

Missouri Electric School Bus Pilot Program



Liberty[®]

Frequently Asked Questions

What is the Electric School Bus Pilot Program and who is qualified to apply?

The Electric School Bus Pilot Program (Program) provides Level 2 (L2) or direct current fast charger (DCFC) EV Charging Stations and time-of-use electricity consumption pricing to support the operation of electric school buses at public school districts in Missouri. The EV Charging Stations deployed through this Program will be installed, owned, and operated by Liberty.

What are the eligibility requirements?

This Program is available to school districts in Missouri within the Liberty service area who take service NS-GS, TC-GS, NS-LG, TC-LG, NS-SP or TC-SP, and who currently own or lease electric school buses. You must own or lease electric school buses in number, existing or ordered, at least equal to the total number of charging ports in the EV Charging Station(s) for which you are applying.

What is the application process?

Complete and submit a program enrollment application. Once the application is submitted, a representative will work with you to confirm the following and arrange for a site inspection:

- Demonstrate existing Commercial service account in good standing with the Company;
- Proof of ownership or lease arrangement of an electric school bus or buses (equal to the number of charging stations applied for in the application);
- Confirmation the scope and nature of modifications to the occupied premises typically required for the operation of the Charging Stations have been communicated and consented to by the Applicant's insurance provider(s).

Once the site inspection and evaluation are completed, Liberty will notify successful applicants by extending an invitation to execute the participation agreement that will also include a completed Connection Cost Estimate. Once the Participation Agreement and all relevant documents are executed, applicant becomes officially enrolled in the ESBPP program.

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;
- Maintaining the parking where the charging stations are installed, including regular clearing of snow, maintaining adequate asphalt surface conditions and painted line and signage visibility;
- 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 ESBPP 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 of 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 ESBPP 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 in the ESBPP.

What are the fees to participate in the ESBPP Program?

Participants in the ESBPP program shall be responsible for paying the cost of electricity used to charge the electric buses.

- **ESBPP Energy Consumption:** The rate per kWh will be determined by the rate class of the customer's main facilities and the time the energy was consumed in one of three times of use: Peak, Shoulder, or Off-Peak. Should the operation of the EV Charging Stations result in demand charges, whether recorded on the Participant's main AMI meter or on a separately installed meter for the charging stations, these charges shall be payable as per the tariff schedule applicable to the Participant's facilities.

See Program Guide and Tariffs for complete fee information.

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

- Scenario 1: No ESBPP Successor Program and/or Tariff: If the ESBPP 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 ESBPP and would be responsible for procuring replacement equipment; OR
 - Option B: Continue paying charger financing costs under the rates in place prior to the ESBPP program’s cancellation, by executing an appropriate service extension agreement available exclusively to the legacy ESBPP 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: A ESBPP Successor Program and/or Tariff are in Place: If Liberty replaces ESBPP 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 ESBPP 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.