underserved) and the barriers they face with respect to EV awareness, access, and adoption, this program will directly assist communities with their EV/charging development strategies and, in equity investment eligible and/or low-income communities, provide financial assistance toward executing those strategies.

## **IV. BE PLAN EMPHASIS**

### **EV EDUCATION & OUTREACH**

As electrification (particularly related to transportation) continues its growth trajectory, a major AIC focus is to ensure that our customers have access to the most current and accurate information. Our EV Education and Outreach programs kicked off in 2021 with objectives to build customer awareness, highlight the advantages of EVs, and better understand the barriers to EV adoption. All of these programs also included internal and external introductions to the numerous Rider EVCP customer benefits including incentives to charge at times beneficial to the grid.

We anticipate expanding these programs (described below) consistent not only with the requirements of the BE Plan but also extending beyond those requirements to meet the growing needs of our customers. In addition, the BE Plan calls for the development of new education and outreach programs to further customer awareness and to continue building their trust in AIC as a partner in their electrification journey, with additional focus on educating equity investment eligible and/or low-income communities and customers, along with driving participation in Rider EVCP and other customer focused rate programs.

### **Objectives and Description of Current EV Education and Outreach Programs**

As mentioned above, objectives of the current EV education and outreach programs include highlighting EV advantages, understanding barriers to adoption and building customer awareness of available AIC EV programs but also developing the expertise, necessary processes, and tools to effectively communicate with all customer segments, including internally.

The programs address residential and business customers, multifamily facilities, schools, transit agencies, and charging companies. Communications target all of the customers just mentioned along with community, municipal, other governmental entities, non-profits, contractors, auto dealers, and their trade associations.

Using a cross-functional approach, communication channels include email, direct mail (bill inserts), social media, targeted outreach, and roundtable forums with auto dealerships. Additionally, customer awareness has been solidified through virtual ride and drives, trade show participation, development of informative videos for internal and external consumption, and virtual events targeting community/corporate partners. An electrification team has been established to deal with customer questions and facilitate EV adoption with municipal and commercial leaders. Finally, the Ameren Illinois website has been retooled as a robust customer resource for all things EV.

The current EV education and outreach programs include:

**External Customer Education / Outreach**

<b><u>Program</u></b>	<b><u>Description</u></b>
<b>Targeted Customer Communications (Residential and Business)</b>	Materials developed for each target customer group with subject matter speaking directly to their interests. These materials are utilized by AIC key account representatives, community relations executives, and more generally at physical and virtual events to further customer awareness.
<b>Establishment of Web Based Resource for All Things EV</b>	Online tool for residents and businesses providing one stop EV introduction and decision-making assistance. Includes EV and charger comparisons, a savings calculator, available incentives, and electric rate programs. This tool will continue to be revised and updated as the EV evolution continues.
<b>Informational Video Development and Distribution</b>	Informational videos have been created to provide basic overviews of electrification topics. Videos completed to date include EV 101 (basic) and EV 201 (intermediate). These videos form the core content for interaction with community and corporate customers. They have received strong customer support and engagement to date.
<b>Dealer Partner Network Collaboration</b>	Auto dealers across the service territory have been invited to join our Dealer Partner Network. Benefits to dealers include co-branding opportunities, customer base expansion, EV materials for customer distribution and access to a dealer-only portal with EV specific market and technical information. Virtual demonstrations and roundtable discussions with dealer groups have been conducted and outreach will be expanded in 2023.
<b>Community and Corporate Events</b>	Direct customer engagement is vital to creating awareness among Ameren Illinois customers. Virtual and physical (though mostly virtual through 2022) customer events have been conducted to date introducing customers and communities to EVs and related topics. These events are upbeat but also informational and serve to reinforce AIC as a trusted resource in electrification.

**Internal Customer Education / Outreach**

<b><u>Program</u></b>	<b><u>Description</u></b>
<b>Current Employees</b>	A key corporate objective is to evolve into providing our customers with clean energy and a cleaner environment. EV expansion is a major component of that objective. We see our employees as ideal ambassadors to spread the word about EV benefits in their communities. AIC employees are armed with up-to-date information on EV and charging basics (EV 101 and EV 201), provided training on special customer rate programs, and are also offered EV test drives for first-hand experience. In addition, the Company provides rebates for employees that purchase EVs for their personal use.
<b>Training for Customer Service Representatives (CSRs) EV test drive</b>	CSR teams have completed intense training about EV adoption and special rate programs (particularly Rider EVCP) and are equipped with information and messaging points to provide customers basic information on various electrification benefits and AIC electrification programs. A FAQ resource has been created and continues to expand. CSR teams also direct customers to the AIC website for further detail or a designated EV expert if additional information is requested.

**Objectives and Description of Proposed EV Education and Outreach Programs**

Leveraging the momentum from the expansive and ongoing EV education and outreach specified above, objectives going forward include:

- Raising customer awareness about EV benefits, particularly related to AIC EV programs
- Continuing to build internal expertise toward mastering EV ambassador roles throughout the company,
- Providing tools to assist customers in their decision-making toward EV adoption and situational optimization,
- Assisting municipalities with electrification strategies that best fit their communities and assuring inclusion for the underserved.

The new proposed EV education and outreach programs include the following:

<b><u>Program</u></b>	<b><u>Description</u></b>
<b>Fleet Assessment</b>	This program will offer fleet assessments for private fleet, education, and transit customers. An analysis of the customers' existing internal combustion engine (ICE) vehicles and usage patterns will be compared with battery electric vehicle (BEV) replacements. A total cost of ownership (TCO) report along with fuel, maintenance and emissions specifics will be provided along with recommendations.
<b>Trade Ally</b>	The trade ally program, identified as the Electric Vehicle Partner (EVP) Network, will foster deep relationships between Ameren Illinois and organizations that can play key roles in our customers' journey to electrification. The EVP network will include individuals or organizations involved with charging station installation, maintenance, financing, etc. so that customers have access to reliable EV resources. The EVP network will be utilized to verify charging equipment installations along with administering customer rebates.
<b>Community Engagement and Consultation</b>	AIC community relations representatives have been in touch with many of our communities about their EV adoption plans. The findings provide timely insight into the current perspectives of our customers and communities – along with their expectations. They suggest that barriers to EV adoption may be community specific and that a one size fits all program may be suboptimal. To that end, a new Community Engagement and Consultation program is proposed. It would provide a generic guidebook containing key considerations as communities develop EV adoption strategies. More importantly, it would also include access (provided by AIC) to resources that can assist community leaders in establishing EV adoption measures that best fit the needs of each community. In addition, equity investment eligible and/or low-income communities may qualify for direct financial assistance toward carrying out their EV adoption plans.
<b>Driver Education</b>	Program providing high schools with EV educational materials suitable for curriculum use. In addition, high schools located in equity investment eligible and/or low-income communities may qualify for direct financial assistance toward purchases of EVs and charging equipment.



Ameren Illinois will continue to evaluate the effectiveness of its EV customer education and outreach efforts and revise messaging and tactics to optimize customer awareness. Key objectives include:

- Identification of existing EV owners (and future EV owners with the assistance of our Dealer Partner Network) along with targeted education and outreach related to promotion and participation in Rider EVCP and other EV friendly tariffs and programs, and
- Additional focus on equity investment eligible and/or low-income communities and customers concerning awareness and involvement in the EV economy (see below).

### **EV INCLUSION IN EQUITY INVESTMENT ELIGIBLE AND/OR LOW-INCOME COMMUNITIES**

The Act is not only focused on development of new, clean energy resources and Illinois customers' increased usage of those resources, it also takes into consideration how beneficial electrification plans impact equity investment eligible and low-income communities and customers. With this in mind, AIC's BE Plan recognizes the EV related challenges faced by these communities and customers, and the programs described below are an output of that recognition.

#### **Objective and Description of Current and Proposed EV Equity Investment Eligible and/or Low-Income Programs**

The main objective of these programs is to assist in bringing the benefits of electrification to all our communities with respect to EV benefits awareness, access to electric transportation and charging infrastructure, and reduction in pollution levels and associated health impacts in equity investment eligible and/or low-income areas.

Data presented multiple times in the ICC Workshop have highlighted the concentration of charging access in higher income zip codes with a relative charging desert in the lower income zip codes. Other facts focused on the environmental impact of medium/heavy duty gasoline and diesel vehicles in the major industrial areas which directly affects the health of residents (largely of equity investment eligible and/or low-income persons and/or communities).

The following AIC programs will assist with bringing the benefits of electrification to equity investment eligible and/or low-income communities and customers.

### **RESIDENTIAL**

#### **Proposed Tariff Modification**

**Rider EVCP Equity Investment Eligible and/or Low-Income Residential Charging Rebate Program** will provide rebates to lower the cost for Level 2 charging equipment/installation for EVCP subscribers in equity investment eligible and/or low-income areas.

## **MULTIFAMILY FACILITIES**

### **Existing Tariff**

**Rider EVCP** program is limited to 600 locations with no more than 300 located outside of low/moderate income areas. A line extension allowance is available for all qualifying locations but is higher in equity investment eligible and/or low-income areas.

### **Proposed Tariff Modification**

**Rider EVCP** removes the limits to the number of multifamily facilities that can qualify.

### **New Program**

**Affordable Mobility Program (AMP)** is a national pilot program providing free EVs and EV charging equipment to affordable housing locations for test drives and low-cost hourly rentals. Two of those locations are planned for the AIC service territory. Results from this pilot may lead to expansion of this concept regionally and / or nationally.

## **EDUCATION FACILITIES**

### **Proposed Tariff Modification**

**Rider EVCP** increases the line extension allowance in equity investment eligible and/or low-income areas and introduces rebates for Level 2 or Level 3 charging equipment/installation in equity investment eligible and/or low-income areas.

### **New Program**

**Driver Education Program** provides financial assistance to high schools in equity investment eligible and/or low-income communities to purchase EVs and install charging equipment.

## **TRANSIT FACILITIES**

### **Proposed Tariff Modification**

**Rider EVCP** increases the line extension allowance in equity investment eligible and/or low-income areas only and introduces rebates for Level 2 or Level 3 charging equipment/installation in equity investment eligible and/or low-income areas.

## **PRIVATE FLEET FACILITIES**

### **Proposed Tariff Modification**

**Rider EVCP** creates a line extension allowance for all commercial and industrial customers with a higher allowance additional in equity investment eligible and/or low-income areas.

## **LOCAL GOVERNMENT FACILITIES**

### **Proposed Tariff Modification**

**Rider EVCP** creates a line extension allowance for government facilities with a higher allowance for those entities in equity investment eligible and/or low-income areas.

## **NON-CORRIDOR CHARGING FACILITIES**

### **Proposed Tariff Modification**

**Rider EVCP** creates a line extension allowance for equity investment eligible and/or low-income areas only.

### **New Program**

**Community Engagement and Consultation** – Program assisting communities (especially those that are equity investment eligible and/or low-income) as they address barriers to transportation electrification to develop strategies best suited to their specific needs. Assistance may include access to EV planning expertise at no charge along with direct financial support to execute EV development strategies in equity investment eligible and/or low-income communities.

**To qualify for the programs listed in this section, customers must be considered equity investment eligible and/or low income or be located in areas as defined below:**

To identify communities that are considered environmental justice, low-income, and eligible, Ameren Illinois will develop and use the following methods. A community would qualify if it were identified as any one of the following:

**Environmental Justice Community:** Areas defined and identified by the Illinois Power Agency pursuant to the Illinois Power Agency Act, through the Illinois Solar for All program.

**Restore, Reinvest, and Renew (R3) Community:** Areas established pursuant to Section 10-40 of the Cannabis Regulation and Tax Act.

**Low-Income Community:** These areas will be identified using US Department of Housing and Urban Development's (HUD) Low-Income Housing Tax Credit Qualified Census Tract (QCT) and Difficult Development Area (DDA) information. As defined by HUD, QCTs must have 50 percent of households with incomes below 60 percent of the Area Median Gross Income (AMGI) or have a poverty rate of 25 percent or more. DDAs are areas with high land, construction, and utility costs relative to the area median income and are based on Fair Market Rents, income limits, the 2010 census counts, and 5-year American Community Survey (ACS) data. These areas will be identified using the data and maps available on the HUD website<sup>[1]</sup>.

**Individual Customers:** To identify individual customers that are equity investment eligible, low income, or living in an equity investment eligible and/or low-income community, Ameren Illinois will develop and use the following methods. A customer would qualify if the customer met any one of the criteria below:

- **Lives in an Environmental Justice Community:** Areas defined and identified by the Illinois Power Agency pursuant to the Illinois Power Agency Act, through the Illinois Solar for All program.
- **Lives in a Restore, Reinvest, and Renew (R3) Community:** Areas established pursuant to Section 10-40 of the Cannabis Regulation and Tax Act.
- Persons who are graduates of, or currently enrolled in, the foster care system (to extent verifiable data is available).
- Persons who were formerly incarcerated (to the extent verifiable data is available).
- **Lives in a Low-Income Community:** These areas will be identified using US Department of Housing and Urban Development's (HUD) Low-Income Housing Tax Credit Qualified Census Tract (QCT) and Difficult Development Area (DDA) information. As defined by HUD, QCTs must have 50 percent of households with incomes below 60 percent of the Area Median Gross Income (AMGI) or have a poverty rate of 25 percent or more. DDAs are areas with high land, construction, and utility costs relative to the area median income and are based on Fair Market Rents, income limits, the 2010 census counts, and 5-year American Community Survey (ACS) data. These areas will be identified using the data and maps available on the HUD website<sup>2</sup>.
- **Is Low Income:** Ameren Illinois will consistently identify a Low-Income Customer/Applicant as outlined in 220 ILCS 5/8-201.7 and 220 ILCS 5/8-201.8. The customer need only to meet one of the following criteria to be identified as low income.
  - 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.

## V. COST / BENEFIT CONSIDERATIONS AND ANALYSES

### **BACKGROUND**

Section 45(d) states that “The plan shall be determined to be cost-beneficial if the total cost of beneficial electrification expenditures is less than the net present value of increased electricity costs (defined as marginal avoided energy, avoided capacity, and avoided transmission and distribution system costs) avoided by programs under the plan, the net present value of reductions in other customer energy costs, net revenue from all electric charging in the service territory, and the societal value of reduced carbon emissions and surface-level pollutants, particularly in environmental justice communities. The calculation of costs and benefits should be based on net impacts, including the impact on customer rates.”

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<sup>2</sup> Currently at <https://www.huduser.gov/portal/datasets/qct.html#2020>.

This section of the BE Plan describes the approach to determine whether the BE Plan is cost-beneficial, inputs used in the analysis, and results of the analysis. Since the Act requires that Ameren Illinois file an update to the plan by July 1, 2024 (which is anticipated to include appropriate modifications/additions to this BE Plan), and this plan includes beneficial electric transportation programs that started in 2021 with the Commission approved Rider EVCP, the following analysis includes the years 2021 through 2024.

### **COST EFFECTIVENESS ANALYSIS APPROACH**

Ameren Illinois proposes the cost effectiveness accounting methodology for beneficial electrification programs to align, as much as possible, with the cost effectiveness accounting methodologies used to evaluate other utility programs. The cost effectiveness framework is tailored to include the specific costs and benefits that reflect true accounting of the impacts from electrification measures, consistent with the law.

Ameren Illinois is using the total resource cost test (TRC) to evaluate whether the Ameren Illinois Beneficial Electrification Plan is cost beneficial. The TRC evaluates cost-effectiveness from a societal perspective. Therefore, the TRC demonstrates whether a program or portfolio is cost-beneficial to society as a whole. In compliance with the language from Section 45, the cost-effectiveness calculations for the Ameren Illinois Beneficial Electrification Plan account for:

- The total cost of beneficial electrification expenditures;
- The net present value of electric costs associated with the net electric load from programs in the plan;
- The net present value of reductions in other customer energy costs;
- The net revenue from net electric load from programs in the plan; and
- The societal value of reduced carbon emissions and surface-level pollutants.

For the Ameren Illinois BE portfolio, the main component of benefits for the TRC are the avoided costs of fossil fuel usage of non-electric vehicles. The avoided fossil fuels costs and emissions associated with the avoided non-electric vehicle usage are included in the benefits of the TRC.

The costs for the TRC are primarily the costs associated with the increased electric load from the electric vehicles in the portfolio and the costs to administer the BE programs. Some of these costs include the supply and generation costs of the increased electric load. The TRC costs also include the electric equipment costs required to participate in the programs such as the incremental costs of receiving a line extension or purchasing an electric vehicle.

### **RATE IMPACT ANALYSIS APPROACH**

Ameren Illinois is using the Ratepayer Impact Measure (RIM) to assess the impact of the Beneficial Electrification Plan on customer rates. The RIM represents cost-effectiveness from the ratepayer's perspective. A RIM result that is above 1.0 demonstrates that the proposed suite of programs will result in a decrease in rates for ratepayers. Conversely, a RIM result below 1.0 infers that the proposed portfolio would result in an increase in rates for ratepayers.

For the Ameren Illinois Electrification Plan, the retail revenue from the increased electric load of the programs is the only model component accounted for on the benefits side of the RIM. The costs of the RIM include the supply and generation costs of the increased electric load. Additionally, the RIM costs include the utility’s costs to run the programs, including the incentives and non-incentives associated with each program.

**RETAIL RATE IMPACT CAP ANALYSIS**

Section 45, subsection (g) states that “The retail rate impact from the development of electric vehicle infrastructure shall not exceed 1% per year of the total annual revenue requirements of the utility.”

For the purpose of this analysis, the costs of the BE Plan were compared with the cap of 1% of the most recent commission approved Revenue Requirement in ICC Docket 21-0365. The Revenue Requirement impact from the BE Plan was calculated separately for capital expenditures and non-capital costs and the total impact on the Delivery Service Revenue Requirement of the Ameren Illinois Beneficial Electrification Plan is below the 1% cap in each of the plan years. Table 1 provides a more detailed summary of the treatment of these costs and their comparison to the retail rate impact cap.

**Table 1: Retail Rate Impact Cap**

		2023	2024
<b>Delivery Service Revenue Requirement *</b>		<b>\$ 1,010,482,945</b>	<b>\$ 1,010,482,945</b>
	<b>1% rate cap</b>	<b>\$ 10,104,829</b>	<b>\$ 10,104,829</b>
<b>Beneficial Electrification Plan</b>			
	Line extensions	\$ 51,942	\$ 188,004
	Digital	\$ 214,614	\$ 284,937
	O&M	\$ 2,585,000	\$ 4,567,169
	<b>Total Revenue Requirement Impact of BEP</b>	<b>\$ 2,851,556</b>	<b>\$ 5,040,110</b>

\* Most recent Commission approved AIC electric delivery service revenue requirement in ICC Docket 21-0365.

As shown in the chart above, the net impact on rates in each year is below the required 1% rate impact cap.

**DATA INPUTS AND SOURCES**

The Ameren Illinois Beneficial Electrification Plan relies on multiple sources for the inputs to savings, costs, and cost-effectiveness calculations. For inputs related to portfolio participation, non-incentive costs, and incentive costs, Ameren Illinois developed values based on historical implementation of similar programs. The remaining inputs used for savings and cost-effectiveness calculations in the BE Plan were developed using various external sources. The table below provides a general overview of the sourcing for these remaining inputs. Table 2 provides a more detailed summary of the sources used throughout the model.

**Table 2: Overview of Data Sources**

Model Component	Source
Avoided Costs	2022-25 AIC DSM Plan filing values & EIA/AEO Data
EV Charger Information	IL TRM v10, Xcel, & ICCT Working Paper
Passenger Vehicle Information	IL TRM v10, DOE Data, AEO21 Data, AFDC Data, 2020 AFLEET Tool, NIH Publication
Medium/Heavy Duty Vehicle Information	AFDC Data, 2020 AFLEET Tool, NIH Publication, VEIC Transportation TRM

**COST EFFECTIVENESS ANALYSIS RESULTS**

*TRC Results*

Based on the results of the analysis, the total portfolio of Ameren Illinois electrification offerings is cost-beneficial over the four-year portfolio period based on the results of the TRC. Although some of the program offerings were not cost-effective over the lifetime of the BE Plan, these offerings are included in the portfolio to satisfy requirements included in Section 45. The total TRC results for each sector and the total portfolio are presented in Table 3.

**Table 3: TRC Results by Sector**

Sector	TRC Ratio
<b>Residential</b>	<b>1.28</b>
<b>Non-Residential</b>	<b>0.82</b>
<b>Other*</b>	<b>0.52</b>
<b>Total Portfolio</b>	<b>1.14</b>

\*Other sector includes impacts from Trade Ally Program and Driver Education Program

The residential sector is cost-effective, the non-residential sector does not meet the threshold of 1.0 to be cost-effective. The lower TRC values for the non-residential sector are driven by the high incremental cost of equipment (chargers and vehicles) in this sector and the supply and generation costs of the increased electric load from these measures.

*RIM Results*

Based on the results of the analysis, the total portfolio of Ameren Illinois electrification offerings is cost-beneficial based on the results of the RIM. Similar to the TRC results, the residential sector is cost-beneficial, whereas the non-residential sector is not.

Table 4 provides the RIM results based on the benefit and cost value streams for the lifetime of the measures. The RIM value of 1.39 for the total portfolio suggests that the programs in the BE Plan would result in downward pressure on customer rates in the long-term. Table 5 below provides the RIM results based on only the first-year benefits and costs. The RIM value of 0.35 for the total portfolio suggests that the programs in the BE Plan would result in upward pressure on customer rates in the short-term. The RIM results from the analysis demonstrate that the programs in the BE Plan will result in upward pressure on customer rates in the short term due to the high initial costs of the programs, but will ultimately result in downward pressure in rates in the long-term as the benefits in later years are accrued.

**Table 4: RIM Results by Sector**

Sector	RIM Ratio
	4 Year Total
<b>Residential</b>	<b>2.08</b>
<b>Non-Residential</b>	<b>0.61</b>
<b>Other*</b>	<b>0.36</b>
<b>Total Portfolio</b>	<b>1.39</b>

\*Other sector includes impacts from Trade Ally Program and Driver Education Program

**Table 5: RIM Results (1<sup>st</sup> Year Impacts) by Sector**

Sector	RIM Ratio – 1 <sup>st</sup> Year Impacts
	4 Year Total
<b>Residential</b>	<b>0.63</b>
<b>Non-Residential</b>	<b>0.29</b>
<b>Other*</b>	<b>0.03</b>
<b>Total Portfolio</b>	<b>0.35</b>

\*Other sector includes impacts from Trade Ally Program and Driver Education Program

*Budget & Equity Investment Eligible and/or Low-Income Spending*

Table 6 below provides the budget for the BE Plan broken out by program. In 2021 and 2022, the majority of costs are composed of portfolio costs (IT, Customer Education, Program Administration costs). Individual program costs become a greater portion of the budget starting in 2023, once more electrification offerings become available and systems have been established.



**Table 6: Total Portfolio Electric Budget by Program**

Program	Total Electric Budget				
	2021	2022	2023	2024	4 Year Total
<b>Multi-Family Facility Program</b>	\$0	\$97,674	\$202,042	\$626,780	<b>\$926,496</b>
<b>Residential Program</b>	\$0	\$0	\$0	\$747,169	<b>\$747,169</b>
<b>Corridor Charging Facility Program</b>	\$0	\$32,777	\$68,901	\$72,343	<b>\$174,021</b>
<b>Non-Corridor Charging Facility Program</b>	\$0	\$0	\$34,451	\$72,343	<b>\$106,794</b>
<b>Affordable Mobility Program (AMP)</b>	\$0	\$0	\$35,000	\$15,000	<b>\$50,000</b>
<b>Community Engagement and Consultation Program</b>	\$0	\$30,000	\$250,000	\$1,075,000	<b>\$1,355,000</b>
<b>Residential Subtotal</b>	\$0	\$160,451	\$590,394	\$2,608,635	<b>\$3,359,480</b>
<b>Education Facility Program</b>	\$0	\$0	\$52,111	\$333,883	<b>\$385,994</b>
<b>Transit Facility Program</b>	\$0	\$0	\$10,422	\$52,221	<b>\$62,644</b>
<b>Private Fleet Facility Program</b>	\$0	\$0	\$20,844	\$166,660	<b>\$187,504</b>
<b>Local Government Facility Program</b>	\$0	\$0	\$31,267	\$205,547	<b>\$236,814</b>
<b>Fleet Assessment Program</b>	\$0	\$43,100	\$120,000	\$120,000	<b>\$283,100</b>
<b>Non-Residential Subtotal</b>	\$0	\$43,100	\$234,644	\$878,311	<b>\$1,156,056</b>
<b>Trade Ally Program</b>	\$0	\$0	\$385,000	\$385,000	<b>\$770,000</b>
<b>Driver Education Program</b>	\$0	\$0	\$45,000	\$250,000	<b>\$295,000</b>
<b>Other Subtotal</b>	\$0	\$0	\$430,000	\$635,000	<b>\$1,065,000</b>
<b>Portfolio Costs</b>	\$1,412,500	\$650,000	\$2,500,000	\$1,750,000	<b>\$6,312,500</b>
<b>Total Portfolio</b>	<b>\$1,412,500</b>	<b>\$853,551</b>	<b>\$3,755,038</b>	<b>\$5,871,946</b>	<b>\$11,893,035</b>

The support for equity investment in eligible and/or low-income communities for the BE Plan is limited until 2024 since many programs are not fully established and available for a full year until 2024. By 2024, the support for programs in equity investment eligible and/or low-income communities greatly increases. To support programs in equity investment eligible and/or low-income communities the BE Plan targets more than 40% of its total portfolio to equity investment eligible and/or low-income specific support by the final year of the BE Plan and for the lifetime of the BE Plan. To support the school and transit bus considerations of Section 45, the BE Plan has at least 5% of its total portfolio targeted toward supporting equity investment eligible and/or low-income communities for school bus and transit bus vehicles by the final year of the BE Plan. Specifically, the targeted support of equity investment eligible and/or low-income communities for buses in the BE Plan reaches 5.3% of the total portfolio by 2024, which is the first year that all program offerings are available and operational for a full year. The equity investment eligible and/or low-income support by program and by measure type as a percentage of the total portfolio are included in Tables 7 and 8 below.

**Table 7: Support for Equity Investment Eligible and/or Low-Income Communities as a Percentage of the Total Portfolio Budget**

Sector	% Equity Investment Support for Eligible and/or Low-Income of Total Budget				
	2021	2022	2023	2024	4 Year Total
<b>Residential</b>	0.0%	15.0%	14.0%	41.1%	<b>25.8%</b>
<b>Non-Residential</b>	0.0%	0.0%	1.7%	8.5%	<b>4.7%</b>
<b>Other*</b>	0.0%	0.0%	10.3%	10.6%	<b>8.5%</b>
<b>Total Equity Investment Eligible and/or Low-Income Spending</b>	<b>0.0%</b>	<b>15.0%</b>	<b>25.9%</b>	<b>60.3%</b>	<b>39.0%</b>

\*Other sector includes impacts from Trade Ally Program and Driver Education Program

**Table 8: Percentage of Total Portfolio by Measure Type**

Measure Type	% of Total Budget Spending by Measure Type				
	2021	2022	2023	2024	4 Year Total
<b>Passenger Cars</b>	0.0%	11.5%	7.4%	26.9%	<b>16.4%</b>
<b>Buses</b>	0.0%	0.0%	1.0%	5.3%	<b>2.9%</b>
<b>MD/HD Vehicles</b>	0.0%	0.0%	0.7%	3.2%	<b>1.8%</b>
<b>Total Charger/Vehicle Spending</b>	<b>0.0%</b>	<b>11.5%</b>	<b>9.0%</b>	<b>35.4%</b>	<b>21.1%</b>

### *Emissions & Retail Energy Costs Reductions*

In compliance with the goals stated in Section 45, the proposed suite of programs in the BE Plan also results in a significant reduction in CO<sub>2</sub>, PM, and NO<sub>x</sub> emissions and retail energy costs for participants.

CO<sub>2</sub> emissions reductions from avoided fossil fuel usage reaches over 40 million pounds of CO<sub>2</sub> for the lifetime of the BE Plan. More than 30% of the reduced emissions are attributed to equity investment eligible and/or low-income areas. Tables 9 and 10 present the total CO<sub>2</sub> emissions reduced for the overall portfolio and specifically for equity investment eligible and/or low-income areas.

Over the lifetime of the BE Plan, PM and NO<sub>x</sub> emissions reductions from avoided fossil fuel usage reaches over 250,000 grams and 5.2M grams, respectively. Over 25% of the reduced PM emissions are attributed to equity investment eligible and/or low-income areas and approximately 40% of the reduced NO<sub>x</sub> emissions are attributed to equity investment eligible and/or low-income areas. Tables 11 and 12 below show the total PM emissions reduced for the overall portfolio and for equity investment eligible and/or low-income areas. Tables 13 and 14 below show the total NO<sub>x</sub> emissions reduced for the overall portfolio and for the equity investment eligible and/or low-income areas.

Retail energy costs will be reduced by over \$60M for the lifetime of the BE Plan due to the planned reduction in gasoline usage, netted out for the increase in electric usage. Table 15 presents the total retail energy costs savings for the overall portfolio.

**Table 9: Total CO2 Emissions Reduced for Total Portfolio**

Sector	Total CO2 Emissions Reduced (lbs.)				
	2021	2022	2023	2024	4 Year Total
<b>Residential</b>	8,117,736	8,744,781	11,855,340	16,682,042	<b>45,399,899</b>
<b>Non-Residential</b>	0	0	2,105,306	6,905,107	<b>9,010,413</b>
<b>Other</b>	0	0	62,365	125,621	<b>187,986</b>
<b>Total Portfolio</b>	<b>8,117,736</b>	<b>8,744,781</b>	<b>14,023,010</b>	<b>23,712,771</b>	<b>54,598,298</b>

**Table 10: Total Equity Investment Eligible and/or Low-Income CO2 Emissions Reduced for Total Portfolio**

Measure Type	Total Equity Investment Eligible and/or Low Income CO2 Emissions Reduced (lbs.)				
	2021	2022	2023	2024	4 Year Total
<b>Residential</b>	1,298,725	1,885,959	2,654,073	4,151,273	<b>9,990,030</b>
<b>Non-Residential</b>	0	0	706,281	2,849,793	<b>3,556,074</b>
<b>Other</b>	0	0	0	0	<b>0</b>
<b>Total Portfolio</b>	<b>1,298,725</b>	<b>1,885,959</b>	<b>3,360,354</b>	<b>7,001,066</b>	<b>13,546,104</b>

**Table 11: Total PM Emissions Reduced for Total Portfolio**

Sector	Total PM Emissions Reduced (g)				
	2021	2022	2023	2024	4 Year Total
<b>Residential</b>	40,302	44,436	60,636	84,655	<b>230,028</b>
<b>Non-Residential</b>	0	0	9,487	24,114	<b>33,601</b>
<b>Other</b>	0	0	321	641	<b>962</b>
<b>Total Portfolio</b>	<b>40,302</b>	<b>44,436</b>	<b>70,444</b>	<b>109,410</b>	<b>264,592</b>

**Table 12: Total Equity Investment Eligible and/or Low-Income PM Emissions Reduced for Total Portfolio**

Measure Type	Total Equity Investment Eligible and/or Low Income PM Emissions Reduced (g)				
	2021	2022	2023	2024	4 Year Total
<b>Residential</b>	6,607	9,800	13,878	21,541	<b>51,826</b>
<b>Non-Residential</b>	0	0	4,452	12,305	<b>16,757</b>
<b>Other</b>	0	0	0	0	<b>0</b>
<b>Total Portfolio</b>	<b>6,607</b>	<b>9,800</b>	<b>18,330</b>	<b>33,846</b>	<b>68,583</b>

**Table 13: Total NOx Emissions Reduced for Total Portfolio**

Sector	Total NOx Emissions Reduced (g)				
	2021	2022	2023	2024	4 Year Total
<b>Residential</b>	299,794	330,626	451,200	629,617	<b>1,711,237</b>
<b>Non-Residential</b>	0	0	1,037,035	2,479,534	<b>3,516,568</b>
<b>Other</b>	0	0	2,405	4,811	<b>7,216</b>
<b>Total Portfolio</b>	<b>299,794</b>	<b>330,626</b>	<b>1,490,640</b>	<b>3,113,961</b>	<b>5,235,021</b>

**Table 14: Total Equity Investment Eligible and/or Low-Income NOx Emissions Reduced for Total Portfolio**

Measure Type	Total Equity Investment Eligible and/or Low-Income NOx Emissions Reduced (g)				
	2021	2022	2023	2024	4 Year Total
<b>Residential</b>	49,133	72,880	103,208	160,191	<b>385,411</b>
<b>Non-Residential</b>	0	0	466,732	1,265,274	<b>1,732,005</b>
<b>Other</b>	0	0	0	0	<b>0</b>
<b>Total Portfolio</b>	<b>49,133</b>	<b>72,880</b>	<b>569,939</b>	<b>1,425,464</b>	<b>2,117,416</b>

**Table 15: Total Retail Energy Cost Savings for Total Portfolio**

Sector	Total Retail Energy Cost Savings				
	2021	2022	2023	2024	4 Year Total
<b>Residential</b>	\$10,441,448	\$10,382,054	\$13,018,127	\$17,749,507	<b>\$51,591,136</b>
<b>Non-Residential</b>	\$0	\$0	\$2,062,645	\$6,308,147	<b>\$8,370,792</b>
<b>Other</b>	\$0	\$0	\$68,326	\$133,410	<b>\$201,737</b>
<b>Total Portfolio</b>	<b>\$10,441,448</b>	<b>\$10,382,054</b>	<b>\$15,149,187</b>	<b>\$24,191,065</b>	<b>\$60,163,754</b>

**COST EFFECTIVENESS ANALYSIS CONCLUSION**

Based on the results of the Ameren Illinois Beneficial Electrification Plan analysis, the proposed suite of programs is cost-beneficial for the four-year period of the BE Plan (2021 through 2024). The proposed suite of programs is expected to also put downward pressure on customer rates in the long term. The proposed portfolio of programs is also designed to target at least a 40% of the portfolio to support equity investment eligible and/or low-income communities and customers, and 5% of the portfolio to support equity investment eligible and/or low-income communities for electrifying school and transit buses and contributes to the reduction of emissions and retail energy costs.

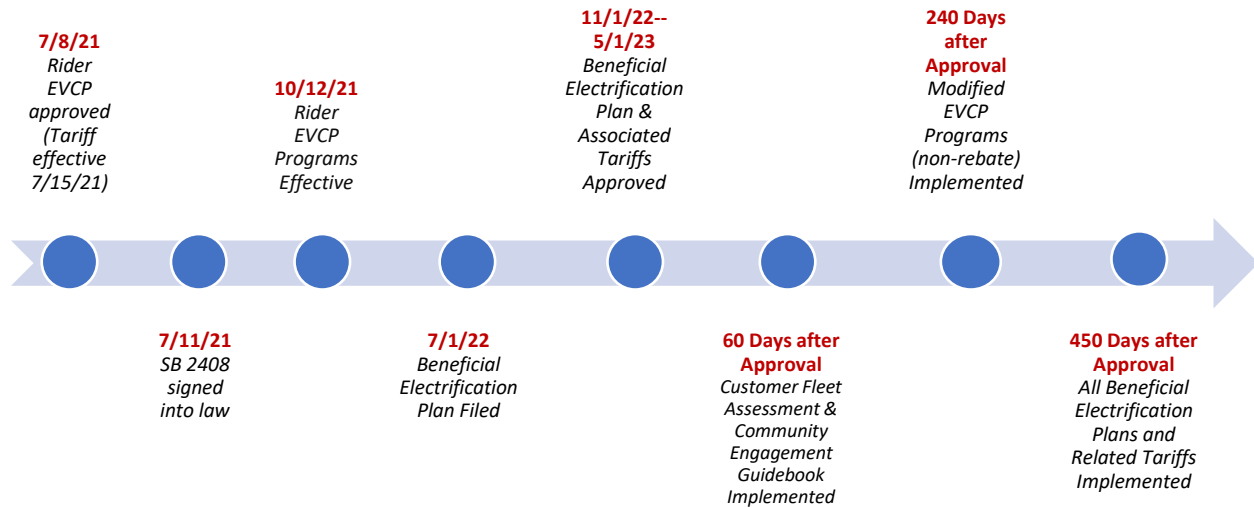
**VI. IMPLEMENTATION**

The BE Plan (filed June 30, 2022) was developed to address all the objectives of Section 45. It consists of programs from several existing tariffs, extensive modifications to programs within one of those tariffs (Rider EVCP), and new programs. Ultimately, implementation of all aspects of the BE Plan is subject to several internal (resource needs, digital project completion, training timeline, etc.) and external (BE Plan, tariff, and program approvals) constraints.

The existing tariffs will remain in place until they are succeeded by the modified tariff (Rider EVCP) as approved or amended by the ICC. The full BE Plan is also subject to the approval/amendment of the ICC.

Assuming timely approvals and/or amendments from the ICC, modified/new tariff and related programs will need sufficient time to be fully implemented. Given the broad scope of the changes, we anticipate that implementation will occur in stages and estimated timelines are depicted and listed below.

Ameren Illinois Company Beneficial Electrification Plan



The Act requires programs to start no later than January 1, 2023. With existing Commission-approved programs in place, the implementation timeline laid out above meets this requirement. Further program by program implementation details are below.

**Existing Tariffs:** All Remain in Place

**Rider PSP** – Power Smart Pricing: Provides time of use (hourly) rates and encourages off-peak charging.

**Rider RTP** – Real Time Pricing: Provides time of use (hourly) rates and encourages off-peak charging.

**Existing Tariff:** Remains in place until modified Rider EVCP approved and implemented

**Rider EVCP** – Electric Vehicle Charging Program: Encourages EV adoption with bill credits, off-peak charging discounts, demand charge rate limiter and supplemental line extension allowances. Also, all EV customer education and outreach initiatives continue and then expand after BE Plan approval as described below.

**New Programs Containing New Customer Education Programs:**

**Customer Fleet Assessment** – Assists private, education and transit facilities with evaluation of the costs/benefits of converting their vehicles to electric. (Implemented 60 days from BE Plan and associated tariffs' approval)

**Community Engagement & Consultation** – Introduced with a generic guidebook containing key considerations in developing an EV strategy, communities will also be eligible for related consulting services and, in equity investment eligible and/or low-income communities, funding to help execute those strategies. (Checklist implemented 60 days from BE Plan and associated tariffs' approval, full implementation 450 days from BE Plan and associated tariffs' approval)

**Driver Education Program** – Provides high schools EV education materials for their curriculum and, in equity investment eligible and/or low-income communities, incentives toward the purchase of EVs and charging equipment. (Implementation 450 days from BE Plan and associated tariffs' approval)

**Trade Ally** – Provides all customers with a vetted list of electrification experts to assist in their decision making. (Implementation 450 days from BE Plan and associated tariffs' approval)

**Affordable Mobility Program** – Pilot program providing free EVs and charging equipment to two affordable housing developments to allow for test drives, car sharing, low-cost hourly rentals. (Late 2023 implementation)

**Tariff Modifications (Rider EVCP):**

**Residential** – Adds rebate for Level 2 charging equipment and associated wiring in equity investment eligible and/or low-income areas. (Implementation 450 days from BE Plan and associated tariffs' approval)

**Multifamily** – Removes the limit to the number of facilities that can participate. (Implement immediately upon tariff approval)

**Education** – Removes the limit to the number of facilities that can participate, increases the line extension allowance for facilities in equity investment eligible and/or low-income communities and adds rebates for Level 2 or 3 charging equipment/installation in equity investment eligible and/or low-income communities. (Remove participation limits immediately upon tariff approval, line extension changes 240 days from BE Plan and associated tariffs' approval, full implementation 450 days from BE Plan and associated tariffs' approval)

**Transit** – Removes the limit to the number of facilities that can participate, increases the line extension allowance for facilities in equity investment eligible and/or low-income communities and adds rebates for Level 2 or 3 charging equipment/installation in equity investment eligible and/or low-income communities. (Remove participation limits immediately upon tariff approval, line extension changes 240 days from BE Plan and associated tariffs' approval, full implementation 450 days from BE Plan and associated tariffs' approval)

**Corridor Charging** – Removes the limit to the number of facilities that can participate. (Implement immediately upon tariff approval)

**Non-Corridor Charging** – Adds supplemental line extension allowance in equity investment eligible and/or low-income areas. (Implement 240 days from tariff approval)

**Private Fleets** – Expands EVCP to private fleet facilities with no limit to the number of eligible facilities along with a line extension allowance – higher in equity investment eligible and/or low-income communities. (Implement 240 days from tariff approval)

**Local Government** – Expands EVCP to government facilities with no limit to the number of eligible facilities along with a line extension allowance – higher in equity investment eligible and/or low-income areas. (Implement 240 days from tariff approval)

**VII. REPORTING**

The Act requires that the utilities collect data from BE Plan program participants and beneficiaries to assure equitable distribution of benefits and avoidance of racial discrimination across Illinois communities. The data shall include demographic (racial and ethnic identification) and geographic (residential or business

addresses) for all individuals and businesses awarded benefits or contracts related to the BE Plan, including contractors and subcontractors.

The data shall be collected quarterly and progress toward compliance will be shared with program implementation contractors and electric vehicle charging station installation vendors as applicable. On an annual basis, the aggregated demographic/geographic data from program applicants and beneficiaries will be provided to the ICC along with the status of how hiring, contracting, and other practices related to the BE Plan programs are enhancing the diversity of vendors working on such programs.

The Act also requires the utility to demonstrate efforts to increase the use of contractors and electric vehicle charging station installers that meet multiple workforce equity actions, and report annually to the Illinois Commerce Commission and the General Assembly on how hiring, contracting, job training, and other practices related to its beneficial electrification programs enhance the diversity of vendors working on such programs. These reports must include data on vendor and employee diversity.

To meet these reporting requirements, Ameren Illinois will submit a report by July 1, 2024, and every year thereafter to the Illinois Commerce Commission and the General Assembly. The report will include anonymized demographic and geographic data for applicants, persons, or businesses awarded benefits or contracts as part of the implementation of the BE Plan. That information will include:

- demographic information, including racial or ethnic identity for real persons employed, contracted, or subcontracted through the various programs;
- demographic information, including racial or ethnic identity of business owners;
- geographic location of the residency of real persons or geographic location of the headquarters for businesses;
- An illustration of how hiring, contracting, job training and other practices related to the beneficial electrification programs enhance the diversity of vendors working on such programs; and
- any other information necessary for the purpose of achieving the purpose of these metrics.

The reporting will also include how hiring, contracting, job training, and other practices related to the beneficial electrification programs within this BE Plan enhance the diversity of vendors working on such programs.

Given that Rider EVCP is incorporated as an integral component of the BE Plan, the EVCP annual report will be replaced by the BE Plan update filing by July 1, 2024, and every three years thereafter.

## **VIII. CONCLUSION**

Within this BE Plan, Ameren Illinois has specifically addressed the following ten requirements (Items i through x below) that the legislation (Section 45) requires. Recognizing that electric transportation is a relatively new concept, the BE Plan's approach leans heavily on customer education and outreach. It also encourages behavior to minimize customer costs while avoiding undue pressure on the grid. As suggested in the legislation, major emphasis on bringing the benefits of electrification of transportation to equity investment eligible and/or low-income communities is prioritized, and the bulk of the AIC tariff



modifications and new programs focus specifically on this issue. Below is a description of how the BE Plan meets each requirement through a combination of existing and proposed programs.

- i) **Make-ready investments to facilitate the rapid deployment of charging equipment throughout the State, facilitate the electrification of public transit and other vehicle fleets in the light-duty, medium-duty, and heavy-duty sectors, and align with agency-issued rebates for charging equipment**

**Addressed By Existing Program:**

**Rider EVCP (Multifamily, Education, Transit, Corridor Charging):** Provides supplemental line extension allowance with additional allowance for multifamily facilities in equity investment eligible and/or low-income communities.

**Addressed By Modified or New Programs:**

**Rider EVCP** – All participation limits removed. Supplemental line extension allowance increased for education, transit and corridor charging locations in equity investment eligible and/or low-income communities. Local government facilities and private fleet facilities are added as qualifying locations similar to modified education/transit facilities with supplemental line extension allowances higher in equity investment eligible and/or low-income areas. As recommended in the ICC Workshop Report – a charging equipment/installation rebate program was added for residential, education and transit customers in equity investment eligible and/or low-income areas.

**New Education Program** – Development of a fleet assessment program for medium/heavy duty vehicles available to education (schools/school bus operators) transit and private fleet facilities. Fleet assistance for these types of customers was recommended in the ICC Workshop Report.

- ii) **The development and implementation of beneficial electrification programs, including time-of-use rates and their benefit for electric vehicle users and for all customers, optimized charging programs to achieve savings identified, and new contracts and compensation for services in those programs, through signals that allow electric vehicle charging to respond to local system conditions, manage critical peak periods, serve as a demand response or peak resource, and maximize renewable energy use and integration into the grid**

**Addressed By Existing Programs:**

**Rider RTP (Residential, Multifamily, Other Small General Delivery):** Provides customers the option to purchase energy at hourly real time prices.

**Rider PSP (Residential):** Provides customers technical assistance for economic load management.

**Rider EVCP (Residential and Multifamily):** Encourages charging at times beneficial to the grid with Preferred Charging Period Delivery Credit and a monthly EV Bill Credit. Residents considered equity investment eligible and/or low-income or living in equity investment eligible and/or low-income communities will qualify for charging equipment/installation rebates but only if enrolled in EVCP as recommended in the ICC Workshop Report.

**Rider EVCP (Education and Transit):** For DS-2 customers, encourages charging at times beneficial to the grid with a Preferred Charging Period Delivery Credit, includes a monthly EV Bill Credit and a supplemental line extension allowance. For DS-3/DS-4 education facilities, demand charges will not be billed during off-peak periods, and a supplemental line extension allowance is available.

**Integrated Grid Planning:** Additional managed charging programs may be considered within the Multi-Year Integrated Grid Plan and supported by BE Plan update filings as appropriate.

**Addressed By Modified Programs:**

**Rider EVCP (Private Fleet and Local Government):** This new program allows DS-2 private fleet facilities to participate in Rider EVCP which encourages charging at times beneficial to the grid with a Preferred Charging Delivery Credit, a monthly EV Bill Credit and a supplemental line extension allowance (higher in equity investment eligible and/or low-income areas).

iii) **Optional commercial tariffs utilizing alternatives to traditional demand-based rate structures to facilitate charging for light duty, heavy duty, and fleet electric vehicles**

**Addressed By Existing Programs:**

**Rider EVCP (Education and Transit):** For DS-2 customers, encourages charging at times beneficial to the grid with Preferred Charging Period Delivery Credit, includes a monthly EV Bill Credit and a supplemental line extension allowance. For DS-3/DS-4 customers, rate limiter credits can be utilized, demand charges will not be billed during off-peak periods and a supplemental line extension allowance is available.

**Rider EVCP (Corridor and Non-Corridor):** Provides publicly available DC fast charging locations with rate limiter and assurance that maximum demand charges occurring during off-peak periods will not be billed. "Corridor" locations with existing capacity may also qualify for a supplemental line extension allowance. The ICC Workshop Report praises the EVCP rate limiter feature and recommends it be included in the BE Plan.

**Addressed By Modified Programs:**

**Rider EVCP (Education and Transit):** Removes the limit to the number of education and transit facilities that can qualify for the programs and increases the supplemental line extension allowance for all qualifying facilities in equity investment eligible and/or low-income areas,

**Rider EVCP (Corridor and Non-Corridor):** Removes the limit to the number of "corridor" locations that can qualify for the program and adds a supplemental line extension allowance for "non-corridor" locations in equity investment eligible and/or low-income areas.

**Rider EVCP (Private Fleet and Local Government):** Targeting growth in Rider EVCP participation, private fleet and local government facilities will also qualify. These new programs (with no limit to the number of participants) encourage DS-2 customers to charge at times beneficial to the grid with a Preferred Charging Delivery Credit along with a monthly EV Bill Credit. For DS-3/DS-4 customers, demand charges will not be billed during off-peak periods. In addition, DS-3/DS-4 customers qualify for a supplemental line extension allowance, with a higher allowance in equity investment eligible and/or low-income areas.

iv) **Financial and other challenges to electric vehicle usage in low-income communities, and strategies for overcoming those challenges, particularly in communities and for people for whom car ownership is not an option**

**Addressed By Existing Program:**

**Rider EVCP (Multifamily):** Program is limited to 600 accounts with no more than 300 outside of low/moderate income areas. Multifamily facilities can qualify for a line extension allowance with an additional allowance in low/moderate income areas.

**Addressed By Modified or New Programs:**

**Rider EVCP (Multifamily):** Removes the limit to the number of facilities that can qualify.

**Rider EVCP (Education):** Removes the limit to the number of education facilities that can qualify and increases the supplemental line allowance in equity investment eligible and/or low-income areas.

**Rider EVCP (Transit):** Removes the limit to the number of transit facilities that can qualify and increases the supplemental line extension allowance in equity investment eligible and/or low-income areas.

**Rider EVCP (Non-Corridor):** Adds supplemental line extension credit in equity investment eligible and/or low-income areas.

**Rider EVCP (Charging Rebates):** Limited to equity investment eligible and/or low-income areas only, residential, education, and transit customers may qualify for charging equipment/installation rebates.

**Rider EVCP (Private Fleet and Local Government):** Targeting an expansion in Rider EVCP participation, private fleet and local government facilities will also be eligible to participate. These customers may qualify for a supplemental line extension allowance with an additional allowance in equity investment eligible and/or low-income areas.

**New Program (Affordable Mobility Program):** Nationally based pilot program will bring EVs and on-site charging to two affordable housing communities within the service territory to facilitate ride sharing and low-cost hourly rental for their residents. This program is expected to provide insight into expanding penetration of similar programs in the future.

**New Program (Community Engagement and Consultation):** Establishment of a new program providing a generic guidebook containing key considerations as communities develop EV adoption strategies. More importantly, it will also include access (provided by AIC) to resources that can assist community leaders in establishing EV adoption strategies that best fit the needs of each community along with direct financial assistance to equity investment eligible and/or low-income communities toward execution of those strategies.

**New Program (Driver Education):** Aside from providing high schools with EV-related education material for their classroom use, those located in equity investment eligible and/or low-income communities may qualify for financial assistance toward the purchase of EVs and charging equipment.

The ICC Workshop Report included heavy emphasis on equitable access to transportation electrification and the related benefits in equity investment eligible and/or low-income communities. The existing, modified, and new programs listed above were developed to directly address the barriers faced in those communities. Approximately 80% of the BE Plan's projected infrastructure costs target equity investment eligible and/or low-income communities with over 40% of the BE Plan's total cost focused there.

- v) **Methods of minimizing ratepayer impacts and exempting or minimizing, to the extent possible, low-income ratepayers from the costs associated with facilitating the expansion of electric vehicle charging**

**Addressed By Existing Programs:**

**Rider RTP:** Provides residential and small delivery service customers optional time of use/hourly priced electric rates. Encourages charging at times beneficial to the grid (off-peak) which pressures rates lower for all customers.

**Rider PSP:** Provides residential customers optional time of use/hourly priced electric rates and encourages charging at times beneficial to the grid (off-peak) which pressures rates lower for all customers.

**Rider EVCP (Residential, Small Multifamily, Education and Transit Facilities):** For DS-2 customers, encourages charging at times beneficial to the grid with Preferred Charging Period Delivery Credit along with a monthly EV Bill Credit, all of which helps to pressure rates lower for all customers.

**Addressed By Modified or New Programs:**

**Rider EVCP (Multifamily):** Removes the limit to the number of facilities that can qualify.

**Rider EVCP (Education):** Removes the limit to the number of facilities that can qualify and increases the supplemental line extension allowance in equity investment eligible and/or low-income areas.

**Rider EVCP (Transit):** Removes the limit to the number of facilities that can qualify and increases the supplemental line extension allowance in equity investment eligible and/or low-income areas.

**Rider EVCP (Non-Corridor Charging):** Adds supplemental line extension allowance in equity investment eligible and/or low-income areas.

**Rider EVCP (Charging Rebates):** Limited to equity investment eligible and/or low-income areas only, residential, education, and transit customers may qualify for charging equipment/installation rebates.

**Rider EVCP (Private Fleets and Local Government):** Targeting an expansion in Rider EVCP participation, private fleet and government facilities will be eligible to participate. These customers may qualify for a supplemental line extension allowance with an additional allowance in equity investment eligible and/or low-income areas.

**New Program (Affordable Mobility Program):** Nationally based pilot program will bring EVs and on-site charging to two affordable housing communities within the service territory

to facilitate ride sharing and low-cost hourly rental for their residents. This program is expected to provide insight into expanding penetration of similar programs in the future.

**New Program (Community Engagement and Consultation):** Establishment of a new program providing a generic guidebook containing key considerations as communities develop EV adoption strategies. More importantly, it will also include access (provided by AIC) to resources that can assist community leaders in establishing EV adoption strategies that best fit the needs of each community along with direct financial assistance to equity investment eligible and/or low-income communities toward execution of those strategies.

**New Program (Driver Education):** Aside from providing high schools with EV related education material for their classroom use, those located in equity investment eligible and/or low-income communities may qualify for financial assistance toward the purchase of EVs and charging equipment.

The non-participating customer rate impact was a key consideration of this BE Plan. The size, scope, and approach to the BE Plan programs were carefully considered to balance the focus of individual programs versus rate impacts. As shown above in the positive RIM test, the BE Plan as proposed is anticipated to put downward pressure on customer rates in the long term.

- vi) **Plans to increase access to Level 3 Public Electric Vehicle Charging Infrastructure to serve vehicles that need quicker charging times and vehicles of persons who have no other access to charging infrastructure, regardless of whether those projects participate in optimized charging programs**

**Addressed By Existing Programs:**

**Rider EVCP (Corridor Charging):** Provides publicly available DC fast charging “corridor” locations with a supplemental line extension allowance and rate limiter credits. Maximum demand charges occurring during off-peak periods will not be billed.

**Rider EVCP (Non-Corridor Charging):** Provides publicly available DC fast charging “non-corridor” locations with rate limiter credits. Maximum demand charges occurring during off-peak periods will not be billed.

**National Electric Highway Coalition (NEHC):** AIC is a member of NEHC which is made up of more than 50 electric companies. This organization is committed to supporting the coordinated buildout of a foundational network of EV charging infrastructure across their service territories.

**Illinois Department of Transportation (IDOT):** AIC and IDOT have met to discuss coordination of Illinois’s plan for the National Electric Vehicle Infrastructure (NEVI) program to maximize funding opportunities and prioritize electrification of major thoroughfares. Meetings will continue.

**Illinois Environmental Protection Agency (IEPA):** AIC has recently met with the new IEPA EV Coordinator and information has been provided on existing and proposed BE Plan programs. AIC is also providing IEPA input and support for state charging station grant programs (CEJA and VW Settlement) to ensure the programs meet the needs of the AIC service territory and that the BE Plan programs are complimentary to the state programs.

**Addressed By Modified Programs:**

**Rider EVCP (Corridor):** Removes the limit to the number of "corridor" locations that can qualify.

**Rider EVCP (Non-Corridor):** Adds supplemental line extension allowance in equity investment eligible and/or low-income areas.

**vii) Whether to establish charging standards for type of plugs eligible for investment or incentive programs, and if so, what standards**

**Addressed By Existing Programs:**

**Rider EVCP – (All customers):** Program participants must confirm that EVSE installer meets the certification requirements of the ICC which provides assurance of qualifications and expectation of safety, quality, and reliability.

**Rider EVCP (Corridor Charging):** Qualifying installations must accommodate both CHAdeMO and CCS Combo connectors and must have at least one connector of each type.

**To Be Considered:**

As the industry evolves and new state/federal programs are rolled out, AIC will stay abreast of any change in standards to facilitate maximization of EV adoption.

**viii) Opportunities for coordination and cohesion with electric vehicle and electric vehicle charging equipment incentives established by any agency, department, board, or commission of the State, any other unit of government in the State, any national programs, or any unit of the federal government**

**Addressed By Existing Programs:**

**Rider EVCP: (Residential, Multifamily, Education, Transit, Corridor, Non-Corridor):** Entire program designed to avoid duplicating incentives offered by State and Federal agencies and instead offer reduced charging rates and infrastructure cost assistance.

**EV Steering Committee:** Continue participation in program led by IDOT as recommended in the ICC Workshop Report.

**Addressed By Modified Programs and Targeted Communication:**

**Rider EVCP (Multifamily):** Removes the limit to the number of facilities that can qualify.

**Rider EVCP (Education):** Removes the limit to the number of facilities that can qualify and increases the supplemental line extension allowance in equity investment eligible and/or low-income areas.

**Rider EVCP (Transit):** Removes the limit to the number of facilities that can qualify and increases the supplemental line extension allowance in equity investment eligible and/or low-income areas.

**Rider EVCP (Corridor):** Removes the limit to the number of "corridor" locations that can qualify.

**Rider EVCP (Non-Corridor):** Adds supplemental line extension allowance in equity investment eligible and/or low-income areas.

**Rider EVCP (Charging Rebates):** Limited to equity investment eligible and/or low-income areas only, residential, education, and transit customers may qualify for charging equipment/installation rebates.

**Rider EVCP (Private Fleets and Local Government):** Targeting an expansion in Rider EVCP participation, private fleet and government facilities will be eligible to participate. These customers may qualify for a supplemental line extension allowance with an additional allowance in equity investment eligible and/or low-income areas.

**Illinois Department of Transportation (IDOT):** AIC and IDOT have met to discuss coordination of Illinois's plan for the National Electric Vehicle Infrastructure (NEVI) program to maximize funding opportunities and prioritize electrification of major thoroughfares. Meetings will continue.

**Illinois Environmental Protection Agency (IEPA):** AIC has recently met with the new IEPA EV Coordinator and information has been provided on existing and proposed BE Plan programs. AIC is also providing IEPA input and support for state charging station grant programs (CEJA and VW Settlement) to ensure the programs meet the needs of the AIC service territory and that the BE Plan programs are complimentary to the state programs.

**School Districts:** AIC has and will continue to provide its school districts with information and coordination to benefit from state VW settlement funds and other grants/programs that might be available.

**Existing Incentives:** The BE Plan recognizes that numerous Federal and State rebates/incentives are either in place, being considered, and/or have been approved with details pending. AIC's existing tariffs, modifications and new programs have been designed to be complementary to the Federal and State opportunities. Ameren Illinois will remain engaged with the Illinois Environmental Protection Agency, the Illinois Department of Transportation, and other State and Federal agencies to coordinate and implement existing and new EV related programs as applicable.

- ix) Ideas for the development of online tools, applications, and data sharing that provide essential information to those charging electric vehicles, and enable an automated charging response to price signals, emission signals, real-time renewable generation production, and other Commission-approved or customer-desired indicators of beneficial charging times

**Addressed By Existing Programs:**

**Rider PSP (Residential):** Provides technical assistance to customers enabling them to manage their electric usage.

**Rider EVCP:** The application process requires all customers to supply detailed information about their EVs (residential), charging equipment, future expansion plans, and anticipated charging behavior. Data collected will be utilized as current / future programs are modified and developed.

**Advanced Metering:** Over the last several years, advanced metering equipment (AMI) has been installed across the AIC service territory. This system provides usage data every fifteen minutes and serves as the foundation for both customer and grid optimization into the future.

**EV Technology:** As part of the standard electric vehicle equipment package, EV manufacturers include an application for customers to select the exact time and duration that they wish their vehicle to charge. We encourage customers to review these capabilities for their vehicle and use them to enhance the benefits they receive from BE Plan programs.

**Integrated Grid Planning:** Additional managed charging programs may be considered within the Multi-Year Integrated Grid Plan and supported by BE Plan update filings as appropriate.

- x) **Customer education, outreach, and incentive programs that increase awareness of the programs and the benefits of transportation electrification, including direct outreach to eligible communities**

**Addressed By Existing External Customer Education, Outreach and Incentive Programs:**

**Targeted Customer Communications (Residential and Business):** Materials developed for each target customer group with subject matter speaking directly to their interests. These materials are utilized by AIC key account representatives, community relations executives, and more generally at physical and virtual events to further customer awareness.

**Establishment of Web Based Resource for All Things EV:** Online tool for residents and businesses providing one stop EV introduction and decision-making assistance. Includes EV and charger comparisons, a savings calculator, available incentives, and electric rate programs. This tool will continue to be revised and updated as the EV evolution continues.

**Informational Video Development and Distribution:** Informational videos have been created to provide basic overviews of electrification topics. Videos completed to date include EV 101 (basic) and EV 201 (intermediate). These videos form the core content for interaction with community and corporate customers. They have received strong customer support and engagement to date.

**Dealership Partner Network Collaboration:** Auto dealers across the service territory have been invited to join our Dealer Partner Network (12 dealers have signed up to date). Benefits to dealers include co-branding opportunities, customer base expansion, EV materials for customer distribution and access to a dealer-only portal with EV specific market and technical information. Virtual demonstrations and roundtable discussions with dealer groups have been conducted and outreach will be expanded in 2023.

**Community and Corporate Events:** Direct customer engagement is vital to creating awareness among Ameren Illinois customers. Virtual and physical (though mostly virtual through 2022) customer events have been conducted to date, introducing customers and communities to EVs and related topics. These events are upbeat but also informational and serve to reinforce AIC as a trusted resource in electrification.



**Addressed By Existing Internal Customer Education and Outreach Programs:**

**Current Employees:** A key corporate objective is to evolve into providing our customers with clean energy and a cleaner environment. EV expansion is a major component of that objective. We see our employees as ideal ambassadors to spread the word about EV benefits in their communities. AIC employees are armed with up-to-date information on EV and charging basics (EV 101 and EV 201), provided training on special customer rate programs, and are also offered EV test drives for first-hand experience. In addition, the Company provides rebates for employees that purchase EVs for their personal use.

**Training for Customer Service Representatives (CSRs):** CSR teams have completed intense training about EV adoption and special rate programs (particularly Rider EVCP) and are equipped with information and messaging points to provide customers basic information on various electrification benefits and AIC electrification programs. A FAQ resource has been created and continues to expand. CSR teams also direct customers to the AIC website for further detail or a designated EV expert if additional information is requested.

**Proposed Customer Education, Outreach and Incentive Programs:**

**Fleet Assessment:** Program will identify education, transit, and private fleet facilities for fleet assessments. The program will analyze the customers' existing internal combustion engine (ICE) vehicles and usage patterns and then determine the most suitable battery electric vehicle (BEV) replacement. Analysis will compare expenses of operation, maintenance, and emissions. A non-binding report will be provided to the customer including recommendations suited to their specific needs.

**Trade Ally:** The trade ally program, identified as the Electric Vehicle Partner (EVP) Network, will foster deep relationships between Ameren Illinois and organizations that can play key roles in our customers' journey to electrification. The EVP network will include individuals or organizations involved with charging station installation, maintenance, financing, etc. so that customers are aware of reliable EV resources.

**Community Engagement and Consultation:** Program assisting communities (especially those that are equity investment eligible and/or low-income) as they address barriers to transportation electrification to develop strategies best suited to their specific needs. Assistance may include access to EV planning expertise at no charge along with direct financial support to execute EV development strategies in equity investment eligible and/or low-income communities.

**Driver Education:** Program providing high schools with EV educational materials suitable for curriculum use. In addition, high schools located in equity investment eligible and/or low-income communities may qualify for direct financial assistance toward purchases of EVs and charging equipment.

**As previously stated, AIC is supportive of this BE Plan and has already taken steps to meet its objectives. For example, Rider EVCP, along with the numerous modifications and new programs proposed above, will continue to support acceleration of EV adoption, and will also focus efforts on education and outreach along with ensuring that access to electrification of transportation and the related infrastructure in equity investment eligible and/or low-income areas are emphasized.**

While continuing to execute existing EV adoption strategies and adding numerous modifications as part of this BE Plan (many resulting from the sentiments expressed throughout the ICC workshop process), efforts to minimize the impact on rate payers in general have also been applied, as required by the legislation.

As the Cost/Benefit analysis attests, the overall BE Plan is cost beneficial to our customers with a four-year Total Resource Cost (TRC) of 1.03, a key outcome targeted in the legislation.

The Rate Impact to customers is initially projected to be negative (higher rates) but well under the legislated 1% cap. Over time, however, growth in EV usage is expected to offset the BE Plan costs resulting in lower customer rates.

The BE Plan is designed to target over 40% of the BE Plan's total support toward equity investment eligible and/or low-income communities.

In addition, the BE Plan is designed to target over 5% of support toward medium and heavy-duty school bus and public transit vehicle electrification.

As electrification in the transportation sector grows and evolves, so must AIC's role to assist customers and stakeholders to benefit from the changing market. This BE Plan will be updated July 1, 2024, and on a three-year cycle thereafter. We anticipate that a continuing partnership with the State of Illinois, coordination with Federal programs, and a growing involvement from the private sector will allow for further market penetration of electric transportation in the future and we look forward to providing leadership toward that objective.

**APPENDIX 1: Rider EVCP – Optional Electric Vehicle Charging Program**

**Ameren Illinois Company**  
**d/b/a Ameren Illinois**  
Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
2<sup>nd</sup> Revised Sheet No. 21  
(Canceling Original Sheet No. 21)

**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. 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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10 Executive Drive, Collinsville, IL, 62234

\* Asterisk denotes change

APPENDIX 1: Rider EVCP – Optional Electric Vehicle Charging Program

**Ameren Illinois Company**  
d/b/a Ameren Illinois  
Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
1<sup>st</sup> Revised Sheet No. 21.001

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**RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM**

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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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## APPENDIX 1: Rider EVCP – Optional Electric Vehicle Charging Program

**Ameren Illinois Company**  
d/b/a Ameren Illinois  
Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
1<sup>st</sup> Revised Sheet No. 21.002

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**RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM**

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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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## APPENDIX 1: Rider EVCP – Optional Electric Vehicle Charging Program

**Ameren Illinois Company**  
d/b/a Ameren Illinois  
Electric Service Schedule III. C. C. No. 1

III. C. C. No. 1  
1st Revised Sheet No. 21.003

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**RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM**

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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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## APPENDIX 1: Rider EVCP – Optional Electric Vehicle Charging Program

**Ameren Illinois Company**  
 d/b/a Ameren Illinois  
 Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
 1<sup>st</sup> Revised Sheet No. 21.004

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**RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM**

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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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APPENDIX 1: Rider EVCP – Optional Electric Vehicle Charging Program

**Ameren Illinois Company**  
d/b/a Ameren Illinois  
Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
1<sup>st</sup> Revised Sheet No. 21.005

**RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM**

**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.

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

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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10 Executive Drive, Collinsville, IL 62234



## APPENDIX 1: Rider EVCP – Optional Electric Vehicle Charging Program

**Ameren Illinois Company**  
**d/b/a Ameren Illinois**  
 Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
 1<sup>st</sup> Revised Sheet No. 21.006

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**RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM**

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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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## APPENDIX 1: Rider EVCP – Optional Electric Vehicle Charging Program

**Ameren Illinois Company**  
d/b/a Ameren Illinois  
Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
1<sup>st</sup> Revised Sheet No. 21.007

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**RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM**

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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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APPENDIX 1: Rider EVCP – Optional Electric Vehicle Charging Program

**Ameren Illinois Company**  
d/b/a Ameren Illinois  
Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
Original Sheet No. 21.008

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**RIDER EVCP – OPTIONAL ELECTRIC VEHICLE CHARGING PROGRAM**

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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.

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10 Executive Drive, Collinsville, IL 62234

APPENDIX 1: Rider EVCP – Optional Electric Vehicle Charging Program

Ameren Illinois Company d/b/a Ameren Illinois  
Qualifying Electric Vehicle Facility Specifications

Original Informational Sheet Supplemental to Rider EVCP – Optional Electric Vehicle Charging Program  
Sheet Nos. 21 – 21.008 of Electric Service Schedule III, C. C. No. 1

Effective July 15, 2021

**Purpose**

The purpose of this document is to provide the Qualifying Electric Vehicle Charging specifications.

**Programs**

**Residential Program**

1. Customer must notify Ameren Illinois and provide the following information to qualify for the optional electric vehicle charging program rate provisions.
  - a. Year, make, model, and VIN# of EV.
  - b. Information on charging equipment – Manufacturer and model #, voltage and amp rating.
  - c. Confirm certification of EVSE installer, if applicable.

**Multifamily Facility Program**

1. Qualifying installations must be on or adjacent to multifamily housing units, or be readily accessible and open to EV owners living in multifamily units.
2. Qualifying installations must install Level 2 EVSE with at least 5 kW AC output.
3. Qualifying installations at a minimum must install at least two Level 2 EVSE.
4. Qualifying installations can have a maximum of 149 kW of total connected load.
5. Qualifying installation can set rules and fees for tenant and public charging as allowed under current Illinois regulations and laws.
6. Qualifying installations can also be open for general public charging as determined by owner.
  - a. If open to general public or not provided to tenants through other form of compensation, qualifying installation must have credit card capability via swipe, contactless, app, or 24/7 phone call.
7. Customer must notify Ameren Illinois and provide the following information to qualify an installation for the optional electric vehicle charging program rate provisions.
  - a. Number of EVSE, manufacturer and model, voltage and amp of each EVSE installed.
  - b. Information on how the installation will be prepared for future expansion as appropriate.
  - c. Information on how the customer plans to charge tenants and other public for vehicle charging service.
  - d. Confirm certification of EVSE installer.

**APPENDIX 1: Rider EVCP – Optional Electric Vehicle Charging Program**

Ameren Illinois Company d/b/a Ameren Illinois  
Qualifying Electric Vehicle Facility Specifications

Original Informational Sheet Supplemental to Rider EVCP – Optional Electric Vehicle Charging Program  
Sheet Nos. 21 – 21.008 of Electric Service Schedule III, C. C. No. 1

Effective July 15, 2021

**Education Facility and Transit Facility Programs**

1. Qualifying installations can either utilize Level 2 or DC Fast Charging EVSE commensurate with the type of public transportation vehicle and operating needs.
2. Customer must notify Ameren Illinois and provide the following information to qualify an installation for the optional electric vehicle charging program rate provisions.
  - a. Year, make, model, size and number of electric vehicles.
  - b. Information on charging equipment -- number of EVSE, manufacturer and model, voltage and amp of each EVSE installed.
  - c. How / when the customer intends to charge.
  - d. Information on the customer's fleet electrification plan and how the installation will be prepared for future expansion as appropriate.
  - e. Confirm certification of EVSE installer.

**Corridor Charging Facility Program**

1. Qualifying installations must be located in one of the general areas identified by Ameren Illinois.
2. Qualifying installations must install at least 150 kW of total connected DC Fast Charging EVSE, with the capability to charge at least 2 vehicles simultaneously.
3. Qualifying installations will have a limited maximum capability based on the specific location which should be confirmed with Ameren Illinois at the time of application.
4. Qualifying installations must accommodate both CHAdeMO and CCS Combo connectors, and must have at least one connector of each of these types.
5. Qualifying installations must have credit card capability via swipe, contactless, app, or 24/7 phone call.
6. Qualifying installation can set rules and fees for public charging as allowed under current Illinois regulations and laws.
7. Customer must notify Ameren Illinois and provide the following information to qualify an installation for the optional electric vehicle charging program rate provisions.
  - a. Number of EVSE, manufacturer and model, voltage and amp of each EVSE installed.
  - b. Information on how the installation will be prepared for future expansion as appropriate.
  - c. Information on how the customer plans to charge the public for vehicle charging service.
  - d. Confirm certification of EVSE installer.

APPENDIX 1: Rider EVCP – Optional Electric Vehicle Charging Program

Ameren Illinois Company d/b/a Ameren Illinois  
Qualifying Electric Vehicle Facility Specifications

Original Informational Sheet Supplemental to Rider EVCP – Optional Electric Vehicle Charging  
Program

Sheet Nos. 21 – 21.008 of Electric Service Schedule III. C. C. No. 1

Effective July 15, 2021

**Non-Corridor DC Fast Charging Facility Program**

1. Qualifying installations must install at least 150 kW of total connected DC Fast Charging EVSE, with the capability to charge at least 2 vehicles simultaneously.
2. Qualifying installations must have credit card capability via swipe, contactless, app, or 24/7 phone call.
3. Qualifying installation can set rules and fees for public charging as allowed under current Illinois regulations and laws.
4. Customer must notify Ameren Illinois and provide the following information to qualify an installation for the optional electric vehicle charging program rate provisions.
  - a. Number of EVSE, manufacturer and model, voltage and amp of each EVSE installed.
  - b. Information on how the installation will be prepared for future expansions as appropriate.
  - c. Information on how the customer plans to charge the public for vehicle charging service.
  - d. Confirm certification of EVSE installer.

**APPENDIX 2: Rider RTP – Real Time Pricing**

**Ameren Illinois Company**  
d/b/a Ameren Illinois  
Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
2<sup>nd</sup> Revised Sheet No. 27  
(Canceling 1<sup>st</sup> Revised Sheet No. 27)

**RIDER RTP – REAL-TIME PRICING**

**PURPOSE**

Rider RTP – Real-Time Pricing (Rider RTP), along with Delivery Service (DS) and Transmission Service (TS) tariffs contained within this Schedule, represents bundled service for Customers served on Rate DS-1 – Residential Delivery Service (DS-1) and Rate DS-2 – Small General Delivery Service (DS-2) that elect to purchase electric power and energy supply from the Company where their Energy Charge will reflect the hourly wholesale market price for the Company’s MISO Delivery Point. Certain provisions herein apply to Customers taking Partial Requirements Supply Service (PRSS), as defined in the Customer Terms and Conditions. The MISO real-time market will be used to determine the costs under this Rider.

**\* AVAILABILITY**

This Rider is available to any Customer served under DS-1 or DS-2 where Customer elects to purchase Company-supplied power and energy under real-time pricing. Customer has given the Company the required notification as specified in the Customer Terms and Conditions and has the necessary metering installed.

- \* A DS-1 (Residential) or DS-2 (General Service) Customer that has terminated service under this Rider will not be eligible to reinstate service under this Rider for a period of 12 months after the date of termination. This limitation shall cease on such date that the provision of electric power and energy is declared competitive for such Customers under Section 16-113 of the Public Utility Act.

**SERVICE CLASSIFICATIONS**

The Customer’s Delivery Service Rate is used to determine the Customer’s service classification under this Rider. The following are the Rider RTP service classifications and corresponding Delivery Service Rates.

<b>Rider RTP Service Classification</b>	<b>Delivery Service Rate</b>
RTP-1 – Residential Real-Time Pricing Service	Rate DS-1 – Residential Delivery Service
RTP-2 – Small General Real-Time Pricing Service	Rate DS-2 – Small General Delivery Service

Date of Filing, April 17, 2017

Issued pursuant to Public Act 99-0906  
which is effective as of June 1, 2017

\* Asterisk denotes change

Date Effective, June 1, 2017

Issued by R.J. Mark, President & CEO  
6 Executive Drive, Collinsville, IL 62234



APPENDIX 2: Rider RTP – Real Time Pricing

**Ameren Illinois Company**  
d/b/a Ameren Illinois  
Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
2<sup>nd</sup> Revised Sheet No. 27.001  
(Canceling 1<sup>st</sup> Revised Sheet No. 27.001)

**RIDER RTP – REAL-TIME PRICING**

**ELECTRIC POWER AND ENERGY SUPPLY PRICING METHODOLOGY**

The determination and application of the Rider RTP charges will be pursuant to the Supply Charge and Energy Charge methodology as defined in Rider HSS. A monthly Purchased Electricity Adjustment (PEA) as defined in Rider PER will be applied to Rider RTP Customers to align supply costs with Customer billings.

**CHARGES**

The determination and application of charges for electric power and energy supply under this Rider shall be calculated pursuant to Rider HSS, except beginning with service on and after June 1, 2013, the Supplier Charge shall be recovered from customers through a per kWh charge, determined as follows:

**Supplier Charge**

$$* \quad SC_{kWh} = [CC \times PLC \times \text{Seasonal Days} / PE]$$

Where:

\*  $SC_{kWh}$  = Supplier Charge applied to Customers taking service under Rider RTP during the applicable Summer or Non-Summer Period within the MISO Planning Year, a 12 consecutive month period beginning June and further defined within Rider HSS, rounded to the nearest \$0.00001, to be applied to each kWh of usage at the Customer service point in the Billing Period.

CC = Capacity Costs, as specified in the Definitions section of Rider HSS. The Capacity Cost shall be expressed as a daily cost per PLC Demand, whether procured within MISO-Administered Markets or through other contractual agreements.

PLC = PLC Demand, as specified in the Definitions section of Rider HSS, except the PLC Demand used within this Rider represents the sum of PLC Demands for all Rider RTP Customers assumed to take service during the MISO Planning Year.

Date of Filing, November 6, 2015

Date Effective, December 21, 2015

Issued by R.J. Mark, President & CEO  
6 Executive Drive, Collinsville, IL 62234

\*Asterisk denotes change



APPENDIX 2: Rider RTP – Real Time Pricing

**Ameren Illinois Company**  
d/b/a Ameren Illinois  
Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
2<sup>nd</sup> Revised Sheet No. 27.002  
(Canceling 1<sup>st</sup> Revised Sheet No. 27.002)

**RIDER RTP – REAL-TIME PRICING**

\* Seasonal Days = Number of days in the applicable Summer or Non-Summer Period within the MISO Planning Year.

PE = Projected Energy, in kWh, forecasted to be delivered to Rider RTP Customers, corresponding to the Customers assumed to take Rider RTP service in the determination of PLC Demand, during the MISO Planning Year.

- \* Notwithstanding the above, beginning January 1, 2016, the Non-Summer Supplier Charge applicable to RTP-1 Customers shall be differentiated between the first 800 kWh of monthly Non-Summer usage and monthly usage over 800 kWh. The Non-Summer Supplier Charge applicable to RTP-1 Customers for usage over 800 kWh will be set to zero. An offsetting increase will be made to the Non-Summer Supplier Charge applicable to the first 800 kWh of monthly usage for RTP-1 Customers such that the increase to the first 800 kWh RTP-1 Supplier Charge offsets the decrease in the over 800 kWh RTP-1 Supplier Charge on a revenue neutral basis.

The Rider RTP Supplier Charges shall be provided in the Informational Filing made pursuant to Rider PER and Rider HSS, as applicable. The hourly Energy Charges and associated components will be posted on [www.amerenillinois.com](http://www.amerenillinois.com) and available to Customers who log-in to their account. These prices are adjusted for losses, as applicable. Locational Marginal Prices, a subset of Energy Charges, are available on [www.amerenillinois.com](http://www.amerenillinois.com) without logging-in to an account. In addition, other charges will apply to Customers taking service under this Rider, including but not limited to, TS, PEA and any other applicable charges the Customer is required to pay as specified in the Delivery Service Rate and applicable Riders.

**TERMS OF PAYMENT**

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

**TERMS AND CONDITIONS**

I. Service Obligation

Provided the Customer has the necessary interval metering installed, service under this Rider shall commence on the first meter reading date, after proper notice has been provided to the Company.

Date of Filing, November 6, 2015

Date Effective, December 21, 2015

Issued by R.J. Mark, President & CEO  
6 Executive Drive, Collinsville, IL 62234

\*Asterisk denotes change

APPENDIX 2: Rider RTP – Real Time Pricing

**Ameren Illinois Company**  
d/b/a Ameren Illinois  
Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
1<sup>st</sup> Revised Sheet No. 27.003  
(Canceling Original Sheet No. 27.003)

**RIDER RTP – REAL-TIME PRICING**

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2. Switching Rules

Customers electing to switch between electric power and energy supply options shall be subject to the Company's Direct Access Service Request (DASR) procedures, in accordance with the Switching Suppliers and DASR Procedures provision of the Customer Terms and Conditions. If proper DASR notice is not provided, the Company shall follow the unscheduled switching provisions. The Customer Terms and Conditions contain the rules for Customers selecting electric power and energy supply requirements from the Company. The Customer will be charged for each off-cycle switch at the rate specified in Miscellaneous Fees and Charges.

3. Miscellaneous Fees and Charges

The Customer agrees to compensate the Company in accordance with the charges under Miscellaneous Fees and Charges and Standards and Qualifications, if applicable, for the installation of metering, recording and communication devices that the Company deems necessary to accommodate billings under this Rider.

4. Partial Requirements Supply Service

A Customer may opt to take PRSS, as defined in the Customer Terms and Conditions, from the Company under this Rider during periods when such Customer is also taking electric power and energy supply service from an Alternative Retail Electric Supplier or Retail Electric Supplier (collectively RES).

Prior to beginning PRSS, the Customer must enter into a written agreement with the Company that specifies the terms and conditions of the service. The Customer must provide the Company thirty (30) days advanced written notice before the end of the next billing cycle prior to beginning or ending PRSS under this Rider. The Customer must follow the applicable DASR procedures. Before PRSS is provided, the written agreement between Company and Customer must specify the portions of its electric power and energy supply requirements that are to be supplied by the RES and by the Company under this Rider in accordance with one of the following methods:

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Date of Filing, February 26, 2013

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Issued by R.J. Mark, President & CEO  
6 Executive Drive, Collinsville, IL 62234

\*Asterisk denotes change

APPENDIX 2: Rider RTP – Real Time Pricing

**Ameren Illinois Company**  
d/b/a Ameren Illinois  
Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
Original Sheet No. 27.004

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**RIDER RTP – REAL-TIME PRICING**

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- A. A fixed amount of load as first through the meter, with the fixed amount being the same during each hour:
  - 1. Fixed amount of electric power and energy supply provided by the Company as first through the meter during each hour, or
  - 2. The Company supplies the remaining electric power and energy supply after the RES or Customer supplies a fixed amount of electric power and energy supply as first through the meter during each hour, or
- B. Customer load is allocated on a fixed percentage basis between the Company and what is supplied by the RES during each hour, with the fixed percentage being the same during each hour.

The Customer must provide the Company thirty (30) days advanced written notice before the end of the next bill cycle, to change the portions of its electric power and energy supply requirements that are to be supplied by the RES and by the Company.

Customers taking PRSS under this Rider are required to have the appropriate metering as designated by the Company for their billing methodology. The Customer agrees to compensate the Company in accordance with the applicable charges under Miscellaneous Fees and Charges, and Standards and Qualifications for Electric Service, if applicable, for the installation of metering, recording and communication devices that the Company deems necessary to accommodate settlements and billings under PRSS. Customer taking PRSS shall not be eligible for the RES Single Bill Option described in the Customer Terms and Conditions.

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Date of Filing, February 26, 2013

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Issued by R.J. Mark, President & CEO  
6 Executive Drive, Collinsville, IL 62234



**APPENDIX 3: Rider PSP – Power Smart Pricing**

**Ameren Illinois Company**  
d/b/a Ameren Illinois  
Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
1<sup>st</sup> Revised Sheet No. 26  
(Canceling Original Sheet No. 26)

**RIDER PSP – POWER SMART PRICING**  
**(Available to Residential Customers Taking Service Pursuant to Rider RTP)**

**PURPOSE**

The purpose of this Rider PSP - Power Smart Pricing (PSP) is to comply with 220 ILCS 5/16-107(b-5) and encourage the participation of Residential Customers in a demand response program. Participants in this optional Rider will be educated by the Program Administrator concerning real-time pricing and provided technical and other customer assistance necessary to enable Customers to manage their electric usage.

**AVAILABILITY**

Service under this Rider is available to any Customer served under Rate DS-1 - Residential Delivery Service (Rate DS-1) that elects to purchase Company-supplied power and energy under Rider RTP - Real-Time Pricing (Rider RTP), and agrees to the requirements of the Terms and Conditions related to this Rider.

- \* A Customer that has terminated service under this Rider will not be eligible to reinstate service under this Rider for a period of 12 consecutive months after the date of termination. This limitation shall cease on such date that the provision of electric power and energy is declared competitive for Residential Customers under Section 16-113 of the Public Utility Act.

**CHARGES**

Participation Charge

Applicable to each electric service account where Customer takes service under this Rider as follows:

\$2.25 per month for each electric service account

Incremental Metering Charges for Rider RTP

As stated in the Terms and Conditions section of this tariff, the Incremental Metering Charges for Rider RTP shall be waived for Customers electing to receive service under Rider RTP and Rider PSP.

**ADMINISTRATION OF POWER SMART PRICING**

Power Smart Pricing will be administered by a Program Administrator as provided for in 220 ILCS 5/16-107 (b-15) of the Act. The responsibilities of the Program Administrator include, but are not limited to, the following:

- 1) Develop and implement a program to provide consumer outreach, enrollment, and education concerning real-time pricing to Customers; and
- 2) Establish, and administer an information system, plus technical and other customer assistance necessary to enable Customers to manage their electric usage.

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Date Effective, June 1, 2017

Issued pursuant to Public Act, 99-0906  
which is effective as of June 1, 2017

Issued by R.J. Mark, President & CEO  
6 Executive Drive, Collinsville, IL 62234

\* Asterisk denotes change

APPENDIX 3: Rider PSP – Power Smart Pricing

**Ameren Illinois Company**  
d/b/a Ameren Illinois  
Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
1<sup>st</sup> Revised Sheet No. 26.001  
(Canceling Original Sheet No. 26.001)

**RIDER PSP – POWER SMART PRICING**  
**(Available to Residential Customers Taking Service Pursuant to Rider RTP)**

- \* The Program Administrator selected by the Company must have demonstrated technical and managerial competence in the development and administration of demand management programs.
- \* The Company may seek approval to terminate this Rider in accordance with the requirements of 220 ILCS 5/16-107 (b-5) of the Act, or any other applicable law, rule, regulation, or tariff.

**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.

**TERMS AND CONDITIONS**

I. Prerequisites of Service

The following prerequisites must be met before a Customer can commence service under this Rider:

- a. Such Customer must complete a PSP enrollment form with the Program Administrator acknowledging that Customer:
  - i. Is agreeing to participate in Power Smart Pricing;
  - ii. Is eligible for and agrees to initiate service under Rider RTP;
  - iii. Has reviewed the Terms and Conditions of taking service under this Rider and Rider RTP;
  - iv. Authorizes the Company to release to the Program Administrator the electric energy usage and billing information of such Customer and all other information as permitted by law, rule, regulation or tariff;

Date of Filing, November 16, 2012

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Issued by R.J. Mark, President & CEO

in Docket No. 11-0547

6 Executive Drive, Collinsville, IL 62234

\*Asterisk denotes change

APPENDIX 3: Rider PSP – Power Smart Pricing

**Ameren Illinois Company**  
d/b/a Ameren Illinois  
Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
1<sup>st</sup> Revised Sheet No. 26.002  
(Canceling Original Sheet No. 26.002)

**RIDER PSP – POWER SMART PRICING**  
**(Available to Residential Customers Taking Service Pursuant to Rider RTP)**

- v. Authorizes such participation agreement to be secured and maintained by the Program Administrator; and
  - vi. Authorizes their electrical usage data and billing information to be aggregated or combined with data of other Rider PSP participants for purposes of evaluating consumer and system benefits under this Rider. Individual Customer data will be held confidential by Company and Program Administrator and will not be identifiable for a specific Customer.
- b. Customer shall have in place the necessary interval metering. The Company shall exercise reasonable due diligence in the timing of the installation of such meters for Customers desiring to participate in this program, taking into account time resource commitments, personnel availability, equipment availability and other relevant considerations. In its sole judgment, Company may delay service under this Rider to Customer where meter is located in an area with restricted access until said meter is moved to a location without restricted access, at Customer's expense.
- \* 2. **Service Commencement**
- Service under this Rider shall commence with Customer's first complete billing period, after proper notice has been provided to the Company. A Customer electing service under this Rider shall not be subject to a minimum service obligation.
3. **Switching Rules**
- Customers electing to switch between electric power and energy supply options shall be subject to the Company's Direct Access Service Request (DASR) procedures, in accordance with the Switching Suppliers and DASR Procedures provision of the Customer Terms and Conditions. If proper DASR notice is not provided, the Company shall follow the unscheduled switching provisions. The Customer Terms and Conditions contain the rules for Customers selecting electric power and energy supply requirements from the Company.

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Issued pursuant to Public Act, 99-0906  
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\* Asterisk denotes change

Issued by R.J. Mark, President & CEO  
6 Executive Drive, Collinsville, IL 62234

Date Effective, June 1, 2017

APPENDIX 3: Rider PSP – Power Smart Pricing

**Ameren Illinois Company**  
d/b/a Ameren Illinois  
Electric Service Schedule Ill. C. C. No. 1

Ill. C. C. No. 1  
2<sup>nd</sup> Revised Sheet No. 26.003  
(Canceling 1<sup>st</sup> Revised Sheet No. 26.003)

**RIDER PSP – POWER SMART PRICING**  
**(Available to Residential Customers Taking Service Pursuant to Rider RTP)**

\* 4. Rider PSP Termination

If service under this Rider is terminated, Customers receiving service under this Rider at said termination will have the option to remain on Rider RTP, switch to Rider BGS service or receive service from a RES, without penalty.

\* 5. Waiving of Incremental Metering Charge for Rider RTP

Customers electing Rider PSP in conjunction with Rider RTP shall have the monthly Incremental Metering Charge for Rider RTP waived.

\* 6. Final Reconciliation and Transition to Static Supplemental Customer Charge

Any over or under recovery of costs identified in the Final Order in Docket No. 11-0669, together with any over or under recovery of costs identified in the Final Order in Docket No. 12-0450, shall be collected from or refunded to Rate DS-1 Customers beginning no later than two full Billing Periods following the later of the effective date of this tariff or the date of the Final Order in Docket No. 12-0450. A final report of over or under-collection from the Commission's Order in Docket Nos. 11-0669 and 12-0450 shall be prepared and submitted to the Commission via e-Docket in 11-0547 within 30 days following the later of the Final Order in Docket No. 12-0450 or the effective date of this tariff. The report shall also be provided to the Manager of the Staff's Accounting Department. Any under-recovery amounts shall be recovered through a \$0.01 per month adder to the Power Smart Pricing Charge contained in the Supplemental Customer Charges tariff for a period of time not to exceed the number of Billing Periods expected to be required to recover the under-recovery amount. Any remaining net balance not refunded, or over-collection of a prior period under-recovery adder, shall be donated to an energy assistance agency. Thereafter, the Power Smart Pricing Charge of \$0.08 shall not change until the provisions of this tariff are terminated or superseded. Any Power Smart Pricing Program costs greater or less than revenues actually incurred through the \$0.08 supplemental customer charge shall be provided for pursuant to the Company's annual Rate MAP-P update proceeding. To the extent tariff Rate MAP-P is canceled, no reconciliation or other form of over/under recovery shall apply.

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Issued by R.J. Mark, President & CEO

in Docket No. 11-0547

6 Executive Drive, Collinsville, IL 62234

\*Asterisk denotes change

## APPENDIX 3: Rider PSP – Power Smart Pricing

**Ameren Illinois Company**

**d/b/a Ameren Illinois**

Electric Service Schedule III. C. C. No. 1

Ill. C. C. No. 1

4<sup>th</sup> Revised Sheet No. 26.004

(Canceling 3<sup>rd</sup> Revised Sheet No. 26.004)

**RIDER PSP – POWER SMART PRICING**  
(Available to Residential Customers Taking Service Pursuant to Rider RTP)

- \* The Company will re-evaluate the appropriate level of the non-participant charge and prepare a report no later than Jan. 30, 2016 and every 3 years thereafter. The Report shall indicate if the Company believes the non-participant charge is commensurate with the benefits and provide a recommendation for any associated changes. The report shall be provided to the Commission via e-Docket in 11-0547 and the Manager of the Staff's Accounting Department.

**RECOVERY OF COSTS ASSOCIATED WITH RIDER PSP (SUPPLEMENTAL CUSTOMER CHARGES)**

- \* 1. In addition, pursuant to terms of 220 ILCS 5/16-107(b-5) the Company shall impose a monthly charge on Residential Customers as shown in the Supplemental Customer Charge tariff to recover costs associated with Rider PSP. Such charge shall replace the previously applicable charge starting with the first full monthly Billing Period following the effective date of this tariff. The costs associated with Rider PSP shall be considered a Supplemental Customer Charge.
2. The costs associated with Rider PSP shall be applicable to the following rate tariff included in Electric Service Schedule III. C.C. No. 1:
- Residential - Rate DS-1
3. The total amount of Supplemental Customer Charges each month, shall be added and incorporated into the stated Customer Charge for the applicable tariff. The Supplemental Customer Charges shall be reflected once for each Customer account. The monthly bill for each Customer account shall reflect the above applicable Supplemental Customer Charges and the monthly Customer Charge component of the applicable tariff as a single charge. For each Customer account for which there is no existing Customer Charge under the terms of the Customer's electric service tariff, a Customer Charge that includes the appropriate Supplemental Customer Charges will be shown on the Customer's monthly bill.

Date of Filing, December 14, 2016

Date Effective, December 27, 2016

Filed Pursuant to ICC Order

Issued by R.J. Mark, President & CEO

in Docket No. 16-0262

6 Executive Drive, Collinsville, IL 62234

\* Asterisk denotes change



**APPENDIX 4: Trade Ally Program**

<b>Program Name</b>	<b>Target Customers</b>	<b>Customer Rate Class</b>	<b>Summary</b>
<b>Trade Ally Program</b>	All	All	Provides customers a vetted list of qualified electrification specialists and will serve in a management role for BE Plan related rebate programs.
<b>Steps required</b>	After selection of appropriate vendor as project manager and utilizing a subset of existing AIC Energy Efficiency trade allies as a starting point, list and engage as trade allies, other third parties capable of assisting AIC customers in the EV/charging journeys. This new trade ally group – Electric Vehicle Partner (EVP) Network will not only form a cradle to grave set of customer resources but also serve in a rebate management role (for the appropriate BE Plan programs) between project management, AIC, and its customers.		
<b>Timing</b>	Implementation 450 days after approval of BE Plan and associated tariffs.		
<b>Benefits</b>	Enhanced customer confidence to convert to electric, rebate management assistance		
<b>Estimated costs</b>	\$770,000 through 2024		
<b># of new accounts expected</b>	N/A		
<b># of eligible accounts</b>	N/A		
<b>Requirements/ qualifications</b>	All AIC customers		
<b>Impact new state / fed programs</b>	N/A		
<b>ICC workshop impact</b>	Consistent with ICC workshop emphasis on customer awareness		

**APPENDIX 5: Affordable Mobility Program (AMP)**

<b>Program Name</b>	<b>Target Customers</b>	<b>Customer Rate</b>	<b>Summary</b>
<b>Affordable Mobility Program (AMP)</b>	Affordable Housing Residents	DS-2	Leveraging a grant from DOE, this national three-year pilot program managed by FORTH will target affordable housing developments in AIC's service territory as recipients of free EVs and charging equipment. Vehicles will be available to residents for test drives and car sharing/low-cost hourly rentals. The program will serve as a model to help bring clean transportation to equity investment eligible and/or low-income areas.
<b>Steps required</b>	Choose locations in coordination with Forth and AMO with need and likelihood of success as key factors. Clarify the roles of Forth, AIC and management of selected housing facilities to execute the roll out, ongoing supervision and reporting of the pilot results.		
<b>Timing</b>	Implementation late 2023.		
<b>Benefits</b>	Learn about the growth potential along with the challenges from the introduction of ride sharing and low-cost rental programs in underserved locations		
<b>Estimated costs</b>	\$105,000 through 2025		
<b># of new accounts expected</b>	2		
<b># of eligible accounts</b>	2		
<b>Requirements / qualifications</b>	Must be multi-family facility located in equity investment eligible and/or low-income area within AIC service territory		
<b>Impact new state / fed programs</b>	May qualify for state rebates		
<b>ICC workshop impact</b>	ICC recommends community charging programs especially in charging deserts and low-income areas and supports coordination with multifamily initiatives.		

**APPENDIX 6: Fleet Assessment Program**

<b>Program Name</b>	<b>Target Customers</b>	<b>Customer Rate Class</b>	<b>Summary</b>
<b>Non-Residential Customer Fleet Assessment</b>	Education (5), Transit (5) & Private Fleets (10)	DS-2 / DS-3 / DS-4	Support the annual assessment and study of 20 Non-Residential customers' fleets including, but not limited to: <ul style="list-style-type: none"> <li>- fleet evaluation</li> <li>- feasibility assessment</li> <li>- TCO analysis</li> <li>- reporting and summarizing lessons learned.</li> </ul>
<b>Steps required</b>	Access data base with filtering to identify universe of potential fleet customers, select diverse group of potential customers based on geography, urban/suburban/rural, type of business, type of vehicles, etc. Engage expert contractor to develop methodology and model. Approach selected customers with high level proposal and first come, first served solicitation.		
<b>Timing</b>	Implementation 60 days after ICC approval of BE Plan and associated tariffs.		
<b>Benefits</b>	Provides customers with customized cost comparison for conversion of their fleets to electric. Includes analysis of the customers' current vehicles and cost of operation versus that of comparable battery powered vehicles – including charging requirements/schedules. Provides AIC with knowledge of most viable customer types for conversion and methodology/tools to manage assessments in-house in the future.		
<b>Estimated costs</b>	\$283,100 through 2024		
<b># of new accounts expected</b>	Project that 40 assessments will be completed through 2024		
<b>Requirements / qualifications</b>	Must be located within AIC service territory and be affiliated with educational transportation, public transit, or a private/public company		
<b>Impact new state / fed programs</b>	May qualify for state and/or federal incentives on vehicles/charging. Assessment will identify available grants.		
<b>ICC workshop impact</b>	Utilities are recommended to assist fleet customers toward conversion to electric		

**APPENDIX 7: Driver Education Program**

<b>Program Name</b>	<b>Target Customers</b>	<b>Customer Rate Class</b>	<b>Summary</b>
<b>New - Driver Education</b>	Educators and high school students/EV owners of the future	DS-2 / DS-3 / DS-4	Provide high schools with EV education materials suitable for use in their curriculums. High schools located in equity investment eligible and/or low-income communities qualify for financial assistance toward purchases of EVs (up to \$5,000 per vehicle) and charging equipment (up to \$3,000 per station).
<b>Steps required</b>	Develop package describing Driver Education program for disbursement to high schools (public only) across the service territory. Utilize community service reps as natural ambassadors and provide them with program training prior to introduction to the schools. Approach Dealer Network partners about coordination of a fleet purchase for high schools in their region (recognize their assistance on AIC website). Utilize newly formed Trade Ally members to assist schools in purchasing/installing charging equipment.		
<b>Timing</b>	Implementation 450 days after approval of BE Plan and associated tariffs.		
<b>Benefits</b>	Targeted awareness leading to incremental EV adoption, kWh and demand charge increases, environmental benefits particularly in equity investment eligible and/or low-income areas		
<b>Estimated Costs</b>	\$295,000 through 2024		
<b># of new accounts expected</b>	Project that 45 school districts will be provided financial assistance for EVs and charging equipment through 2024		
<b>Requirements / qualifications</b>	For education component, must be located within Ameren service territory. For financial assistance toward EV and charging costs, must also be in equity investment eligible and/or low-income community.		
<b>Impact new state / fed programs</b>	May qualify for state rebates for EVs and charging. May qualify for federal EV incentives.		
<b>ICC workshop impact</b>	ICC recommends that BE Plans include EV and charging education initiatives as part of Illinois Driver education curriculum.		

**APPENDIX 8: Community Engagement and Consultation Program**

<b>Program Name</b>	<b>Target Customers</b>	<b>Customer Rate Class</b>	<b>Summary</b>
<b>Community Engagement &amp; Consultation (CEC)</b>	Service territory communities, especially equity investment eligible and/or low-income	N/A	EV guidebook to assist communities with their EV adoption strategies. Also, an offer to provide complimentary consulting service to lead the community through the development of a customized electric transportation plan. Direct financial assistance to equity investment eligible and/or low-income communities to execute strategies. Assistance ranges from \$50K for communities < 10,000 to \$75K for communities between 10,000 and 30,000 to \$100K for communities > 30,000.
<b>Steps required</b>	Develop and distribute EV guidebook through community reps, gauge interest in participation, determine consulting options		
<b>Timing</b>	Guidebook implementation 60 days from approval of BE Plan and associated tariffs. Full implementation 450 days from approval of BE Plan and associated tariffs.		
<b>Benefits</b>	Assist communities with construction and execution of EV strategic plans		
<b>Estimated Costs</b>	\$1,355,000 through 2024		
<b># of new accounts expected</b>	Project that through 2024, 30 communities will be provided financial assistance toward implementation of their EV strategies		
<b>Requirements / qualifications</b>	Must be located within AIC service territory, direct financial assistance to equity investment eligible and/or low-income only		
<b>Impact new state/fed programs</b>	May qualify for state rebates, federal incentives pending. Guidebook will provide further information on available grants. Electric transportation plan will identify eligible grants by community and processes to apply.		
<b>ICC workshop impact</b>	Concept endorsed throughout the workshop		

**APPENDIX 9: Cross Reference to 20 ILCS 627/45 Considerations / Requirements**

**Chart 1: When considering if the plan is in the public interest and determining appropriate levels of cost recovery for investments and expenditures related to programs proposed by an electric utility, the Commission shall consider whether the investments and other expenditures are designed and reasonably expected to [20 ILCS 627/45(d)]:**

<b>Consideration</b>	<b>Cross Reference</b>	<b>Programs/Calculations that Satisfy Consideration</b>
1) Maximize total energy cost saving and rate reductions	Page 20 – Table 3 Page 21 – Table 4	Total Resource Cost (TRC) Ratepayer Impact Measure (RIM)
2) Address environmental justice interests	Pages 14-17 Page 23 – Table 7	Line extension allowance for multifamily, education, transit, private fleet, local government, and non-corridor charging. Rebates for residential, education and transit charging. Affordable Mobility, Driver Education, and Community Engagement and Consultation programs.
3) 40% investment in make-ready infrastructure incentives in equity investment eligible and/or low-income communities	Pages 14-17 Page 23 – Table 7	Line extension allowance for multifamily, education, transit, private fleet, local government, and non-corridor charging. Rebates for residential, education and transit charging. Affordable Mobility, Driver Education, and Community Engagement and Consultation programs.
4) 5% investment target in electrifying medium-and heavy-duty school bus and diesel public transportation vehicles	Pages 6-9 Page 23 – Table 8	EVCP delivery/bill credit or avoidance of off-peak demand charges, line extension allowances, charging rebates (equity investment eligible and/or low-income), and fleet assessments.
5) Stimulate innovation, competition, private investment, and increased consumer choices in EV charging equipment and networks	Pages 5, 7, 8, 9, 10 Pages 10-14	Rider EVCP charging rebates, Corridor and Non-Corridor charging, expanded education and outreach programs
6) Reduction of carbon emissions...including improving air quality in eligible communities	Pages 24, 25 Tables 9-14	Line extension allowance for multifamily, education, transit, private fleet, local government, and non-corridor charging. Rebates for residential, education and transit charging. Affordable Mobility, Driver Education, and Community Engagement and Consultation programs.
7) Support efficient and cost-effective use of the grid	Page 5	Riders RTP, PSP, EVCP
8) Provide resources to support private investment in charging equipment	Pages 5-14	Rider EVCP supplemental line extension allowances and charging rebates, expanded education and outreach programs

**APPENDIX 9: Cross Reference to 20 ILCS 627/45 Considerations / Requirements**

The plan shall be determined to be **cost-beneficial** if the total cost of beneficial electrification is less than the net present value (NPV) of increased electricity costs avoided by programs under the plan, the NPV of reductions in other customer energy costs, [20 ILCS 627/45(d)]:

See Page 20, Table 3, TRC Results by Sector

**Chart 2: The Beneficial Electrification Plan shall specifically address, at a minimum, the following [20 ILCS 627/45(d)]:**

<b>Requirement</b>	<b>Cross Reference</b>	<b>Programs/Calculations that Satisfy Requirement</b>
i) Make-ready investments	Page 30	Rider EVCP, Modified Rider EVCP, fleet assessments, Multi-Year Integrated Grid Plan
ii) Beneficial electrification programs	Pages 30, 31	Riders RTP, PSP, EVCP
iii) Optional commercial tariffs utilizing alternatives to traditional demand-based rate structures	Page 31	Rider EVCP, Modified Rider EVCP
iv) Challenges to EVs in low-income communities and strategies to overcome them ... especially for whom car ownership is not an option	Pages 32, 33	Rider EVCP, Modified Rider EVCP, Affordable Mobility, Community Engagement & Consultation, Driver Education
v) Methods of minimizing ratepayer impacts and exempting or minimizing, to the extent possible, low-income ratepayers from the costs associated with facilitating the expansion of electric vehicle charging	Page 21 – Table 4 Pages 33, 34	Ratepayer Impact Measure (RIM) Riders RTP, PSP, EVCP, Modified Rider EVCP, Affordable Mobility, Community Engagement & Consultation, Driver Education
vi) Plans to increase access to Level 3 Public EV Charging Infrastructure	Page 34, 35	Rider EVCP, Modified Rider EVCP, National Electric Highway Coalition, IDOT & IEPA collaboration
vii) Whether to establish charging standards for plugs, and if so what standards	Page 35	Rider EVCP
viii) Coordination and cohesion with EV and EV charging equipment incentives	Pages 35, 36	Rider EVCP, Modified Rider EVCP, IDOT & IEPA collaboration, school districts assistance
ix) Development of online tools, applications, and data sharing	Pages 36, 37	Riders PSP, EVCP, advanced metering installation, EV technology, Multi-Year Integrated Grid Plan
x) Customer education, outreach, and incentive programs	Pages 10-14 Pages 37, 38	Existing and proposed expansion of education and outreach programs

**APPENDIX 9: Cross Reference to 20 ILCS 627/45 Considerations / Requirements**

**The Retail rate impact from development of EV infrastructure shall not exceed 1% per year of total annual revenue requirements of the utility. [20 ILCS 627/45(g) and (h)]**

See Page 19 – Table 1 Retail Rate Impact Cap

**In order to ensure that the benefits provided to Illinois residents and business by the clean energy economy are equitably distributed across the State, it is necessary to accurately measure the applicants and recipients of this Program. [20 ILCS 627/45(i)]**

See Pages 28-29 – Section VII Reporting