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## ICC Approves New Ameren Tariff to Boost EV Growth and Charging Station Installations

Springfield, IL - The Illinois Commerce Commission recently gave Ameren Illinois unanimous approval to create the Rider Optional Electric Vehicle Charging Program (“Rider EVCP”) to encourage the adoption of electric vehicles and the installation of charging stations across central and southern Illinois.

“Governor JB Pritzker has set a goal of 1 million EV’s on the road in Illinois by 2030,” said ICC Chairman Carrie Zalewski. “The new optional rate structures offered to electric customers in Ameren Illinois’ territory are intended to incentivize EV adoption and the availability of charging infrastructure while minimizing stressful impact on the electric grid and utility bills.”

The Rider EVCP is comprised of six electric transportation programs (1) Residential Home Charging; (2) Multi-Facility Charging; (3) Education Facility Charging; (4) Transit Facility Charging; (5) Corridor Facility Charging; and (6) Non-Corridor Facility Charging.

### **DS-1 Charging Program for Residential Customers:**

- Residential customers, who charge their EV at home, would be allowed to have all household and EV charges subject to the Rider EVCP combined into one monthly bill, without the need for additional metering. This provision is intended to limit implementation costs.
- Customers who elect to take the service, would receive an EV bill credit of \$4.00 per month for 12 consecutive monthly billing periods. Customers who charge during the Non-Preferred Charging Period (“NPCP”) of 11 A.M. – 7 P.M. will incur a \$0.65 per kWh charge applied to the highest hour of usage. The EV bill credit is expected to minimize the impact as customers learn to modify their behavior in order to take advantage of the new rate. Customers who charge during the Preferred Charging Period of 11 P.M. until 7 A.M. will pay 2 cents less per kWh delivered during summer and 1 cent less per kWh delivered during non-summer. This provides customers a discount in comparison to standard delivery charges and should incentivize them to charge their EV late at night and into the early morning so they can save money on their electric bill.

### **DS-2 Charging Program for Multifamily Locations, Transit and Educational Facilities:**

- This program is available to customers who install or have installed EV Supply Equipment at multifamily, transit or educational facilities where less than 10% of the installed kilowatts (“kW”) is non-EVSE and for the purpose of providing EV charging services.
- A monthly bill credit of \$15 per month for the first 12 consecutive monthly billing periods would be available to customers who remain in the DS-2 Charging Program.
- To encourage the charging of EVs during off-peak hours, this program includes a Preferred Charging Period Credit (“PCP”) for each kilowatt-hour delivered to the customer during PCP hours during each billing period. 2.3 cents per kWh during the summer period and 1.2 cents per kWh during non-summer period. The PCP hours run between 11 P.M. until 7 A.M., including all

holidays and weekends. As a disincentive to charge during peak times of the day, the program includes a NPCP Peak Hourly Delivery Charge of \$0.46 per kWh applied to the highest hour of usage during the billing period during the NPCP.

### **DS-3 and DS-4 Charging Programs**

- These programs are available to a non-residential customer that has installed or installs a new EV charging station who is an education facility, transit facility, corridor charging facility, or non-corridor charging facility.
- The Distribution Delivery Charge has been changed to encourage off-peak charging. Customers who have installed or installs a new EV charging station will be billed a Distribution Delivery Charge based only on the maximum demand in kW occurring during the On-Peak period of the billing period. No charge will be imposed for charging done during the off-peak time period.
- The Corridor Charging Facility Program is intended to encourage the installation of larger fast-charging station facilities along major travel routes in the Ameren Illinois territory. A supplemental extension allowance mechanism and Rate Limiter provision will reduce the costs of utility line and service connections and energy costs associated with fast charging.
- Participants will be required to provide information to Ameren Illinois on how the customer will charge the public for vehicle charging services to ensure the programs are meeting their intended objectives.
- The Non-Corridor DC Fast Charging Facility Program is open to any customer who decides to install an appropriately sized Level 3 Fast DC charging facility at any location.

As part of the Final Order, the Commission is requiring additional reporting by Ameren as it relates to the Rider EVCP, including information about its customer education expenses, copies of customer education marketing collateral, findings from its evaluation of customer education and outreach efforts, and findings from an independent evaluation of the program.

“We are optimistic this effort will move Illinois to a more electrified and greener future. While these programs will not be available for a few months, the ICC will be monitoring the progress and outcomes,” said ICC Executive Director Michael Merchant.

“Expanded use of all types of EVs are key to achieving zero-carbon emission goals. In my role as chair of the EV Working Group for the National Association of Regulatory Commissioners, I see a growing trend of state utility commissions approving similar EV programs to incent consumer and fleet adoption and increase public education about EV use. I applaud Ameren and the Commission’s forward thinking in promoting more EVs on Illinois roadways while keeping costs under control for Illinois residents and businesses,” said ICC Commissioner Maria Bocanegra.

The Office of Attorney General, the Citizen’s Utility Board, Chargepoint Inc., the Environmental Law and Policy Center, the Illinois Competitive Energy Association, EVgo Services, LLC, and Tesla all participated in the docket.

To read the Commission’s Final Order for Docket 20-0710 click [here](#).

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