

**EVERGY METRO INC. d/b/a EVERGY MISSOURI METRO**

P.S.C. MO. No. 7 2nd Revised Sheet No. 16  
Canceling P.S.C. MO. No. 7 1st Revised Sheet No. 16  
For Missouri Retail Service Area

<b>CLEAN CHARGE NETWORK</b> Schedule CCN
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**PURPOSE**

The Company owns electric vehicle (EV) charging stations throughout its Missouri service territory that are available to the public for purpose of charging an EV and may be used by any EV owner who resides either within or outside the Company's Missouri service territory.

**AVAILABILITY**

This rate schedule applies to all energy provided to charge EVs at the Company's public EV charging stations. EV charging service will be available at the Company-owned EV charging stations installed at Company and Host locations. The EV charging stations are accessed by using a card provided to users with an established account from the Company's third- party vendor.

**HOST PARTICIPATION**

EV charging stations are located at Company and Host sites. A Host is an entity within the Company's Missouri service territory that applies for and agrees to locate one or more Company EV charging stations upon their premise(s). Host applications will be evaluated for acceptance based on each individual site and application. If a Host's application is approved, the Host must execute an agreement with the Company covering the terms and provisions applicable to the EV charging station(s) upon their premise(s). No Host shall receive any compensation for locating an EV charging station upon their premise(s).

The maximum number of EV charging stations identified by the Company for its Missouri service territory under this Schedule CCN is 500. The Company may not exceed 500 EV charging stations under this tariff without approval of the State Regulatory Commission.

**PROGRAM ADMINISTRATION**

Charges under this Schedule CCN will be administered and billed through either the Company's third- party vendor on behalf of the Company, or directly by the Company depending on the Billing Option chosen by the Host.

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**ELECTRIC TRANSIT SERVICE  
Schedule ETS**

**AVAILABILTY**

Electric service is available under this schedule through one (1) meter point on the Company’s existing distribution facilities. Single phase or if present at the location, three phase service is available at the secondary voltage of transformation facilities supplied from the Company’s distribution system. At the Company’s discretion, service may be provided through more than one metering point where it is economical for the Company to do so.

**APPLICABILITY**

To any non-residential customer using electric service for the exclusive use of charging electric public transit vehicles. The load served under this Schedule will be separately metered from all other commercial electrical loads and will be used exclusively for the purpose of charging electric transit vehicles. This Schedule allows other ancillary uses, limited to no more than 5 kW, that are specifically related to the provision of electric transit vehicle charging, such as area lighting.

**TERM OF SERVICE**

Service shall be provided for a fixed term of not less than one (1) year.

**CARBON FREE ENERGY OPTION**

Customers have the option to elect that all of the electricity under this schedule to be from carbon free resources. The Company, at its sole discretion, agrees to generate or purchase energy from carbon free sources and/or purchase and retire renewable energy credits in an amount at least equal to the level of service purchased under this tariff. The amount of carbon free energy available under this tariff shall be determined by the Company based on the amount of carbon free energy sources and renewable energy credits available to the Company.

**RATE FOR SERVICE**

A. Customer Charge (Per Month)		\$ 118.82
B. Facility Charge (Per kW of Billing Demand per month)		\$ 3.399
C. Energy Charge per Pricing Period (Per kWh)	Summer	Winter
	<u>Season</u>	<u>Season</u>
On-Peak Period	\$ 0.23576	\$ 0.18386
Off-Peak Period	\$ 0.04248	\$ 0.03570
D. Carbon Free Energy Option Charge (Per kWh)		\$ 0.00250

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**ELECTRIC TRANSIT SERVICE  
Schedule ETS**

**MINIMUM MONTHLY BILL**

The Minimum Monthly Bill shall be equal to the sum of the Customer Charge and Facilities Charge.

**SEASONS**

The Summer Season is four consecutive months, beginning and effective May 16 and ending September 15 inclusive. The Winter Season is eight consecutive months, beginning and effective September 16 and ending May 15. Customer bills for meter reading periods including one or more days in both seasons will reflect the usage in each season.

**PRICING PERIODS**

Pricing periods are established in Central Time year-round. The hours for each pricing period are as follows:

On-Peak: 6 a.m. - 6 p.m., Monday through Friday, excluding

Holidays Off- Peak Period: All other hours

**HOLIDAYS**

Holidays are New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

**MONTHLY MAXIMIM DEMAND**

The Monthly Maximum Demand shall be the customer's maximum fifteen (15) minute integrated demand measured in kW during the current billing period.

**FACILITIES DEMAND**

Facilities Demand shall be equal to the highest Monthly Maximum Demands recorded in the last twelve (12) months including the current month. If there are less than eleven (11) previous billing periods, the determination will be made using all available previous billing periods.

**DEMAND SIDE INVESTMENT MECHANISM RIDER**

Subject to Schedule DSIM filed with the State Regulatory Commission.

**FUEL ADJUSTMENT**

Fuel Adjustment Clause, Schedule FAC, shall be applicable to all customer billings under this schedule.

**TAX ADJUSTMENT**

Tax Adjustment Schedule TA shall be applicable to all customer billings under this schedule.

**REGULATIONS**

Subject to Rules and Regulations filed with the State Regulatory Commission.

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For Missouri Retail Service Area

**TRANSPORTATION ELECTRIFICATION PILOT PROGRAM  
Schedule TE**

**PURPOSE**

The purpose of the Transportation Electrification Pilot Program (Program) is to stimulate and support the development of infrastructure within the Company’s service territory needed to accommodate widespread adoption of electric vehicles (EVs). This will be accomplished by providing targeted incentive offerings intended to overcome market barriers to deploying charging infrastructure in residential and commercial settings.

**PROGRAM INCENTIVES**

The Program is comprised of two incentives:

- Residential Customer EV Outlet Rebate, and
- Residential Developer EV Outlet Rebate

**AVAILABILITY**

Except as otherwise provided in the terms governing a specific incentive, the Program is available to all existing or potential Evergy customers that commit to installing, owning, and operating qualifying EV charging infrastructure and that are not in collections or have an active payment agreement with Company.

**DEFINITIONS**

**BUILDER** – A business entity that constructs residential dwellings.

**DEVELOPER** – A business entity that develops land through construction of residential dwellings.

**ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)** – Equipment that communicates with and supplies electric power to the electric vehicle. EVSE is often referred to as the ‘charger.’ The EVSE may be a permanently mounted device or a plug-connected cord-set provided by the vehicle manufacturer.

**ELECTRIC VEHICLE (EV)** – The collective term used for battery electric vehicles and plug-in hybrid electric vehicles.

**EV OUTLET** – A dedicated 240V, 40 amp or greater, circuit, including a NEMA 14-50 outlet intended for Level 2 charging.

**EV SERVICE PROVIDER (EVSP)** – A company that produces and operates EV charging networks.

**HARDWIRED EV CHARGER**- A residential charging station where the supply power wires are connected directly to the power wires coming from the electrical panel (circuit breaker).

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HOME CHARGING – EVSE that is located at a residential dwelling, typically mounted in a garage, intended to provide EV charging service for the homeowner or renter.

LEVEL 2 (L2) – A level of electric vehicle charging that supplies charging power (3.8-19.2 kW) at 208 or 240 V alternating current (AC) through a SAE Standard J1772 connector. L2 charging is commonly accomplished with a permanently mounted EVSE, though some manufacturer-provided cord-sets are 240V compatible.

**TERM**

The Program will begin April 1, 2022, and shall continue for a period of five years, terminating on March 31, 2027. The Company may begin accepting applications prior to April 1, 2022, to the extent that it is able to do so. Applications for incentives under each category will be accepted until the earlier of the date that funding is exhausted for the incentive or March 31, 2027.

**PROGRAM FUNDING**

Total Company-supplied budget for the Program shall not exceed \$900k including approximately \$196k allocated for customer education and program administrative expenses but not including funds made available from other sources such as private, federal or state grants or programs. Each incentive is also subject to an individual budget estimated as follows:

<u>Category</u>	<u>Budget</u>
Residential Customer EV Outlet Rebate	\$ 650,000
Residential Developer EV Outlet Rebate	\$ 31,250
Customer Education & Program Administration	\$195,986
Total	<u>\$ 877,236</u>

**REGULATIONS**

Subject to Rules and Regulations filed with the State Regulatory Commission.

Issued: March 1, 2022  
Issued by: Darrin Ives, Vice President

Effective: March 31, 2022  
1200 Main, Kansas City, MO 64105

**EVERGY METRO, INC. d/b/a EVERGY MISSOURI METRO**

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**TRANSPORTATION ELECTRIFICATION PILOT PROGRAM  
Schedule TE**

**RESIDENTIAL CUSTOMER EV OUTLET REBATE**

**PURPOSE**

The Residential Customer EV Outlet Rebate is designed to enable the residential customer's use of L2 home charging to charge their personal EV. The primary objectives of this rebate are to provide incentives to residential customers to reduce the cost of installing a 240 volt (V) outlet or hardwired EV charger needed to accommodate faster and more energy-efficient L2 charging.

**AVAILABILITY**

This incentive is available, while funds remain, to residential customers being served by a residential Time of Use (TOU) rate schedule owning or renting an EV.

**ELIGIBLE MEASURES AND INCENTIVES**

The Program provides a rebate for the installation of a dedicated 240V, 40 amp or greater, circuit, including a NEMA 14-50 outlet or hardwired EV charger for EV charging.

Residential customers are eligible to receive a rebate for up to \$500 of eligible installation costs if enrolled in a Time of Use (TOU) rate. Customers must remain on the TOU rate for a minimum of one year from receipt of receiving a rebate.

**PROGRAM PROVISIONS**

Customers must request a rebate by submitting an application through the Evergy website ([www.evergy.com/](http://www.evergy.com/)). Rebates will be distributed on a first-come basis according to the date of the application. Eligible customers must comply with the application instructions and agree to the Terms and Conditions to receive the rebate. By applying for the rebate, the applicant agrees that the project may be subject to on-site inspections by Evergy. A maximum of one (1) rebate is available per residence.

The rebate will be issued upon completion of the application process, which will require the applicant to provide proof of outlet installation by a certified electrician, costs, and date as well as proof of ownership or lease of an EV registered at the address in which the outlet was installed. Rebates must be claimed within six (6) months of date of installation. Residential customers must agree to participate in Evergy surveys related to their experience with the rebate and other relevant topics.

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**RESIDENTIAL DEVELOPER EV OUTLET REBATE**

**PURPOSE**

The Residential Developer EV Outlet Rebate is designed to enable future residential customer use of L2 home charging to charge their personal EV. The primary objectives of this rebate are to provide incentives to builders and developers to install an EV outlet during construction.

**AVAILABILITY**

This incentive is available to builders and developers for new residential construction projects while funds remain.

Third-party EVSE vendors or EVSPs are not eligible to apply for a Residential Developer EV Outlet Rebate.

The rebate is not available for residential construction projects in localities that have construction or building codes that require the installation of a 240V outlet in a location where it can be used for EV charging.

**ELIGIBLE MEASURES AND INCENTIVES**

The Program provides a rebate for the installation of a dedicated 240V, 40 amp or greater, circuit, including a NEMA 14-50 outlet during new residential construction in a location where it can be used for EV charging.

Builders and developers are eligible to receive \$250 per outlet with a maximum incentive of (1) per premise.

**PROGRAM PROVISIONS**

Builders and developers must request a rebate for a project by submitting an application through the Evergy website ([www.evergy.com](http://www.evergy.com)). Rebates will be distributed on a first-come basis according to the date of the application. Eligible applicants must comply with the application instructions and agree to the Terms and Conditions to receive the rebate. By applying for the rebate, the applicant agrees that the project may be subject to on-site inspections by Evergy. A maximum of one (1) rebate is available per residence.

The rebate will be issued upon completion of the application process, which will require the applicant to provide proof of outlet installation by a certified electrician, costs, and date. Rebates must be claimed within six (6) months of date of installation. Rebate recipients must agree to participate in Evergy surveys related to their experience with the rebate and other relevant topics.