

Ready Charge Pilot Program



Frequently Asked Questions

What is the Ready Charge Pilot Program and who is qualified to apply?

The Ready Charge Pilot Program (Program) supports the deployment of smart, network-enabled Level 2 (L2) and direct-current fast charging (DCFC) EV Charging Station(s) at publicly accessible commercial customer sites in Missouri for shared public use. Any non-residential customers within the Liberty's Missouri electric service territory who wish to serve as site hosts can apply.

What are the eligibility requirements?

To meet the minimum eligibility requirements for participation, an Applicant must demonstrate the following:

- A current Liberty non-residential customer in Missouri who takes service under Rate Schedule NS-GS, TC-GS, NS-LG, TC-LG, NS-SP, or TC-PS, who operates publicly accessible and otherwise suitable locations, and who wish to serve as site hosts for Liberty-owned L2 and/or DCFC EV Charging Station(s). The EV Charging Station(s) must be publicly accessible 24/7 and intended for shared use by EV drivers.
- Own or lease the premises on which the EV Charging Station(s) will be installed, or if leasing, have the property owner's written consent for the scope and nature of the modifications to the premises.
- Ability to confirm that the scope and nature of modifications to the occupied premises for the EV Charging Station(s) have been communicated and consented to by the premises' mortgage holding institution(s) and all insurance provider(s).

What is the application process?

- Application and other required documents submitted
- Liberty conducts a Site Evaluation
- Liberty invites Applicant to participate in the Program and tenders a Participation Agreement and CCE for execution
- Participant signs the Participation Agreement and CCE and pays the Program Enrollment Fee
- Participant chooses whether Participant will pay the per-kWh Energy Charge or the EV Charging Station end-user will pay the per-kWh Energy Charge for energy consumed through the EV Charging Station(s)
- Liberty installs the EV Charging Station(s)
- Participant pays final CCE costs (if any)
- Liberty begins monthly billing of Participant on Rate Schedule RCPP

How will the applications be evaluated for selection of site hosts?

Liberty will utilize a Site Evaluation Process which includes the completion of a scoring matrix comprised of weighted criteria that prioritizes the minimization of adverse cost and operational impacts on Liberty's distribution system. Other criteria include geographic coverage, anticipated utilization levels, locational equity, participation by Non-profit organizations or Minority or Women Business Enterprise, host site's green initiatives, and charging location targets.

What am I agreeing to if I sign up?

- Keeping the charger installed on specified premises for the remaining Pilot Term;
- Meeting all other terms and conditions of the Tariff Schedule and the Participation Agreement;
- Granting an easement to the company to install and operate the Charging Stations and the associated infrastructure and access them as needed for maintenance;
- Payment of the Monthly Participation Fee and, if option is selected, the cost of electricity used through the charging stations;
- Maintaining the parking where the charging stations are installed, including regular clearing of snow, maintaining adequate asphalt surface conditions and painted line and signage;
- Maintaining an account that is not more than 60 days delinquent or in default at the time of application;
- Participating in at least three participant surveys over the course of your participation, including an enrollment companion survey;
- Consenting for your charger consumption data to be analyzed and reported to the Commission and used by Liberty in an aggregated manner with that of other Participants, and without any commercially sensitive information being revealed.

Participants are also encouraged to transfer the billing arrangements for all their facilities to the e-billing service and to participate in other activities to help Liberty obtain certain insights regarding the charging equipment, the impact of EV charging on the distribution system or other program administration elements.

What is Liberty's responsibility to those enrolled in the RCPP program?

- Maintain the charger infrastructure, including the charging, metering, and communication components, in good working order;
- Cover the cost for ongoing maintenance and networking capabilities;
- Cover the insurance costs for the equipment;
- Provide electricity for use in the charger at the specified rates;
- Provide such other services as may be required to support the Participants' participation.

What are the fees to participate in the RCPP Program?

There are three fees associated with the RCPP Program: The Enrollment Fee, the Monthly Fee, and the Energy Consumption.

- **Program Enrollment Fee:** A one-time fee payable by the Participant at the time of executing the Participation Agreement with Liberty. The fee will vary according to the type of EV Charging Station installed and will be assessed on a per-Site basis and on the basis of the single largest capacity EV Charging Station installed, at the following rates:
 - Dual-Port L2 Charger: \$750.00
 - DCFC Charger (any capacity): \$1,000
- **Monthly Participation Fee:** A fixed fee payable by the Participant on a monthly basis to recover Liberty's costs to own, install, and operate the EV Charging Station(s) plus all the applicable taxes.
 - Dual-Port L2 Charger: \$40.83
 - DCFC Charger (50 kW): \$215.25
 - DCFC Charger (150 kW): \$290.64
- **Energy Consumption:** A Participant may choose between two cost responsibility options for payment of the Energy Charges for the energy consumed through the EV Charging Station(s) installed at Participant's Site.

See Program Guide and Tariff for complete schedule of fees.

What are the two cost responsibility options for the energy consumption?

The Participant may choose one of two options:

- Option 1: The Participant pays the per-kWh Energy Charge, plus the Fuel Adjustment Rate (FAR), the Energy Efficiency Cost Recovery (EECR), and the Demand Side Investment Mechanism (DSIM), and other applicable charges, taxes, vendor fees, and residual program administration recovery charges.
- Option 2: The EV Charging Station user pays the per-kWh Energy Charge plus the Fuel Adjustment Rate (FAR), the Energy Efficiency Cost Recovery (EECR), and the Demand Side Investment Mechanism (DSIM), and other applicable charges, taxes, vendor fees, and the residual program administration recovery charges.

A per kWh charge for energy consumed through the Charging Stations to charge the Electric Vehicles is based on the Time-of-Use.

EV Charging Station Energy Charge	L2 Charging Station	DCFC Charging Station
Time-Based "Off-Peak" Energy Charge: 10 p.m. to 6 a.m.	\$ 0.14	\$ 0.19
Time-Based "Shoulder" Energy Charge: 6 a.m. to 12 p.m.	\$ 0.16	\$ 0.21
Time-Based "Peak" Energy Charge: 12 p.m. to 10 p.m.	\$ 0.18	\$ 0.23

See Program Guide and Tariff for complete schedule of fees.

Who will process the payments collected at the EV Charging Stations?

A third-party provider will collect and process payments received at the EV charging stations.

Why does it matter when I charge my EV?

The cost of generating electric power varies depending on the time of day and is usually most expensive in the middle of the day during business days, as more expensive generation sources need to be turned on to meet the demand for electricity. Conversely, electricity generation is usually least expensive during the evening hours and through the night – when demand for power is much lower from most businesses and homes.

The nighttime is also when wind generators produce more output that uses “zero-dollar fuel”. Similarly, power line networks undergo more strain during the peak hours. For these reasons, the EV charging rates under the Pilot program will be charged on a “Time of Use” basis and will encourage consumers to charge their EVs overnight – when doing so is least expensive. To reinforce this behavior, charging rates will be the highest during peak hours.

What happens when the Pilot Program ends?

At the conclusion of the RCPP program, Liberty may 1) elect to transition the RCPP into a successor program (which may be different than the Pilot Program), or 2) discontinue the RCPP without adopting a dedicated successor program.

- Scenario 1: No RCPP Successor Program and/or Tariff: If the RCPP and the associated tariff are discontinued without being replaced by a successor program and tariff, the Participants will have two options:
 - Option A: Buy out the remaining Charger(s) capital costs at remaining net book value. Under this option, the customer would be responsible for all charger maintenance activities and the associated costs upon the expiration of the RCPP and would be responsible for procuring replacement equipment; OR
 - Option B: Continue paying charger financing costs under the rates in place prior to the RCPP program’s cancellation, by executing an appropriate service extension agreement available exclusively to the legacy RCPP Participants – Liberty would continue maintaining and replacing the assets until equipment is fully depreciated.
 - Under either option in Scenario 1, the Participants would then be charged for their EV charger’s electricity consumption under the regular tariff applicable at the time.
- Scenario 2: An RCPP Successor Program and/or Tariff are in Place: If Liberty replaces RCPP with a successor program and tariff, the existing Participants will have an option of being enrolled into the successor program and may be eligible for special transitional treatment terms (if any) that Liberty may contemplate and the Commission may authorize. The Participants will have two Options with respect to their Charging Equipment:
 - Option A: Enroll in the RCPP successor program and continue financing the Company-Approved Charging Equipment and paying for the charger consumption as per the terms of the associated tariff.
 - Option B: Do not continue with the successor program and select from among Scenario 1, Options A or B listed above to determine the ensuing financing arrangements with respect to the financed charger equipment.