

APPLYING TO

MISSOURI SERVICE AREA

CHARGE AHEAD - Corridor Charging Program

PURPOSE

The Purpose of the Charge Ahead Corridor Charging Program (Corridor Program) is to stimulate the development of a public minimum practical network of EV Corridor Charging infrastructure, including Level 3 DCFC, across the Company's service territory so that EV drivers can travel throughout the area and have sufficient practical options to recharge their vehicles when needed.

DEFINITIONS

The following definitions shall apply for Tariff Sheet No. 165, 165.1 and 165.2:

Corridor Charging - EV Charging Infrastructure that is strategically located to enable long distance travel across interstate highways, state highways or other thoroughfares connecting population centers.

DCFC Charging - Direct Current Fast Charging, commonly referred to as "Level 3 charging" and utilized to quickly recharge electric vehicles, with a common power rating of 50kW or higher.

Demand Mitigation Solution - Any investment in equipment or infrastructure designed to manage and potentially mitigate the demand placed by EVSE on the electric system, such as integrated battery or other storage solutions or demand control equipment and demand management software.

EV - A light duty vehicle powered entirely or in part by externally generated electricity.

Electric Vehicle Supply Equipment (EVSE) - Equipment used to recharge electric vehicles, commonly referred to as "chargers."

EV Charging Infrastructure - EVSE and the structures, equipment, and electric facilities necessary to connect EVSE to the electric grid and make EVSE services available to consumers.

Level 2 Charging - Alternating current charging utilizing the SAE Standard J1772 connector having typical supply voltage of 208 or 240 and typical power levels of between 3kW and 7kW, and up to 20kW.

Make Ready - Activities and infrastructure incurring substantial costs to identify, acquire and develop sites and structures to facilitate the installation of EV Charging Infrastructure.

DATE OF ISSUE April 26, 2019

DATE EFFECTIVE May 26, 2019

ISSUED BY Michael Moehn
NAME OF OFFICER

President
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St. Louis, Missouri
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CHARGE AHEAD - Corridor Charging Program (Cont'd.)

AVAILABILITY

The Corridor Program is available to current or prospective non-residential electric customers of the Company who commit to owning and operating EV Corridor Charging Infrastructure, have been selected through a competitive bid process managed by the Company that will include a "reverse auction" related to incentives, and agree to contractual terms for operation of EV Corridor Charging at locations identified by the Company. The "reverse auction" will be part of the bid process in which bidders will compete against one another for the *least* amount of incentive requested (as one aspect of competitive scoring).

TERM

Applications for incentives under the Program will be accepted until the earlier of the date that all funding is exhausted or December 31, 2023.

SPECIFIC CORRIDOR PROGRAM PROVISIONS

The Company will hold competitive procurement event(s) for bidders to present plans for the development of EV Charging Infrastructure at Charging Corridor sites and apply for incentives to execute those plans. The Company will identify no less than 8 and no more than 15 Charging Corridor sites located within one (1) mile of interstate or highway interchanges, and may at its discretion package locations into groups for bidding purposes. To qualify for Corridor Charging incentives, EV Charging Infrastructure plans must include at least two (2) DCFC Charging Ports and two (2) Level 2 Charging Ports per site. Each site is eligible for incentives not to exceed \$240,000 in total, except where planned DCFC Charging Ports have capacity of 100 kW or greater, in which case individual site incentives shall not exceed \$360,000 in total. Bids will include the detailed specifications of EV Charging Infrastructure to be installed and total incentive funding requested, as well as other relevant information that will be detailed in the Request for Proposals. Selection of winning bids will be awarded to sites based on consideration of the incentives required by the bidder as well as qualitative factors included in the bid, including but not limited to quality of references, experience, equipment history, EVSE charging rate, quality of location, and customer experience. Winning bidders will enter into contracts committing to meeting operational performance criteria specified by the Company for a minimum five (5) year and up to a maximum ten (10) year term in order to receive incentives.

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ELIGIBLE MEASURES AND INCENTIVES

Incentives will be provided based on the bids selected by the Company not to exceed the totals identified in the Corridor Program provisions. Incentives may be used for the following types of project costs:

1. Line extension -incentives may be applied to increase the "Extension Allowance" to match the "Extension Cost" (as those terms are defined in the Distribution System Extension provisions of the Company's tariff) of any Company facilities that must be constructed to provide service to the site.
2. Demand mitigation solutions if applicable to the proposal - incentives may be applied to capital costs for implementation of Demand Mitigation Solutions. Energy storage solutions may be owned by either Company or customer as agreed to by the parties. Under either circumstance, the costs of implementation will be counted against the total incentive pool available.
3. Make Ready - incentives may be applied to costs for Make Ready activities. These activities may be performed by Customer or the Company as agreed to by the parties. Under either circumstance the costs of implementation will be counted against the incentive pool available. Real estate leases or easements are not an eligible cost.
4. EVSE - incentives may be applied to the upfront cost of charging equipment, to be owned by customer-operator.

Incentives applied to work performed by or equipment owned by customer are to be paid according to a negotiated contract developed and agreed upon as part of the competitive procurement process.

BUDGET

Total Company-supplied budget for the Corridor Program shall not exceed \$4.4 million, not including funds made available from other sources such as private, federal or state grants or programs. When Corridor Program funding is exhausted, the Corridor Program will no longer be available.