DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

CANCELLED - Missouri Public Service Commission - 01/01/2024 - EO-2019-0132 - JE-2024-0080

FILED - Missouri Public Service Commission - 01/01/2022 - EO-2019-0132 - YE-2023-0110

CALCULATION OF TD:

Monthly Throughput Disincentive = the sum of the Throughput Disincentive Calculation for all programs applicable to (1) Residential and Non-Residential customers: (2) Small General Service (SGS), (3) Medium General Service (MGS), (5) Large General Service (LGS) and (6 Large Power Service (LPS).

Throughput Disincentive Calculation

The Throughput Disincentive Calculation for each program shall be determined by the formula:

TD$ = MS x NMR x NTGF

Where:

TD$ = Throughput Disincentive Dollars to be collected for a given calendar month, for a given class.

NMR = Net Margin Revenue. Net Margin revenue values for each class are provided on Tariff Sheet No. 49Z.

NTGF = Net to Gross Factors by MEEIA Cycle 3 programs are as follows:

Factors by MEEIA Cycle 3 program are as follows:

Program	**NTG-PY1-PY2**	**NTG-PY3**
Business Standard	0.96	0.96
Business Custom	0.92	0.80
Business Process Efficiency	0.90	0.90
Business Demand Response	1.00	1.00
Business Smart Thermostat	1.00	1.00
Energy Saving Products	0.84	0.58
Heating, Cooling & Home Comfort	0.82	0.78
Home Energy Report	1.00	1.00
Income-Eligible Home Energy Report	1.00	1.00
Income-Eligible Multi-Family	1.00	1.00
Income-Eligible Single Family	N/A	1.00
Residential Demand Response	1.00	1.00
Pay As You Save	1.00	1.00
Research & Pilot	1.00	1.00

NTG Factor for Throughput Disincentive based on Extension kWh savings is 0.835 for all programs.

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

CANCELLED - Missouri Public Service Commission - 01/01/2023 - EO-2019-0132 - YE-2023-0110

CALCULATION OF TD:

Monthly Throughput Disincentive = the sum of the Throughput Disincentive Calculation for all programs applicable to (1) Residential and Non-Residential customers: (2) Small General Service (SGS), (3) Medium General Service (MGS), (5) Large General Service (LGS) and (6 Large Power Service (LPS).

Throughput Disincentive Calculation

The Throughput Disincentive Calculation for each program shall be determined by the formula:

TD$ = MS x NMR x NTGF

Where:

TD$ = Throughput Disincentive Dollars to be collected for a given calendar month, for a given class.

NMR = Net Margin Revenue. Net Margin revenue values for each class are provided on Tariff Sheet No. 49Z.

NTGF = Net to Gross Factors by MEEIA Cycle 3 programs are as follows:

Factors by MEEIA Cycle 3 program are as follows:

Program	NTG eff 01/01/2020	NTG eff 01/01/2022
Business Standard	0.96	0.96
Business Custom	0.92	0.80
Business Process Efficiency	0.90	0.90
Business Demand Response	1.00	1.00
Business Smart Thermostat	1.00	1.00
Energy Saving Products	0.84	0.58
Heating, Cooling & Home Comfort	0.82	0.78
Home Energy Report	1.00	1.00
Income-Eligible Home Energy Report	1.00	1.00
Income-Eligible Multi-Family	1.00	1.00
Residential Demand Response	1.00	1.00
Pay As You Save		1.00
Research & Pilot	1.00	1.00

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DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

CALCULATION OF TD:

Monthly Throughput Disincentive = the sum of the Throughput Disincentive Calculation for all programs applicable to (1) Residential and Non-Residential customers: (2) Small General Service (SGS), (3) Medium General Service (MGS), (5) Large General Service (LGS) and (6 Large Power Service (LPS).

Throughput Disincentive Calculation

The Throughput Disincentive Calculation for each program shall be determined by the formula:

TD$ = MS x NMR x NTGF

Where:

TD$ = Throughput Disincentive Dollars to be collected for a given calendar month, for a given class.

NMR = Net Margin Revenue. Net Margin revenue values for each class are provided on Tariff Sheet No. 49Z.

NTGF = Net to Gross Factors by MEEIA Cycle 3 programs are as follows:

Factors by MEEIA Cycle 3 program are as follows:

Program	**NTG**
Business Standard	0.96
Business Custom	0.92
Business Process Efficiency	0.90
Business Demand Response	1.00
Business Smart Thermostat	1.00
Energy Saving Products	0.84
Heating, Cooling & Home Comfort	0.82
Home Energy Report	1.00
Income-Eligible Home Energy Report	1.00
Income-Eligible Multi-Family	1.00
Residential Demand Response	1.00
Research & Pilot	1.00

CANCELLED
July 1, 2022
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EO-2019-0132; YE-2022-0268

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EO-2019-0132; YE-2020-0101

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

CANCELLED - Missouri Public Service Commission - 01/01/2023 - EO-2019-0132 - YE-2023-0110

CALCULATION OF TD (continued)

MS = The sum of all Programs' Monthly Savings in kWh, for a given month, for a given class. The Monthly Savings in kWh for each Program shall be determined by the formula:

$$MS = (MAS_{CM} + CAS_{PM} - RB) \times LS + HER$$

RB = Rebasing Adjustment. The Rebasing Adjustment shall equal the CAS applicable as of the date used for the MEEIA normalization in any general rate case resulting in new rates becoming effective during the accrual and collection of TD$ pursuant to MEEIA Cycle 3. In the event more than one general rate case resulting in new rates becoming effective during the accrual and collection of TD$ pursuant to MEEIA Cycle 3, the Rebasing Adjustment shall include each and every prior Rebasing Adjustment calculation.

LS = Load Shape. The Load Shape is the monthly loadshape percent for each program as follows:

Program Name	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
Business Standard	8.59%	7.78%	8.61%	8.19%	8.62%	8.24%	8.46%	8.62%	8.02%	8.60%	8.12%	8.16%	100.00%
Business Custom	8.57%	7.74%	8.57%	8.20%	8.58%	8.23%	8.46%	8.62%	8.05%	8.62%	8.16%	8.19%	100.00%
Business Process Efficiency	8.57%	7.74%	8.57%	8.20%	8.58%	8.23%	8.46%	8.62%	8.05%	8.62%	8.16%	8.19%	100.00%
Business Demand Response	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	53.33%	46.67%	0.00%	0.00%	0.00%	0.00%	100.00%
Business Smart Thermostat	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	53.33%	46.67%	0.00%	0.00%	0.00%	0.00%	100.00%
Online Business Energy Audit	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Energy Saving Products	10.16%	9.18%	8.67%	8.39%	8.67%	6.81%	7.08%	7.12%	7.35%	8.35%	8.08%	10.16%	100.00%
Heating, Cooling & Home Comfort	6.73%	6.00%	7.14%	6.74%	7.72%	11.07%	13.48%	12.30%	8.22%	7.17%	6.77%	6.65%	100.00%
Home Energy Report	6.75%	5.96%	7.84%	7.59%	7.96%	10.26%	10.59%	10.53%	9.80%	8.24%	7.88%	6.59%	100.00%
Income-Eligible Home Energy Report	6.75%	5.96%	7.84%	7.59%	7.96%	10.26%	10.59%	10.53%	9.80%	8.24%	7.88%	6.59%	100.00%
Income-Eligible Multi-Family	7.42%	6.59%	8.02%	7.77%	8.10%	9.59%	9.91%	9.87%	9.28%	8.26%	7.93%	7.29%	100.00%
Residential Demand Response	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	53.33%	46.67%	0.00%	0.00%	0.00%	0.00%	100.00%
Online Home Energy Audit	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Research & Pilot	8.33%	8.33%	8.33%	8.33%	8.33%	8.33%	8.33%	8.33%	8.33%	8.33%	8.33%	8.33%	100.00%

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EO-2019-0132; YE-2020-0101

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

CALCULATION OF TD (Continued):

Where:

MC = Measure Count. Measure Count, for a given month, for a given class, for each measure is the number of each measure installed in the current calendar month.

ME = Measure Energy. Measure Energy will be determined as follows, for each Measure:

i. Prior to finalization of EM&V for Cycle 3, Year 1 programs, for Measures not listed under those programs listed in (c) below , the ME is the annual total of normalized savings for each measure at customer meter per measure defined in the Technical Resource Manual (TRM).

ii. After finalization of EM&V for Cycle 3, Year 1 programs, for Measures not listed under those programs listed in (c) below, the ME is the annual total of normalized savings for each measure at customer meter per measure defined in the updated TRM (which will be updated based on EM&V ex-post gross adjustments determined for Year 1 no later than 24 months after the commencement of Cycle 3).

iii. For Measures in MEEIA Cycle 3 programs: Business Custom, Business Process Effiiciency, and Income-Eligible Multi-Family (programs with custom measures), the ME will be the annual value attributable to the installations reported monthly by the program implementer.

MAS = The sum of MC multiplied by ME for all measures in a program in the current calendar month.

CAS = Cumulative sum of MAS for each program for MEEIA Cycle 3

CM = Current calendar month

PM = Prior calendar month

HER = Monthly kWh savings for the Home Energy Reports and Income-Eligible Home Energy Reports programs measured and reported monthly by the program implementer.

Measure – Energy efficiency measures described for each program in the Technical Resource Manual.

Programs – MEEIA Cycle 3 programs listed in Tariff Sheet No. 1.04B and added in accordance with the Commission's rule 20 CSR 4240-20.094(4).

TRM – Commission-Approved Technical Resource Manual updated based on EM&V ex-post gross adjustments determined for Year 1 no later than 24 months after the commencement of Cycle 3.

CANCELLED - Missouri Public Service Commission - 01/01/2024 - EO-2019-0132 - JE-2024-0080

FILED - Missouri Public Service Commission - 01/01/2022 - EO-2019-0132 - YE-2023-0110

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

CALCULATION OF TD (Continued):

Where:

MC = Measure Count. Measure Count, for a given month, for a given class, for each measure is the number of each measure installed in the current calendar month.

ME = Measure Energy. Measure Energy will be determined as follows, for each Measure:

i. Prior to finalization of EM&V for Cycle 3, Year 1 programs, for Measures not listed under those programs listed in (c) below , the ME is the annual total of normalized savings for each measure at customer meter per measure defined in the Technical Resource Manual (TRM).

ii. After finalization of EM&V for Cycle 3, Year 1 programs, for Measures not listed under those programs listed in (c) below , the ME is the annual total of normalized savings for each measure at customer meter per measure defined in the updated TRM (which will be updated based on EM&V ex-post gross adjustments determined for Year 1 no later than 24 months after the commencement of Cycle 3).

iii. For Measures in MEEIA Cycle 3 programs: Business Custom, Business Process Effiiciency, and Income-Eligible Multi-Family (programs with custom measures), the ME will be the annual value attributable to the installations reported monthly by the program implementer.

MAS = The sum of MC multiplied by ME for all measures in a program in the current calendar month.

CAS = Cumulative sum of MAS for each program for MEEIA Cycle 3

CM = Current calendar month

PM = Prior calendar month

HER = Monthly kWh savings for the Home Energy Reports and Income-Eligible Home Energy Reports programs measured and reported monthly by the program implementer.

Measure – Energy efficiency measures described for each program in the Technical Resource Manual.

Programs – MEEIA Cycle 3 programs listed in Tariff Sheet No. 1.04B and added in accordance with the Commission's rule 20 CSR 4240-20.094(4).

TRM – Commission-Approved Technical Resource Manual updated based on EM&V ex-post gross adjustments determined for Year 1 no later than 24 months after the commencement of Cycle 3.

CANCELLED - Missouri Public Service Commission - 01/01/2023 - EO-2019-0132 - YE-2023-0110

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Missouri Public
Service Commission
EO-2019-0132; YE-2020-0101

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

CANCELLED - Missouri Public Service Commission - 01/01/2024 - EO-2019-0132 - JE-2024-0080

FILED - Missouri Public Service Commission - 01/01/2022 - EO-2019-0132 - YE-2023-0110

Earnings Opportunity Adjustments

The annual MEEIA Cycle 3 EO Award for 2020-2022 shall be calculated using the matrix in tariff Sheet No. 49Z. The cumulative EO will not go below $0. The EO target at 100% is 8,017,172. Before adjustments reflecting TD EM&V including NTG, the EO cannot go above $11,446,706. The cap is based on current program levels. If Commission-approved new programs are added in the years 2021 and any program plan extensions through 2025, the Company may seek Commission approval to have the targets for the cap of the EO scale proportionately to the increase in savings targets

The Earnings Opportunity Award for 2020-2022 shall be adjusted for the difference between the TD$ billed and what the TD$ billed would have been if:

(1) The ME used in the calculation were the normalized savings for each measure at customer meter per measure determined through EM&V ex-post gross analysis for each program year, and,
(2) The NTGFs used in the calculation was the net-to-gross values determined through EM&V, except that if the NTG value determined through EM&V is less than 0.80, the recalculation shall use 0.80 and if the NTG value determined through EM&V is greater than 1.0, the recalculation shall use 1.0.
(3) If the above adjustments are negative in an amount greater than the otherwise applicable EO, these adjustments shall be limited to the value of the otherwise applicable EO.

The Combined Companies' (Evergy Missouri Metro and Evergy Missouri West) EO for 2023 (Extension) will be $4,733,030 if 100% achievement of the planned targets are met. The Combined Companies' EO is capped at $4,926,305. Potential Earnings Opportunity adjustments are described on Sheet No. 49AA. The Combined Companies' EO will be allocated to each jurisdiction by respective program cost spend.

Other DSIM Provisions

The Company shall file an update to NMR rates by month by class contemporaneous with filing any compliance tariff sheets in any general rate case reflecting the rates set in that case, and the billing determinants used in setting rates in that case.

Annual kWh savings per measure will be updated prospectively in the TRM no later than 24 months after the commencement of the Plan based on EM&V ex-post gross adjustments determined for Year 1 and annually thereafter upon finalization of each subsequent program year EM&V report.

MEEIA Cycle 3 NTG Factors by program will be updated prospectively no later than 24 months after the commencement of the Plan based on EM&V net-to-gross percentages for each program determined for Year 1 and annually thereafter upon finalization of each subsequent program year EM&V report.

Filing

After the initial DSIM Rider rate adjustment filing, the Company shall make a DSIM Rider rate adjustment filing to take effect each August and February under the Term of this MEEIA Rider. DSIM Rider rate adjustment filings shall be made at least sixty (60) days prior to their effective dates.

Prudence Reviews

A prudence review shall be conducted no less frequently than at twenty-four (24) month intervals in accordance with 20 CSR 4240-20.093(11). Any costs, which are determined by the Commission to have been imprudently incurred or incurred in violation of the terms of this DSIM Rider, shall be returned to customers through an adjustment in the next DSIM Rider rate adjustment filing and reflected in factor OA above.

January 01, 2023

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

CANCELLED - Missouri Public Service Commission - 01/01/2023 - EO-2019-0132 - YE-2023-0110

Earnings Opportunity Adjustments

The annual MEEIA Cycle 3 EO Award shall be calculated using the matrix in tariff Sheet No. 49Z. The cumulative EO will not go below $0. The EO target at 100% is 7,909,523. Before adjustments reflecting TD EM&V including NTG, the EO cannot go above $11,337,723. The cap is based on current program levels. If Commission-approved new programs are added in the years 2021 and any program plan extensions through 2024, the Company may seek Commission approval to have the targets for the cap of the EO scale proportionately to the increase in savings targets

The Earnings Opportunity Award shall be adjusted for the difference between the TD$ billed and what the TD$ billed would have been if:

(1) The ME used in the calculation were the normalized savings for each measure at customer meter per measure determined through EM&V ex-post gross analysis for each program year, and,
(2) The NTGFs used in the calculation was the net-to-gross values determined through EM&V, except that if the NTG value determined through EM&V is less than 0.80, the recalculation shall use 0.80 and if the NTG value determined through EM&V is greater than 1.0, the recalculation shall use 1.0.
(3) If the above adjustments are negative in an amount greater than the otherwise applicable EO, these adjustments shall be limited to the value of the otherwise applicable EO.

Other DSIM Provisions

The Company shall file an update to NMR rates by month by class contemporaneous with filing any compliance tariff sheets in any general rate case reflecting the rates set in that case, and the billing determinants used in setting rates in that case.

Annual kWh savings per measure will be updated prospectively in the TRM no later than 24 months after the commencement of the Plan based on EM&V ex-post gross adjustments determined for Year 1 and annually thereafter upon finalization of each subsequent program year EM&V report.

MEEIA Cycle 3 NTG Factors by program will be updated prospectively no later than 24 months after the commencement of the Plan based on EM&V net-to-gross percentages for each program determined for Year 1 and annually thereafter upon finalization of each subsequent program year EM&V report.

Filing

After the initial DSIM Rider rate adjustment filing, the Company shall make a DSIM Rider rate adjustment filing to take effect each August and February under the Term of this MEEIA Rider. DSIM Rider rate adjustment filings shall be made at least sixty (60) days prior to their effective dates.

Prudence Reviews

A prudence review shall be conducted no less frequently than at twenty-four (24) month intervals in accordance with 20 CSR 4240-20.093(11). Any costs, which are determined by the Commission to have been imprudently incurred or incurred in violation of the terms of this DSIM Rider, shall be returned to customers through an adjustment in the next DSIM Rider rate adjustment filing and reflected in factor OA above.

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Missouri Public
Service Commission
EO-2019-0132; YE-2020-0101

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

CANCELLED - Missouri Public Service Commission - 08/01/2025 - EO-2025-0325 - JE-2025-0171

FILED - Missouri Public Service Commission - 8/1/2024 - ER-2024-0351 - JE-2024-0163

Discontinuing the DSIM:

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

DEMAND SIDE INVESTMENT MECHANISM CHARGE:

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE ($/kWh)	NTD/PE ($/kWh)	NEO/PE ($/kWh)	NOA/PE ($/kWh)	Total DSIM ($/kWh)
Residential Service	Cycle 2	0.00000	0.00005	(0.00002)	0.00000	0.00003
	Cycle 3	0.00170	0.00087	0.00071	(0.00003)	0.00325
	Cycle 4	0.00001	0.00000	0.00000	0.00000	0.00001
	Total	**0.00171**	**0.00092**	**0.00069**	**(0.00003)**	**0.00329**
Non-Residential Service - SGS	Cycle 2	0.00000	0.00003	0.00000	0.00000	0.00003
	Cycle 3	0.00040	0.00071	0.00038	0.00000	0.00149
	Cycle 4	0.00000	0.00000	0.00000	0.00000	0.00000
	Total	**0.00040**	**0.00074**	**0.00038**	**0.00000**	**0.00152**
Non- Residential Service - MGS	Cycle 2	0.00000	0.00004	0.00001	0.00000	0.00005
	Cycle 3	0.00186	0.00136	0.00044	0.00000	0.00366
	Cycle 4	0.00001	0.00000	0.00000	0.00000	0.00001
	Total	**0.00187**	**0.00140**	**0.00045**	**0.00000**	**0.00372**
Non- Residential Service - LGS	Cycle 2	0.00000	0.00004	0.00001	0.00000	0.00005
	Cycle 3	0.00064	0.00057	0.00046	0.00000	0.00167
	Cycle 4	0.00001	0.00000	0.00000	0.00000	0.00001
	Total	**0.00065**	**0.00061**	**0.00047**	**0.00000**	**0.00173**
Non- Residential Service - LPS	Cycle 2	0.00000	0.00001	0.00002	0.00000	0.00003
	Cycle 3	0.00135	0.00013	0.00034	0.00000	0.00182
	Cycle 4	0.00002	0.00000	0.00000	0.00000	0.00002
	Total	**0.00137**	**0.00014**	**0.00036**	**0.00000**	**0.00187**

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

Discontinuing the DSIM:

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

DEMAND SIDE INVESTMENT MECHANISM CHARGE:

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE ($/kWh)	NTD/PE ($/kWh)	NEO/PE ($/kWh)	NOA/PE ($/kWh)	Total DSIM ($/kWh)
Residential Service	Cycle 2	$0.00000	$0.00010	($0.00004)	($0.00001)	$0.00005
	Cycle 3	$0.00270	$0.00066	$0.00052	($0.00004)	$0.00384
	Total	**$0.00270**	**$0.00076**	**$0.00048**	**($0.00005)**	**$0.00389**
Non-Residential Service - SGS	Cycle 2	$0.00000	$0.00006	($0.00001)	$0.00000	$0.00005
	Cycle 3	$0.00128	$0.00041	$0.00031	$0.00000	$0.00200
	Total	**$0.00128**	**$0.00047**	**$0.00030**	**$0.00000**	**$0.00205**
Non- Residential Service - MGS	Cycle 2	$0.00000	$0.00009	$0.00002	$0.00000	$0.00011
	Cycle 3	$0.00232	$0.00051	$0.00033	$0.00000	$0.00316
	Total	**$0.00232**	**$0.00060**	**$0.00035**	**$0.00000**	**$0.00327**
Non- Residential Service - LGS	Cycle 2	$0.00000	$0.00007	$0.00002	$0.00000	$0.00009
	Cycle 3	$0.00196	$0.00029	$0.00040	$0.00000	$0.00265
	Total	**$0.00196**	**$0.00036**	**$0.00042**	**$0.00000**	**$0.00274**
Non- Residential Service - LPS	Cycle 2	$0.00000	$0.00005	$0.00002	$0.00000	$0.00007
	Cycle 3	$0.00091	$0.00008	$0.00023	$0.00000	$0.00122
	Total	**$0.00091**	**$0.00013**	**$0.00025**	**$0.00000**	**$0.00129**

CANCELLED - Missouri Public Service Commission - 8/1/2024 - ER-2024-0351 - JE-2024-0163

FILED - Missouri Public Service Commission - 02/01/2024 - ER-2024-0184 - JE-2024-0083

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

Discontinuing the DSIM:

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

DEMAND SIDE INVESTMENT MECHANISM CHARGE:

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE ($/kWh)	NTD/PE ($/kWh)	NEO/PE ($/kWh)	NOA/PE ($/kWh)	Total DSIM ($/kWh)
Residential Service	Cycle 2	$0.00000	$0.00021	($0.00005)	($0.00001)	$0.00015
	Cycle 3	$0.00096	$0.00067	$0.00030	($0.00012)	$0.00181
	Total	**$0.00096**	**$0.00088**	**$0.00025**	**($0.00013)**	**$0.00196**
Non-Residential Service - SGS	Cycle 2	$0.00000	$0.00013	$0.00001	$0.00000	$0.00014
	Cycle 3	$0.00097	$0.00033	$0.00012	$0.00000	$0.00142
	Total	**$0.00097**	**$0.00046**	**$0.00013**	**$0.00000**	**$0.00156**
Non- Residential Service - MGS	Cycle 2	($0.00001)	$0.00018	$0.00006	$0.00000	$0.00023
	Cycle 3	$0.00101	$0.00043	$0.00017	$0.00000	$0.00161
	Total	**$0.00100**	**$0.00061**	**$0.00023**	**$0.00000**	**$0.00184**
Non- Residential Service - LGS	Cycle 2	$0.00000	$0.00014	$0.00003	$0.00000	$0.00017
	Cycle 3	$0.00074	$0.00023	$0.00031	$0.00000	$0.00128
	Total	**$0.00074**	**$0.00037**	**$0.00034**	**$0.00000**	**$0.00145**
Non- Residential Service - LPS	Cycle 2	$0.00000	$0.00010	$0.00004	$0.00000	$0.00014
	Cycle 3	$0.00010	$0.00005	$0.00013	$0.00000	$0.00028
	Total	**$0.00010**	**$0.00015**	**$0.00017**	**$0.00000**	**$0.00042**

CANCELLED - Missouri Public Service Commission - 02/01/2024 - ER-2024-0184 - JE-2024-0083

FILED - Missouri Public Service Commission - 08/01/2023 - ER-2023-0410 - JE-2023-0215

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

Discontinuing the DSIM:

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

DEMAND SIDE INVESTMENT MECHANISM CHARGE:

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE ($/kWh)	NTD/PE ($/kWh)	NEO/PE ($/kWh)	NOA/PE ($/kWh)	Total DSIM ($/kWh)
Residential Service	Cycle 2	$0.00000	$0.00026	($0.00010)	($0.00003)	$0.00013
	Cycle 3	$0.00238	$0.00069	$0.00013	($0.00018)	$0.00302
	Total	**$0.00238**	**$0.00095**	**$0.00003**	**($0.00021)**	**$0.00315**
Non-Residential Service - SGS	Cycle 2	($0.00001)	$0.00020	($0.00005)	$0.00000	$0.00014
	Cycle 3	$0.00163	$0.00053	$0.00006	$0.00000	$0.00222
	Total	**$0.00162**	**$0.00073**	**$0.00001**	**$0.00000**	**$0.00236**
Non- Residential Service - MGS	Cycle 2	($0.00001)	$0.00026	$0.00013	$0.00000	$0.00038
	Cycle 3	$0.00124	$0.00053	$0.00012	$0.00000	$0.00189
	Total	**$0.00123**	**$0.00079**	**$0.00025**	**$0.00000**	**$0.00227**
Non- Residential Service - LGS	Cycle 2	($0.00001)	$0.00019	$0.00008	$0.00000	$0.00026
	Cycle 3	$0.00096	$0.00033	$0.00009	$0.00000	$0.00138
	Total	**$0.00095**	**$0.00052**	**$0.00017**	**$0.00000**	**$0.00164**
Non- Residential Service - LPS	Cycle 2	($0.00001)	$0.00015	$0.00014	$0.00000	$0.00028
	Cycle 3	$0.00004	$0.00003	$0.00005	$0.00000	$0.00012
	Total	**$0.00003**	**$0.00018**	**$0.00019**	**$0.00000**	**$0.00040**

CANCELLED - Missouri Public Service Commission - 08/01/2023 - ER-2023-0410 - JE-2023-0215

FILED - Missouri Public Service Commission - 02/01/2023 - ER-2023-0183 - JE-2023-0098

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

CANCELLED - Missouri Public Service Commission - 02/01/2023 - ER-2023-0183 - JE-2023-0098

Discontinuing the DSIM:

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

DEMAND SIDE INVESTMENT MECHANISM CHARGE:

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE ($/kWh)	NTD/PE ($/kWh)	NEO/PE ($/kWh)	NOA/PE ($/kWh)	Total DSIM ($/kWh)
Residential Service	Cycle 2	$0.00000	$0.00069	($0.00016)	($0.00004)	$0.00049
	Cycle 3	$0.00288	$0.00124	$0.00017	$0.00000	$0.00429
	Total	**$0.00288**	**$0.00193**	**$0.00001**	**($0.00004)**	**$0.00478**
Non-Residential Service - SGS	Cycle 2	($0.00002)	$0.00052	($0.00022)	$0.00000	$0.00028
	Cycle 3	$0.00224	$0.00048	$0.00010	$0.00000	$0.00282
	Total	**$0.00222**	**$0.00100**	**($0.00012)**	**$0.00000**	**$0.00310**
Non- Residential Service - MGS	Cycle 2	($0.00002)	$0.00064	$0.00030	$0.00000	$0.00092
	Cycle 3	$0.00205	$0.00051	$0.00020	$0.00000	$0.00276
	Total	**$0.00203**	**$0.00115**	**$0.00050**	**$0.00000**	**$0.00368**
Non- Residential Service - LGS	Cycle 2	($0.00002)	$0.00040	$0.00017	$0.00000	$0.00055
	Cycle 3	$0.00166	$0.00031	$0.00016	$0.00000	$0.00213
	Total	**$0.00164**	**$0.00071**	**$0.00033**	**$0.00000**	**$0.00268**
Non- Residential Service - LPS	Cycle 2	($0.00001)	$0.00020	$0.00035	$0.00000	$0.00054
	Cycle 3	$0.00049	$0.00002	$0.00008	$0.00000	$0.00059
	Total	**$0.00048**	**$0.00022**	**$0.00043**	**$0.00000**	**$0.00113**

FILED
Missouri Public
Service Commission
ER-2022-0334; JE-2022-0266

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

Discontinuing the DSIM:

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

DEMAND SIDE INVESTMENT MECHANISM CHARGE:

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE ($/kWh)	NTD/PE ($/kWh)	NEO/PE ($/kWh)	NOA/PE ($/kWh)	Total DSIM ($/kWh)
Residential Service	Cycle 2	$0.00001	$0.00128	($0.00013)	$0.00000	$0.00116
	Cycle 3	$0.00273	$0.00262	$0.00028	$0.00000	$0.00563
	Total	$0.00274	$0.00390	$0.00015	$0.00000	$0.00679
Non-Residential Service - SGS	Cycle 2	($0.00003)	$0.00105	($0.00027)	$0.00000	$0.00075
	Cycle 3	$0.00124	$0.00060	$0.00017	$0.00000	$0.00201
	Total	$0.00121	$0.00165	($0.00010)	$0.00000	$0.00276
Non- Residential Service - MGS	Cycle 2	($0.00004)	$0.00117	$0.00053	$0.00000	$0.00166
	Cycle 3	$0.00269	$0.00085	$0.00027	$0.00000	$0.00381
	Total	$0.00265	$0.00202	$0.00080	$0.00000	$0.00547
Non- Residential Service - LGS	Cycle 2	($0.00003)	$0.00072	$0.00033	$0.00000	$0.00102
	Cycle 3	$0.00227	$0.00055	$0.00023	$0.00000	$0.00305
	Total	$0.00224	$0.00127	$0.00056	$0.00000	$0.00407
Non- Residential Service - LPS	Cycle 2	($0.00002)	$0.00032	$0.00050	$0.00000	$0.00080
	Cycle 3	$0.00178	$0.00004	$0.00012	$0.00000	$0.00194
	Total	$0.00176	$0.00036	$0.00062	$0.00000	$0.00274

CANCELLED
August 1, 2022
Missouri Public
Service Commission
ER-2022-0334; JE-2022-0266

FILED
Missouri Public
Service Commission
ER-2022-0149; JE-2022-0172

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

Discontinuing the DSIM:

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

DEMAND SIDE INVESTMENT MECHANISM CHARGE:

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE ($/kWh)	NTD/PE ($/kWh)	NEO/PE ($/kWh)	NOA/PE ($/kWh)	Total DSIM ($/kWh)
Residential Service	Cycle 2	$0.00003	$0.00064	$0.00007	$0.00000	$0.00074
	Cycle 3	$0.00329	$0.00186	$0.00000	$0.00000	$0.00515
	Total	$0.00332	$0.00250	$0.00007	$0.00000	$0.00589
Non-Residential Service - SGS	Cycle 2	($0.00008)	$0.00049	($0.00002)	$0.00000	$0.00039
	Cycle 3	$0.00120	$0.00069	$0.00000	$0.00000	$0.00189
	Total	$0.00112	$0.00118	($0.00002)	$0.00000	$0.00228
Non- Residential Service - MGS	Cycle 2	($0.00010)	$0.00053	$0.00087	$0.00000	$0.00130
	Cycle 3	$0.00273	$0.00095	$0.00000	$0.00000	$0.00368
	Total	$0.00263	$0.00148	$0.00087	$0.00000	$0.00498
Non- Residential Service - LGS	Cycle 2	($0.00007)	$0.00031	$0.00055	$0.00000	$0.00079
	Cycle 3	$0.00232	$0.00053	$0.00000	$0.00000	$0.00285
	Total	$0.00225	$0.00084	$0.00055	$0.00000	$0.00364
Non- Residential Service - LPS	Cycle 2	($0.00005)	$0.00010	$0.00065	$0.00000	$0.00070
	Cycle 3	$0.00178	$0.00012	$0.00000	$0.00000	$0.00190
	Total	$0.00173	$0.00022	$0.00065	$0.00000	$0.00260

CANCELLED
February 1, 2022
Missouri Public
Service Commission
ER-2022-0149; JE-2022-0172

FILED
Missouri Public
Service Commission
ER-2021-0410; JE-2021-0213

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

Discontinuing the DSIM:

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

DEMAND SIDE INVESTMENT MECHANISM CHARGE:

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE ($/kWh)	NTD/PE ($/kWh)	NEO/PE ($/kWh)	NOA/PE ($/kWh)	Total DSIM ($/kWh)
Residential Service	Cycle 2	$0.00010	$0.00126	$0.00039	$0.00000	$0.00175
	Cycle 3	$0.00281	$0.00144	$0.00000	$0.00000	$0.00425
	Total	**$0.00291**	**$0.00270**	**$0.00039**	**$0.00000**	**$0.00600**
Non-Residential Service - SGS	Cycle 2	($0.00019)	$0.00130	$0.00050	$0.00000	$0.00161
	Cycle 3	$0.00210	$0.00086	$0.00000	$0.00000	$0.00296
	Total	**$0.00191**	**$0.00216**	**$0.00050**	**$0.00000**	**$0.00457**
Non- Residential Service - MGS	Cycle 2	($0.00016)	$0.00107	$0.00117	$0.00000	$0.00208
	Cycle 3	$0.00258	$0.00069	$0.00000	$0.00000	$0.00327
	Total	**$0.00242**	**$0.00176**	**$0.00117**	**$0.00000**	**$0.00535**
Non- Residential Service - LGS	Cycle 2	($0.00013)	$0.00066	$0.00080	$0.00000	$0.00133
	Cycle 3	$0.00213	$0.00036	$0.00000	$0.00000	$0.00249
	Total	**$0.00200**	**$0.00102**	**$0.00080**	**$0.00000**	**$0.00382**
Non- Residential Service - LPS	Cycle 2	($0.00009)	$0.00025	$0.00071	$0.00000	$0.00087
	Cycle 3	$0.00185	$0.00010	$0.00000	$0.00000	$0.00195
	Total	**$0.00176**	**$0.00035**	**$0.00071**	**$0.00000**	**$0.00282**

CANCELLED
August 1, 2021
Missouri Public
Service Commission
ER-2021-0410; JE-2021-0213

FILED
Missouri Public
Service Commission
ER-2021-0152; JE-2021-0127

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

Discontinuing the DSIM:

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

DEMAND SIDE INVESTMENT MECHANISM CHARGE:

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE ($/kWh)	NTD/PE ($/kWh)	NEO/PE ($/kWh)	NOA/PE ($/kWh)	Total DSIM ($/kWh)
Residential Service	Cycle 2	$0.00036	$0.00150	$0.00060	$0.00000	$0.00246
	Cycle 3	$0.00298	$0.00096	$0.00000	$0.00000	$0.00394
	Total	**$0.00334**	**$0.00246**	**$0.00060**	**$0.00000**	**$0.00640**
Non-Residential Service - SGS	Cycle 2	($0.00025)	$0.00123	$0.00088	$0.00000	$0.00186
	Cycle 3	$0.00257	$0.00082	$0.00000	$0.00000	$0.00339
	Total	**$0.00232**	**$0.00205**	**$0.00088**	**$0.00000**	**$0.00525**
Non- Residential Service - MGS	Cycle 2	($0.00024)	$0.00102	$0.00092	$0.00000	$0.00170
	Cycle 3	$0.00172	$0.00028	$0.00000	$0.00000	$0.00200
	Total	**$0.00148**	**$0.00130**	**$0.00092**	**$0.00000**	**$0.00370**
Non- Residential Service - LGS	Cycle 2	($0.00017)	$0.00060	$0.00065	$0.00000	$0.00108
	Cycle 3	$0.00180	$0.00021	$0.00000	$0.00000	$0.00201
	Total	**$0.00163**	**$0.00081**	**$0.00065**	**$0.00000**	**$0.00309**
Non- Residential Service - LPS	Cycle 2	($0.00012)	$0.00021	$0.00043	$0.00000	$0.00052
	Cycle 3	$0.00217	$0.00013	$0.00000	$0.00000	$0.00230
	Total	**$0.00205**	**$0.00034**	**$0.00043**	**$0.00000**	**$0.00282**

CANCELLED
February 1, 2021
Missouri Public
Service Commission
ER-2021-0152; JE-2021-0127

FILED
Missouri Public
Service Commission
ER-2020-0388; JE-2020-0210

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

Discontinuing the DSIM:

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

DEMAND SIDE INVESTMENT MECHANISM CHARGE:

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE ($/kWh)	NTD/PE ($/kWh)	NEO/PE ($/kWh)	NOA/PE ($/kWh)	Total DSIM ($/kWh)
Residential Service	Cycle 2	$0.00078	$0.00134	$0.00060	$0.00000	$0.00272
	Cycle 3	$0.00242	$0.00075	$0.00000	$0.00000	$0.00317
	Total	**$0.00320**	**$0.00209**	**$0.00060**	**$0.00000**	**$0.00589**
Non-Residential Service - SGS	Cycle 2	$0.00077	$0.00122	$0.00088	$0.00000	$0.00287
	Cycle 3	$0.00140	$0.00020	$0.00000	$0.00000	$0.00160
	Total	**$0.00217**	**$0.00142**	**$0.00088**	**$0.00000**	**$0.00447**
Non- Residential Service - MGS	Cycle 2	$0.00069	$0.00097	$0.00092	$0.00000	$0.00258
	Cycle 3	$0.00114	$0.00012	$0.00000	$0.00000	$0.00126
	Total	**$0.00183**	**$0.00109**	**$0.00092**	**$0.00000**	**$0.00384**
Non- Residential Service - LGS	Cycle 2	$0.00048	$0.00052	$0.00063	$0.00000	$0.00163
	Cycle 3	$0.00121	$0.00008	$0.00000	$0.00000	$0.00129
	Total	**$0.00169**	**$0.00060**	**$0.00063**	**$0.00000**	**$0.00292**
Non- Residential Service - LPS	Cycle 2	$0.00032	$0.00018	$0.00035	$0.00000	$0.00085
	Cycle 3	$0.00120	$0.00003	$0.00000	$0.00000	$0.00123
	Total	**$0.00152**	**$0.00021**	**$0.00035**	**$0.00000**	**$0.00208**

CANCELLED
August 1, 2020
Missouri Public
Service Commission
ER-2020-0388; JE-2020-0210

FILED
Missouri Public
Service Commission
ER-2020-0154; YE-2020-0112

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

Discontinuing the DSIM:

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

DEMAND SIDE INVESTMENT MECHANISM CHARGE:

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	NPC/PE ($/kWh)	NTD/PE ($/kWh)	NEO/PE ($/kWh)	NOA/PE ($/kWh)	Total DSIM ($/kWh)
Residential Service	$0.00000	$0.00000	$0.00000	$0.00000	$0.00000
Non-Residential Service - SGS	$0.00000	$0.00000	$0.00000	$0.00000	$0.00000
Non- Residential Service - MGS	$0.00000	$0.00000	$0.00000	$0.00000	$0.00000
Non- Residential Service - LGS	$0.00000	$0.00000	$0.00000	$0.00000	$0.00000
Non- Residential Service - LPS	$0.00000	$0.00000	$0.00000	$0.00000	$0.00000

CANCELLED
March 1, 2020
Missouri Public
Service Commission
ER-2020-0154; YE-2020-0112

FILED
Missouri Public
Service Commission
EO-2019-0132; YE-2020-0101

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

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

P.S.C. MO. No. 7 Original Sheet No. 49Z

Canceling P.S.C. MO. No. _____ Original Sheet No. _____

For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM (Continued)

Net Margin Revenue Rates by Rate Class by Month & Earnings Opportunity Matrix

	January	February	March	April	May	June	July	August	September	October	November	December
RES Margin less fuel	$0.07054	$0.07461	$0.07792	$0.08035	$0.08243	$0.12114	$0.12368	$0.12363	$0.12169	$0.07356	$0.08201	$0.07637
SGS Margin less fuel	$0.07262	$0.07434	$0.07614	$0.07987	$0.08459	$0.10696	$0.10152	$0.10151	$0.10304	$0.07995	$0.08233	$0.07606
MGS Margin less fuel	$0.04382	$0.04470	$0.04546	$0.04884	$0.05321	$0.06959	$0.06645	$0.06680	$0.06681	$0.04822	$0.05151	$0.04629
LGS Margin less fuel	$0.02647	$0.02757	$0.02856	$0.03032	$0.03179	$0.04300	$0.04016	$0.04095	$0.03936	$0.02929	$0.03079	$0.02724
LPS Margin less fuel	$0.01041	$0.01169	$0.01119	$0.00997	$0.01263	$0.01376	$0.01148	$0.01279	$0.01248	$0.01077	$0.01259	$0.01038

				PY1 Cumulative MWh/MW		PY1 Cumulative EO $		PY2 Cumulative MWh/MW		PY2 Cumulative EO $		PY3 Cumulative MWh/MW		PY3 Cumulative EO $		Cycle 3 Cumulative MWh/MW		Cycle 3 Cumulative EO $	
Proposed Metric	Unit	$/unit	Cumulative Cap	Target	Cap	Target	Cap	Target	Cap	Target	Cap	Target	Cap	Target	Cap	Target	Cap	Target	Cap
HER: criteria will be whether or not program implemented each year	Program Year	$115,000	100%	-	-	$115,000	$115,000	-	-	$230,000	$230,000	-	-	$345,000	$345,000	-	-	$345,000	$345,000
Income-Eligible HER: criteria will be whether or not program implemented each year	Program Year	$10,000	100%	-	-	$10,000	$10,000	-	-	$20,000	$20,000	-	-	$30,000	$30,000	-	-	$30,000	$30,000
Income-Eligible Multi-family: criteria will be average project savings as % of baseline and spend > 85% of budget	Program Year	$66,666.66	130%	-	-	$66,667	$86,667	-	-	$133,333	$173,333	-	-	$200,000	$260,000	-	-	$400,000	$520,000
Energy MWh (excluding HER & Multi-Fam.): criteria will be annualization of each program years installations TBD by EM&V	MWh	$8.31	130%	40,624	52,812	$337,588	$438,864	95,719	124,435	$795,427	$1,034,055	155,873	202,635	$1,295,302	$1,683,893	155,873	202,635	$1,295,302	$1,683,893
MW (excluding HER, Bus DR, Bus Smart Tstats, & Res DR): criteria will be annualization of each program years installations TBD by EM&V	MW	$114,741.01	150%	5.54	8.30	$635,151	$952,727	13.34	20.02	$1,531,190	$2,296,785	22.02	33.03	$2,526,855	$3,790,283	22.02	33.03	$2,526,855	$3,790,283
Bus Smart Tstat & Res DR MW: criteria will be annualization of each program years installations TBD by EM&V	MW	$91,941.81	150%	8.89	13.34	$817,591	$1,226,386	19.28	28.91	$1,772,256	$2,658,383	31.05	46.58	$2,854,815	$4,282,223	31.05	46.58	$2,854,815	$4,282,223
Bus DR MW & R&P: criteria will be annualization of each program years installations TBD by EM&V	MW	$10,000	150%	15.21	22.81	$152,053	$228,080	30.47	45.70	$304,691	$457,037	45.76	68.63	$457,550	$686,325	45.76	68.63	$457,550	$686,325
						$2,134,049	$3,057,723			$4,786,897	$6,869,593			$7,709,523	$11,077,723			$7,909,523	$11,337,723

Note:
1. Targets based on Cumulative Savings at the meter
2. EO Targets and Caps for PY 4 - PY 6 are the same values as PY 1 - PY 3.
3. See MEEIA 3 Report for additional detail on the IEMF criteria for EO.

January 1, 2020

Issued: December 16, 2019 Effective: ~~January 15, 2020~~
Issued by: Darrin R. Ives, Vice President 1200 Main, Kansas City, MO 64105

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Missouri Public
Service Commission
EO-2019-0132; YE-2020-0101

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided September 29, 2015 Through June 7, 2017)

DEFINITIONS

ACCUMULATION PERIODS, FILING DATES AND RECOVERY PERIODS: An accumulation period is the six calendar months during which the actual costs and revenues subject to this rider will be accumulated for the purposes of determining the Fuel Adjustment Rate ("FAR"). The two six-month accumulation periods each year through September 30, 2019, the two corresponding twelve-month recovery periods and the filing dates are as shown below. Each filing shall include detailed work papers in electronic format with formulas intact to support the filing.

Accumulation Periods	Filing Dates	Recovery Periods
January – June	By August 1	October – September
July – December	By February 1	April – March

A recovery period consists of the months during which the FAR is applied to retail customer billings on a per kilowatt-hour (kWh) basis.

COSTS AND REVENUES: Costs eligible for the Fuel and Purchased Power Adjustment ("FPA") will be the Company's allocated jurisdictional costs for the fuel component of the Company's generating units, purchased power energy charges including applicable Southwest Power Pool ("SPP") charges, emission allowance costs and amortizations, cost of transmission of electricity by others associated with purchased power and off-system sales, and the costs described below associated with the Company's hedging programs - all as incurred during the accumulation period. These costs will be offset by jurisdictional off-system sales revenues, applicable SPP revenues, and revenue from the sale of Renewable Energy Certificates or Credits ("REC"). Eligible costs do not include the purchased power demand costs associated with purchased power contracts in excess of one year. Likewise revenues do not include demand or capacity receipts associated with power contracts in excess of one year.

APPLICABILITY

The price per kWh of electricity sold to retail customers will be adjusted (up or down) periodically subject to application of the Rider FAC and approval by the Missouri Public Service Commission ("MPSC" or "Commission").

The FAR is the result of dividing the FPA by forecasted Missouri retail net system input ("$S_{RP"}$) for the recovery period, expanded for Voltage Adjustment Factors ("VAF"), rounded to the nearest $0.00001, and aggregating over two accumulation periods. The amount charged on a separate line on retail customers' bills is equal to the current annual FAR multiplied by kWh billed.

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 Third Revised Sheet No. 50

Canceling P.S.C. MO. No. 7 Second Revised Sheet No. 50

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided September 29, 2015 Through May 27, 2017)

DEFINITIONS

ACCUMULATION PERIODS, FILING DATES AND RECOVERY PERIODS: An accumulation period is the six calendar months during which the actual costs and revenues subject to this rider will be accumulated for the purposes of determining the Fuel Adjustment Rate ("FAR"). The two six-month accumulation periods each year through September 30, 2019, the two corresponding twelve-month recovery periods and the filing dates are as shown below. Each filing shall include detailed work papers in electronic format with formulas intact to support the filing.

Accumulation Periods	Filing Dates	Recovery Periods
January – June	By August 1	October – September
July – December	By February 1	April – March

A recovery period consists of the months during which the FAR is applied to retail customer billings on a per kilowatt-hour (kWh) basis.

COSTS AND REVENUES: Costs eligible for the Fuel and Purchased Power Adjustment ("FPA") will be the Company's allocated jurisdictional costs for the fuel component of the Company's generating units, purchased power energy charges including applicable Southwest Power Pool ("SPP") charges, emission allowance costs and amortizations, cost of transmission of electricity by others associated with purchased power and off-system sales, and the costs described below associated with the Company's hedging programs - all as incurred during the accumulation period. These costs will be offset by jurisdictional off-system sales revenues, applicable SPP revenues, and revenue from the sale of Renewable Energy Certificates or Credits ("REC"). Eligible costs do not include the purchased power demand costs associated with purchased power contracts in excess of one year. Likewise revenues do not include demand or capacity receipts associated with power contracts in excess of one year.

APPLICABILITY

The price per kWh of electricity sold to retail customers will be adjusted (up or down) periodically subject to application of the Rider FAC and approval by the Missouri Public Service Commission ("MPSC" or "Commission").

The FAR is the result of dividing the FPA by forecasted Missouri retail net system input ("S_{RP}") for the recovery period, expanded for Voltage Adjustment Factors ("VAF"), rounded to the nearest $0.00001, and aggregating over two accumulation periods. The amount charged on a separate line on retail customers' bills is equal to the current annual FAR multiplied by kWh billed.

CANCELLED
July 27, 2017
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KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 Second Revised Sheet No. 50

Canceling P.S.C. MO. No. 7 First Revised Sheet No. 50

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

DEFINITIONS

ACCUMULATION PERIODS, FILING DATES AND RECOVERY PERIODS: An accumulation period is the six calendar months during which the actual costs and revenues subject to this rider will be accumulated for the purposes of determining the Fuel Adjustment Rate ("FAR"). The two six-month accumulation periods each year through September 30, 2019, the two corresponding twelve-month recovery periods and the filing dates are as shown below. Each filing shall include detailed work papers in electronic format with formulas intact to support the filing.

Accumulation Periods	**Filing Dates**	**Recovery Periods**
January – June	By August 1	October – September
July – December	By February 1	April – March

A recovery period consists of the months during which the FAR is applied to retail customer billings on a per kilowatt-hour (kWh) basis.

COSTS AND REVENUES: Costs eligible for the Fuel and Purchased Power Adjustment ("FPA") will be the Company's allocated jurisdictional costs for the fuel component of the Company's generating units, purchased power energy charges including applicable Southwest Power Pool ("SPP") charges, emission allowance costs and amortizations, cost of transmission of electricity by others associated with purchased power and off-system sales, and the costs described below associated with the Company's hedging programs - all as incurred during the accumulation period. These costs will be offset by jurisdictional off-system sales revenues, applicable SPP revenues, and revenue from the sale of Renewable Energy Certificates or Credits ("REC"). Eligible costs do not include the purchased power demand costs associated with purchased power contracts in excess of one year. Likewise revenues do not include demand or capacity receipts associated with power contracts in excess of one year.

APPLICABILITY

The price per kWh of electricity sold to retail customers will be adjusted (up or down) periodically subject to application of the Rider FAC and approval by the Missouri Public Service Commission ("MPSC" or "Commission").

The FAR is the result of dividing the FPA by forecasted Missouri retail net system input ("S_{RP}") for the recovery period, expanded for Voltage Adjustment Factors ("VAF"), rounded to the nearest $0.00001, and aggregating over two accumulation periods. The amount charged on a separate line on retail customers' bills is equal to the current annual FAR multiplied by kWh billed.

September 29, 2015

Issued: September 15, 2015
Issued by: Darrin R. Ives, Vice President

Effective: ~~October 15, 2015~~
1200 Main, Kansas City, MO 64105

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KANSAS CITY POWER & LIGHT COMPANY

P.S.C. MO. No. 7 First ☐ Original ☒ Revised Sheet No. 50

Cancelling P.S.C. MO. No. 7 ☒ Original ☐ Revised Sheet No. 50

For Missouri Retail Service Area

Reserved for future use

DATE OF ISSUE: January 16, 2013

ISSUED BY: Darrin R. Ives, Senior Director

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FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided September 29, 2015 Through June 7, 2017)

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

FORMULAS AND DEFINITIONS OF COMPONENTS

FPA = 95% * ((ANEC – B) * J) + T + I + P

ANEC = Actual Net Energy Costs = (FC + E + PP + TC – OSSR - R)

FC = Fuel Costs Incurred to Support Sales:
The following costs reflected in Federal Energy Regulatory Commission ("FERC") Account Number 501:
Subaccount 501000: coal commodity and transportation, side release and freeze conditioning agents, dust mitigation agents, accessorial charges as delineated in railroad accessorial tariffs [additional crew, closing hopper railcar doors, completion of loading of a unit train and its release for movement, completion of unloading of a unit train and its release for movement, delay for removal of frozen coal, destination detention, diversion of empty unit train (including administration fee, holding charges, and out-of-route charges which may include fuel surcharge), diversion of loaded coal trains, diversion of loaded unit train fees (including administration fee, additional mileage fee or out-of-route charges which may include fuel surcharge), fuel surcharge, held in transit, hold charge, locomotive release, miscellaneous handling of coal cars, origin detention, origin re-designation, out-of-route charges (including fuel surcharge), out-of-route movement, pick-up of locomotive power, placement and pick-up of loaded or empty private coal cars on railroad supplied tracks, placement and pick-up of loaded or empty private coal cars on shipper supplied tracks, railcar storage, release of locomotive power, removal, rotation and/or addition of cars, storage charges, switching, trainset positioning, trainset storage, and weighing], unit train maintenance and leases, applicable taxes, natural gas costs, fuel quality adjustments, fuel hedging costs, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange), oil costs for commodity, transportation, storage, taxes, fees, and fuel losses, coal and oil inventory adjustments, and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 501 Accounts.
Subaccount 501020: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to native load;
Subaccount 501030: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to off system sales;
Subaccount 501300: fuel additives and consumable costs for Air Quality Control Systems ("AQCS") operations, such as ammonia, hydrated lime, lime, limestone, powder activated carbon, sulfur, and RESPond, or other consumables which perform similar functions;
Subaccount 501400: residual costs and revenues associated with combustion product, slag and ash disposal costs and revenues including contractors, materials and other miscellaneous expenses.

The following costs reflected in FERC Account Number 518:
Subaccount 518000: nuclear fuel commodity and hedging costs;
Subaccount 518201: nuclear fuel waste disposal expense;
Subaccount 518100: nuclear fuel oil.

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided September 29, 2015 Through May 27, 2017)

FORMULAS AND DEFINITIONS OF COMPONENTS

FPA = 95% * ((ANEC – B) * J) + T + I + P

ANEC = Actual Net Energy Costs = (FC + E + PP + TC – OSSR - R)

FC = Fuel Costs Incurred to Support Sales:
The following costs reflected in Federal Energy Regulatory Commission ("FERC") Account Number 501:
Subaccount 501000: coal commodity and transportation, side release and freeze conditioning agents, dust mitigation agents, accessorial charges as delineated in railroad accessorial tariffs [additional crew, closing hopper railcar doors, completion of loading of a unit train and its release for movement, completion of unloading of a unit train and its release for movement, delay for removal of frozen coal, destination detention, diversion of empty unit train (including administration fee, holding charges, and out-of-route charges which may include fuel surcharge), diversion of loaded coal trains, diversion of loaded unit train fees (including administration fee, additional mileage fee or out-of-route charges which may include fuel surcharge), fuel surcharge, held in transit, hold charge, locomotive release, miscellaneous handling of coal cars, origin detention, origin re-designation, out-of-route charges (including fuel surcharge), out-of-route movement, pick-up of locomotive power, placement and pick-up of loaded or empty private coal cars on railroad supplied tracks, placement and pick-up of loaded or empty private coal cars on shipper supplied tracks, railcar storage, release of locomotive power, removal, rotation and/or addition of cars, storage charges, switching, trainset positioning, trainset storage, and weighing], unit train maintenance and leases, applicable taxes, natural gas costs, fuel quality adjustments, fuel hedging costs, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange), oil costs for commodity, transportation, storage, taxes, fees, and fuel losses, coal and oil inventory adjustments, and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 501 Accounts.
Subaccount 501020: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to native load;
Subaccount 501030: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to off system sales;
Subaccount 501300: fuel additives and consumable costs for Air Quality Control Systems ("AQCS") operations, such as ammonia, hydrated lime, lime, limestone, powder activated carbon, sulfur, and RESPond, or other consumables which perform similar functions;
Subaccount 501400: residual costs and revenues associated with combustion product, slag and ash disposal costs and revenues including contractors, materials and other miscellaneous expenses.

The following costs reflected in FERC Account Number 518:
Subaccount 518000: nuclear fuel commodity and hedging costs;
Subaccount 518201: nuclear fuel waste disposal expense;
Subaccount 518100: nuclear fuel oil.

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July 27, 2017
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KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 — 1st — Revised Sheet No. 50.1

Canceling P.S.C. MO. No. 7 — Original Sheet No. 50.1

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS

FPA = 95% * ((ANEC – B) * J) + T + I + P

ANEC = Actual Net Energy Costs = (FC + E + PP + TC – OSSR - R)

FC = Fuel Costs Incurred to Support Sales:
The following costs reflected in Federal Energy Regulatory Commission ("FERC") Account Number 501:
Subaccount 501000: coal commodity and transportation, side release and freeze conditioning agents, dust mitigation agents, accessorial charges as delineated in railroad accessorial tariffs [additional crew, closing hopper railcar doors, completion of loading of a unit train and its release for movement, completion of unloading of a unit train and its release for movement, delay for removal of frozen coal, destination detention, diversion of empty unit train (including administration fee, holding charges, and out-of-route charges which may include fuel surcharge), diversion of loaded coal trains, diversion of loaded unit train fees (including administration fee, additional mileage fee or out-of-route charges which may include fuel surcharge), fuel surcharge, held in transit, hold charge, locomotive release, miscellaneous handling of coal cars, origin detention, origin re-designation, out-of-route charges (including fuel surcharge), out-of-route movement, pick-up of locomotive power, placement and pick-up of loaded or empty private coal cars on railroad supplied tracks, placement and pick-up of loaded or empty private coal cars on shipper supplied tracks, railcar storage, release of locomotive power, removal, rotation and/or addition of cars, storage charges, switching, trainset positioning, trainset storage, and weighing], unit train maintenance and leases, applicable taxes, natural gas costs, fuel quality adjustments, fuel hedging costs, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange), oil costs for commodity, transportation, storage, taxes, fees, and fuel losses, coal and oil inventory adjustments, and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 501 Accounts.
Subaccount 501020: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to native load;
Subaccount 501030: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to off system sales;
Subaccount 501300: fuel additives and consumable costs for Air Quality Control Systems ("AQCS") operations, such as ammonia, hydrated lime, lime, limestone, powder activated carbon, sulfur, and RESPond, or other consumables which perform similar functions;
Subaccount 501400: residual costs and revenues associated with combustion product, slag and ash disposal costs and revenues including contractors, materials and other miscellaneous expenses.

The following costs reflected in FERC Account Number 518:
Subaccount 518000: nuclear fuel commodity and hedging costs;
Subaccount 518201: nuclear fuel waste disposal expense;
Subaccount 518100: nuclear fuel oil.

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Data center
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Service Commission
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FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS

FPA = 95% * ((ANEC – B) * J) + T + I + P

ANEC = Actual Net Energy Costs = (FC + E + PP + TC – OSSR - R)

FC = Fuel Costs Incurred to Support Sales:
The following costs reflected in Federal Energy Regulatory Commission ("FERC") Account Number 501:
Subaccount 501000: coal commodity and transportation, side release and freeze conditioning agents, dust mitigation agents, accessorial charges as delineated in railroad accessorial tariffs [additional crew, closing hopper railcar doors, completion of loading of a unit train and its release for movement, completion of unloading of a unit train and its release for movement, delay for removal of frozen coal, destination detention, diversion of empty unit train (including administration fee, holding charges, and out-of-route charges which may include fuel surcharge), diversion of loaded coal trains, diversion of loaded unit train fees (including administration fee, additional mileage fee or out-of-route charges which may include fuel surcharge), fuel surcharge, held in transit, hold charge, locomotive release, miscellaneous handling of coal cars, origin detention, origin re-designation, out-of-route charges (including fuel surcharge), out-of-route movement, pick-up of locomotive power, placement and pick-up of loaded or empty private coal cars on railroad supplied tracks, placement and pick-up of loaded or empty private coal cars on shipper supplied tracks, railcar storage, release of locomotive power, removal, rotation and/or addition of cars, storage charges, switching, trainset positioning, trainset storage, and weighing], applicable taxes, natural gas costs, fuel quality adjustments, fuel hedging costs, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange), oil costs for commodity, transportation, storage, taxes, fees, and fuel losses, coal and oil inventory adjustments, and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 501 Accounts.
Subaccount 501020: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to native load;
Subaccount 501030: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to off system sales;
Subaccount 501300: fuel additives and consumable costs for Air Quality Control Systems ("AQCS") operations, such as ammonia, hydrated lime, lime, limestone, powder activated carbon, sulfur, and RESPond, or other consumables which perform similar functions;
Subaccount 501400: residual costs and revenues associated with combustion product, slag and ash disposal costs and revenues including contractors, materials and other miscellaneous expenses.

The following costs reflected in FERC Account Number 518:
Subaccount 518000: nuclear fuel commodity and hedging costs;
Subaccount 518201: nuclear fuel waste disposal expense;
Subaccount 518100: nuclear fuel oil.

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FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided September 29, 2015 Through June 7, 2017)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

The following costs reflected in FERC Account Number 547:
Subaccount 547000: natural gas, and oil costs for commodity, transportation, storage, taxes, fees and fuel losses, hedging costs for natural gas, oil, and natural gas used to cross-hedge purchased power or sales, and settlement proceeds, insurance recoveries, subrogation recoveries for increased fuel expenses, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange).
Subaccount 547020: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to native load;
Subaccount 547030: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to off system sales;
Subaccount 547300: fuel additives.

E = Net Emission Costs:
The following costs and revenues reflected in FERC Account Number 509:
Subaccount 509000: NOx and SO_2 emission allowance costs and revenue amortizations offset by revenues from the sale of NOx and SO_2 emission allowances including any associated hedging costs, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange).

PP = Purchased Power Costs:
The following costs or revenues reflected in FERC Account Number 555:
Subaccount 555005: capacity charges for capacity purchases one year or less in duration;
Subaccount 555000: purchased power costs, energy charges from capacity purchases of any duration, insurance recoveries, and subrogation recoveries for purchased power expenses, hedging costs including broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange), charges and credits related to the SPP Integrated Marketplace ("IM") including, energy, revenue neutrality, make whole and out of merit payments and distributions, over collected losses payments and distributions, Transmission Congestion Rights ("TCR") and Auction Revenue Rights ("ARR") settlements, virtual energy costs, revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, load/export charges, ancillary services including non-performance and distribution payments and charges and other miscellaneous SPP Integrated Market charges including uplift charges or credits;
Subaccount 555021: the allocation of the allowed costs in the 555000 account attributed to intercompany purchases for native load;
Subaccount 555030: the allocation of the allowed costs in the 555000 account attributed to purchases for off system sales;
Subaccount 555031: the allocation of the allowed costs in the 555000 account attributed to intercompany purchases for off system sales.

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Missouri Public
Service Commission
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CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided September 29, 2015 Through May 27, 2017)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

The following costs reflected in FERC Account Number 547:
Subaccount 547000: natural gas, and oil costs for commodity, transportation, storage, taxes, fees and fuel losses, hedging costs for natural gas, oil, and natural gas used to cross-hedge purchased power or sales, and settlement proceeds, insurance recoveries, subrogation recoveries for increased fuel expenses, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange).
Subaccount 547020: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to native load;
Subaccount 547030: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to off system sales;
Subaccount 547300: fuel additives.

E = Net Emission Costs:
The following costs and revenues reflected in FERC Account Number 509:
Subaccount 509000: NOx and SO_2 emission allowance costs and revenue amortizations offset by revenues from the sale of NOx and SO_2 emission allowances including any associated hedging costs, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange).

PP = Purchased Power Costs:
The following costs or revenues reflected in FERC Account Number 555:
Subaccount 555005: capacity charges for capacity purchases one year or less in duration;
Subaccount 555000: purchased power costs, energy charges from capacity purchases of any duration, insurance recoveries, and subrogation recoveries for purchased power expenses, hedging costs including broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange), charges and credits related to the SPP Integrated Marketplace ("IM") including, energy, revenue neutrality, make whole and out of merit payments and distributions, over collected losses payments and distributions, Transmission Congestion Rights ("TCR") and Auction Revenue Rights ("ARR") settlements, virtual energy costs, revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, load/export charges, ancillary services including non-performance and distribution payments and charges and other miscellaneous SPP Integrated Market charges including uplift charges or credits;
Subaccount 555021: the allocation of the allowed costs in the 555000 account attributed to intercompany purchases for native load;
Subaccount 555030: the allocation of the allowed costs in the 555000 account attributed to purchases for off system sales;
Subaccount 555031: the allocation of the allowed costs in the 555000 account attributed to intercompany purchases for off system sales.

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FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

The following costs reflected in FERC Account Number 547:
Subaccount 547000: natural gas, and oil costs for commodity, transportation, storage, taxes, fees and fuel losses, hedging costs for natural gas, oil, and natural gas used to cross-hedge purchased power or sales, and settlement proceeds, insurance recoveries, subrogation recoveries for increased fuel expenses, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange).
Subaccount 547020: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to native load;
Subaccount 547030: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to off system sales;
Subaccount 547300: fuel additives.

E = Net Emission Costs:
The following costs and revenues reflected in FERC Account Number 509:
Subaccount 509000: NOx and SO_2 emission allowance costs and revenue amortizations offset by revenues from the sale of NOx and SO_2 emission allowances including any associated hedging costs, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange).

PP = Purchased Power Costs:
The following costs or revenues reflected in FERC Account Number 555:
Subaccount 555005: capacity charges for capacity purchases one year or less in duration;
Subaccount 555000: purchased power costs, energy charges from capacity purchases of any duration, insurance recoveries, and subrogation recoveries for purchased power expenses, hedging costs including broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange), charges and credits related to the SPP Integrated Marketplace ("IM") including, energy, revenue neutrality, make whole and out of merit payments and distributions, over collected losses payments and distributions, Transmission Congestion Rights ("TCR") and Auction Revenue Rights ("ARR") settlements, virtual energy costs, revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, load/export charges, ancillary services including non-performance and distribution payments and charges and other miscellaneous SPP Integrated Market charges including uplift charges or credits;
Subaccount 555021: the allocation of the allowed costs in the 555000 account attributed to intercompany purchases for native load;
Subaccount 555030: the allocation of the allowed costs in the 555000 account attributed to purchases for off system sales;
Subaccount 555031: the allocation of the allowed costs in the 555000 account attributed to intercompany purchases for off system sales.

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

TC = Transmission Costs:
The following costs reflected in FERC Account Number 565:
Subaccount 565000: non-SPP transmission used to serve off system sales or to make purchases for load and 7.3% of the SPP transmission service costs which includes the schedules listed below as well as any adjustments to the charges in the schedules below:
Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service
Schedule 8 – Non Firm Point to Point Transmission Service
Schedule 9 – Network Integration Transmission Service
Schedule 10 – Wholesale Distribution Service
Schedule 11 – Base Plan Zonal Charge and Region Wide Charge
Subaccount 565020: the allocation of the allowed costs in the 565000 account attributed to native load;
Subaccount 565027: the allocation of the allowed costs in the 565000 account attributed to transmission demand charges;
Subaccount 565030: the allocation of the allowed costs in account 565000 attributed to off system sales.

OSSR = Revenues from Off-System Sales:
The following revenues or costs reflected in FERC Account Number 447:
Subaccount 447020: all revenues from off-system sales. This includes charges and credits related to the SPP IM including, energy, ancillary services, revenue sufficiency (such as make whole payments and out of merit payments and distributions), revenue neutrality payments and distributions, over collected losses payments and distributions, TCR and ARR settlements, demand reductions, virtual energy costs and revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, generation/export charges, ancillary services including non-performance and distribution payments and SPP uplift revenues or credits. Off-system sales revenues from full and partial requirements sales to municipalities that are served through bilateral contracts in excess of one year shall be excluded from OSSR component;
Subaccount 447012: capacity charges for capacity sales one year or less in duration;
Subaccount 447030: the allocation of the includable sales in account 447020 not attributed to retail sales.

R = Renewable Energy Credit Revenue:
Revenues reflected in FERC account 509000 from the sale of Renewable Energy Credits that are not needed to meet the Renewable Energy Standard.

Any cost identified above which is a Missouri-only cost shall be grossed up by the current kWh energy factor, included in the ANEC calculation and allocated as indicated in component J below. Any cost identified above which is a Kansas-only cost shall be excluded from the ANEC calculation.

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

TC = Transmission Costs:
The following costs reflected in FERC Account Number 565:
Subaccount 565000: non-SPP transmission used to serve off system sales or to make purchases for load and 7.3% of the SPP transmission service costs which includes the schedules listed below as well as any adjustments to the charges in the schedules below:

Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service
Schedule 8 – Non Firm Point to Point Transmission Service
Schedule 9 – Network Integration Transmission Service
Schedule 10 – Wholesale Distribution Service
Schedule 11 – Base Plan Zonal Charge and Region Wide Charge

Subaccount 565020: the allocation of the allowed costs in the 565000 account attributed to native load;
Subaccount 565027: the allocation of the allowed costs in the 565000 account attributed to transmission demand charges;
Subaccount 565030: the allocation of the allowed costs in account 565000 attributed to off system sales.

OSSR = Revenues from Off-System Sales:
The following revenues or costs reflected in FERC Account Number 447:
Subaccount 447020: all revenues from off-system sales. This includes charges and credits related to the SPP IM including, energy, ancillary services, revenue sufficiency (such as make whole payments and out of merit payments and distributions), revenue neutrality payments and distributions, over collected losses payments and distributions, TCR and ARR settlements, demand reductions, virtual energy costs and revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, generation/export charges, ancillary services including non-performance and distribution payments and SPP uplift revenues or credits. Off-system sales revenues from full and partial requirements sales to municipalities that are served through bilateral contracts in excess of one year shall be excluded from OSSR component;
Subaccount 447012: capacity charges for capacity sales one year or less in duration;
Subaccount 447030: the allocation of the includable sales in account 447020 not attributed to retail sales.

R = Renewable Energy Credit Revenue:
Revenues reflected in FERC account 509000 from the sale of Renewable Energy Credits that are not needed to meet the Renewable Energy Standard.

Any cost identified above which is a Missouri-only cost shall be grossed up by the current kWh energy factor, included in the ANEC calculation and allocated as indicated in component J below. Any cost identified above which is a Kansas-only cost shall be excluded from the ANEC calculation.

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(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

TC = Transmission Costs:
The following costs reflected in FERC Account Number 565:
Subaccount 565000: non-SPP transmission used to serve off system sales or to make purchases for load and 7.3% of the SPP transmission service costs which includes the schedules listed below as well as any adjustments to the charges in the schedules below:

- Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service
- Schedule 8 – Non Firm Point to Point Transmission Service
- Schedule 9 – Network Integration Transmission Service
- Schedule 10 – Wholesale Distribution Service
- Schedule 11 – Base Plan Zonal Charge and Region Wide Charge

Subaccount 565020: the allocation of the allowed costs in the 565000 account attributed to native load;
Subaccount 565027: the allocation of the allowed costs in the 565000 account attributed to transmission demand charges;
Subaccount 565030: the allocation of the allowed costs in account 565000 attributed to off system sales.

OSSR = Revenues from Off-System Sales:
The following revenues or costs reflected in FERC Account Number 447:
Subaccount 447002: all revenues from off-system sales. This includes charges and credits related to the SPP IM including, energy, ancillary services, revenue sufficiency (such as make whole payments and out of merit payments and distributions), revenue neutrality payments and distributions, over collected losses payments and distributions, TCR and ARR settlements, demand reductions, virtual energy costs and revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, generation/export charges, ancillary services including non-performance and distribution payments and SPP uplift revenues or credits. Off-system sales revenues from full and partial requirements sales to municipalities that are served through bilateral contracts in excess of one year shall be excluded from OSSR component;
Subaccount 447012: capacity charges for capacity sales one year or less in duration;
Subaccount 447030: the allocation of the includable sales in account 447002 not attributed to retail sales.

R = Renewable Energy Credit Revenue:
Revenues reflected in FERC account 509000 from the sale of Renewable Energy Credits that are not needed to meet the Renewable Energy Standard.

Any cost identified above which is a Missouri-only cost shall be grossed up by the current kWh energy factor, included in the ANEC calculation and allocated as indicated in component J below. Any cost identified above which is a Kansas-only cost shall be excluded from the ANEC calculation.

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

Hedging costs are defined as realized losses and costs (including broker commissions, fees, and margins) minus realized gains associated with mitigating volatility in the Company's cost of fuel, fuel additives, fuel transportation, emission allowances, transmission and power purchases or sales, including but not limited to, the Company's use of derivatives whether over-the counter or exchange traded including, without limitation, futures or forward contracts, puts, calls, caps, floors, collars, swaps, TCRs, virtual energy transactions, or similar instruments.

Costs and revenues not specifically detailed in Factors FC, PP, E, TC, OSSR, or R shall not be included in the Company's FAR filings; provided however, in the case of Factors PP, TC or OSSR, the market settlement charge types under which SPP or another centrally administered market (e.g., PJM or MISO) bills/credits a cost or revenue need not be detailed in Factors PP or OSSR for the costs or revenues to be considered specifically detailed in Factors PP or OSSR; and provided further, should the SPP or another centrally administered market (e.g. PJM or MISO) implement a new market settlement charge type not listed below or a new schedule not listed in TC:

A. The Company may include the new schedule, charge type cost or revenue in its FAR filings if the Company believes the new schedule, charge type cost or revenue possesses the characteristics of, and is of the nature of, the costs or revenues listed below or in the schedules listed in TC, as the case may be, subject to the requirement that the Company make a filing with the Commission as outlined in B below and also subject to another party's right to challenge the inclusion as outlined in E. below;

B. The Company will make a filing with the Commission giving the Commission notice of the new schedule or charge type no later than 60 days prior to the Company including the new schedule, charge type cost or revenue in a FAR filing. Such filing shall identify the proposed accounts affected by such change, provide a description of the new charge type demonstrating that it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule, or market settlement charge type(s) which the new schedule or charge type replaces or supplements;

C. The Company will also provide notice in its monthly reports required by the Commission's fuel adjustment clause rules that identifies the new schedule, charge type costs or revenues by amount, description and location within the monthly reports;

D. The Company shall account for the new schedule, charge type costs or revenues in a manner which allows for the transparent determination of current period and cumulative costs or revenues;

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

Hedging costs are defined as realized losses and costs (including broker commissions, fees, and margins) minus realized gains associated with mitigating volatility in the Company's cost of fuel, fuel additives, fuel transportation, emission allowances, transmission and power purchases or sales, including but not limited to, the Company's use of derivatives whether over-the counter or exchange traded including, without limitation, futures or forward contracts, puts, calls, caps, floors, collars, swaps, TCRs, virtual energy transactions, or similar instruments.

Costs and revenues not specifically detailed in Factors FC, PP, E, TC, OSSR, or R shall not be included in the Company's FAR filings; provided however, in the case of Factors PP, TC or OSSR, the market settlement charge types under which SPP or another centrally administered market (e.g., PJM or MISO) bills/credits a cost or revenue need not be detailed in Factors PP or OSSR for the costs or revenues to be considered specifically detailed in Factors PP or OSSR; and provided further, should the SPP or another centrally administered market (e.g. PJM or MISO) implement a new market settlement charge type not listed below or a new schedule not listed in TC:

A. The Company may include the new schedule, charge type cost or revenue in its FAR filings if the Company believes the new schedule, charge type cost or revenue possesses the characteristics of, and is of the nature of, the costs or revenues listed below or in the schedules listed in TC, as the case may be, subject to the requirement that the Company make a filing with the Commission as outlined in B below and also subject to another party's right to challenge the inclusion as outlined in E. below;

B. The Company will make a filing with the Commission giving the Commission notice of the new schedule or charge type no later than 60 days prior to the Company including the new schedule, charge type cost or revenue in a FAR filing. Such filing shall identify the proposed accounts affected by such change, provide a description of the new charge type demonstrating that it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule, or market settlement charge type(s) which the new schedule or charge type replaces or supplements;

C. The Company will also provide notice in its monthly reports required by the Commission's fuel adjustment clause rules that identifies the new schedule, charge type costs or revenues by amount, description and location within the monthly reports;

D. The Company shall account for the new schedule, charge type costs or revenues in a manner which allows for the transparent determination of current period and cumulative costs or revenues;

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

Hedging costs are defined as realized losses and costs (including broker commissions, fees, and margins) minus realized gains associated with mitigating volatility in the Company's cost of fuel, fuel additives, fuel transportation, emission allowances, transmission and power purchases or sales, including but not limited to, the Company's use of derivatives whether over-the counter or exchange traded including, without limitation, futures or forward contracts, puts, calls, caps, floors, collars, swaps, TCRs, virtual energy transactions, or similar instruments.

Costs and revenues not specifically detailed in Factors FC, PP, E, TC, OSSR, or R shall not be included in the Company's FAR filings; provided however, in the case of Factors PP, TC or OSSR, the market settlement charge types under which SPP or another centrally administered market (e.g., PJM or MISO) bills/credits a cost or revenue need not be detailed in Factors PP or OSSR for the costs or revenues to be considered specifically detailed in Factors PP or OSSR; and provided further, should the SPP or another centrally administered market (e.g. PJM or MISO) implement a new market settlement charge type not listed below or a new schedule not listed in TC:

A. The Company may include the new schedule, charge type cost or revenue in its FAR filings if the Company believes the new schedule, charge type cost or revenue possesses the characteristics of, and is of the nature of, the costs or revenues listed below or in the schedules listed in TC, as the case may be, subject to the requirement that the Company make a filing with the Commission as outlined in B below and also subject to another party's right to challenge the inclusion as outlined in E. below;

B. The Company will make a filing with the Commission giving the Commission notice of the new schedule or charge type no later than 60 days prior to the Company including the new schedule, charge type cost or revenue in a FAR filing. Such filing shall identify the proposed accounts affected by such change, provide a description of the new charge type demonstrating that it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule, or market settlement charge type(s) which the new schedule or charge type replaces or supplements;

C. The Company will also provide notice in its monthly reports required by the Commission's fuel adjustment clause rules that identifies the new schedule, charge type costs or revenues by amount, description and location within the monthly reports;

D. The Company shall account for the new schedule, charge type costs or revenues in a manner which allows for the transparent determination of current period and cumulative costs or revenues;

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

E. If the Company makes the filing provided for in B above and a party challenges the inclusion, such challenge will not delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, a party shall make a filing with the Commission based upon that party's contention that the new schedule, charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC or OSSR, as the case may be. A party wishing to challenge the inclusion of a schedule or charge type shall include in its filing the reasons why it believes the Company did not show that the new schedule or charge type possesses the characteristics of the costs or revenues listed in Factors TC, PP or OSSR, as the case may be, and its filing shall be made within 30 days of the Company's filing under B above. In the event of a timely challenge, the Company shall bear the burden of proof to support its decision to include a new schedule or charge type in a FAR filing. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P; and

F. A party other than the Company may seek the inclusion of a new schedule or charge type in a FAR filing by making a filing with the Commission no less than 60 days before the Company's next FAR filing date of August 1 or February 1. Such a filing shall give the Commission notice that such party believes the new schedule or charge type should be included because it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR, as the case may be. The party's filing shall identify the proposed accounts affected by such change, provide a description of the new schedule or charge type demonstrating that it possesses the characteristics of, and is of the nature of, the schedules, costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule or market settlement charge type(s) which the new schedule or charge type replaces or supplements. If a party makes the filing provided for by this paragraph F and a party (including the Company) challenges the inclusion, such challenge will not delay inclusion of the new schedule or charge type in the FAR filing or delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, the challenging party shall make a filing with the Commission based upon that party's contention that the new schedule or charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC, or OSSR, as the case may be. The challenging party shall make its filing challenging the inclusion and stating the reasons why it believes the new schedule or charge type does not possess the characteristic of the costs or revenues listed in Factors PP, TC or OSSR, as the case may be, within 30 days of the filing that seeks inclusion of the new schedule or charge type. In the event of a timely challenge, the party seeking the inclusion of the new schedule or charge type shall bear the burden of proof to support its contention that the new schedule or charge type should be included in the Company's FAR filings. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P.

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

E. If the Company makes the filing provided for in B above and a party challenges the inclusion, such challenge will not delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, a party shall make a filing with the Commission based upon that party's contention that the new schedule, charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC or OSSR, as the case may be. A party wishing to challenge the inclusion of a schedule or charge type shall include in its filing the reasons why it believes the Company did not show that the new schedule or charge type possesses the characteristics of the costs or revenues listed in Factors TC, PP or OSSR, as the case may be, and its filing shall be made within 30 days of the Company's filing under B above. In the event of a timely challenge, the Company shall bear the burden of proof to support its decision to include a new schedule or charge type in a FAR filing. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P; and

F. A party other than the Company may seek the inclusion of a new schedule or charge type in a FAR filing by making a filing with the Commission no less than 60 days before the Company's next FAR filing date of August 1 or February 1. Such a filing shall give the Commission notice that such party believes the new schedule or charge type should be included because it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR, as the case may be. The party's filing shall identify the proposed accounts affected by such change, provide a description of the new schedule or charge type demonstrating that it possesses the characteristics of, and is of the nature of, the schedules, costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule or market settlement charge type(s) which the new schedule or charge type replaces or supplements. If a party makes the filing provided for by this paragraph F and a party (including the Company) challenges the inclusion, such challenge will not delay inclusion of the new schedule or charge type in the FAR filing or delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, the challenging party shall make a filing with the Commission based upon that party's contention that the new schedule or charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC, or OSSR, as the case may be. The challenging party shall make its filing challenging the inclusion and stating the reasons why it believes the new schedule or charge type does not possess the characteristic of the costs or revenues listed in Factors PP, TC or OSSR, as the case may be, within 30 days of the filing that seeks inclusion of the new schedule or charge type. In the event of a timely challenge, the party seeking the inclusion of the new schedule or charge type shall bear the burden of proof to support its contention that the new schedule or charge type should be included in the Company's FAR filings. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P.

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

E. If the Company makes the filing provided for in B above and a party challenges the inclusion, such challenge will not delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, a party shall make a filing with the Commission based upon that party's contention that the new schedule, charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC or OSSR, as the case may be. A party wishing to challenge the inclusion of a schedule or charge type shall include in its filing the reasons why it believes the Company did not show that the new schedule or charge type possesses the characteristics of the costs or revenues listed in Factors TC, PP or OSSR, as the case may be, and its filing shall be made within 30 days of the Company's filing under B above. In the event of a timely challenge, the Company shall bear the burden of proof to support its decision to include a new schedule or charge type in a FAR filing. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P; and

F. A party other than the Company may seek the inclusion of a new schedule or charge type in a FAR filing by making a filing with the Commission no less than 60 days before the Company's next FAR filing date of August 1 or February 1. Such a filing shall give the Commission notice that such party believes the new schedule or charge type should be included because it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR, as the case may be. The party's filing shall identify the proposed accounts affected by such change, provide a description of the new schedule or charge type demonstrating that it possesses the characteristics of, and is of the nature of, the schedules, costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule or market settlement charge type(s) which the new schedule or charge type replaces or supplements. If a party makes the filing provided for by this paragraph F and a party (including the Company) challenges the inclusion, such challenge will not delay inclusion of the new schedule or charge type in the FAR filing or delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, the challenging party shall make a filing with the Commission based upon that party's contention that the new schedule or charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC, or OSSR, as the case may be. The challenging party shall make its filing challenging the inclusion and stating the reasons why it believes the new schedule or charge type does not possess the characteristic of the costs or revenues listed in Factors PP, TC or OSSR, as the case may be, within 30 days of the filing that seeks inclusion of the new schedule or charge type. In the event of a timely challenge, the party seeking the inclusion of the new schedule or charge type shall bear the burden of proof to support its contention that the new schedule or charge type should be included in the Company's FAR filings. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P.

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC are listed below:

Day Ahead Regulation Down Service Amount
Day Ahead Regulation Down Service Distribution Amount
Day Ahead Regulation Up Service Amount
Day Ahead Regulation Up Service Distribution Amount
Day Ahead Spinning Reserve Amount
Day Ahead Spinning Reserve Distribution Amount
Day Ahead Supplemental Reserve Amount
Day Ahead Supplemental Reserve Distribution Amount
Real Time Contingency Reserve Deployment Failure Amount
Real Time Contingency Reserve Deployment Failure Distribution Amount
Real Time Regulation Service Deployment Adjustment Amount
Real Time Regulation Down Service Amount
Real Time Regulation Down Service Distribution Amount
Real Time Regulation Non-Performance
Real Time Regulation Non-Performance Distribution
Real Time Regulation Up Service Amount
Real Time Regulation Up Service Distribution Amount
Real Time Spinning Reserve Amount
Real Time Spinning Reserve Distribution Amount
Real Time Supplemental Reserve Amount
Real Time Supplemental Reserve Distribution Amount
Day Ahead Asset Energy
Day Ahead Non-Asset Energy
Day Ahead Virtual Energy Amount
Real Time Asset Energy Amount
Real Time Non-Asset Energy Amount
Real Time Virtual Energy Amount
Transmission Congestion Rights Funding Amount
Transmission Congestion Rights Daily Uplift Amount
Transmission Congestion Rights Monthly Payback Amount
Transmission Congestion Rights Annual Payback Amount
Transmission Congestion Rights Annual Closeout Amount
Transmission Congestion Rights Auction Transaction Amount
Auction Revenue Rights Funding Amount
Auction Revenue Rights Uplift Amount
Auction Revenue Rights Monthly Payback Amount
Auction Revenue Annual Payback Amount
Auction Revenue Rights Annual Closeout Amount
Day Ahead Virtual Energy Transaction Fee Amount
Day Ahead Demand Reduction Amount
Day Ahead Grandfathered Agreement Carve Out Daily Amount
Grandfathered Agreement Carve Out Distribution Daily Amount

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided September 29, 2015 Through May 27, 2017)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC are listed below:

Day Ahead Regulation Down Service Amount
Day Ahead Regulation Down Service Distribution Amount
Day Ahead Regulation Up Service Amount
Day Ahead Regulation Up Service Distribution Amount
Day Ahead Spinning Reserve Amount
Day Ahead Spinning Reserve Distribution Amount
Day Ahead Supplemental Reserve Amount
Day Ahead Supplemental Reserve Distribution Amount
Real Time Contingency Reserve Deployment Failure Amount
Real Time Contingency Reserve Deployment Failure Distribution Amount
Real Time Regulation Service Deployment Adjustment Amount
Real Time Regulation Down Service Amount
Real Time Regulation Down Service Distribution Amount
Real Time Regulation Non-Performance
Real Time Regulation Non-Performance Distribution
Real Time Regulation Up Service Amount
Real Time Regulation Up Service Distribution Amount
Real Time Spinning Reserve Amount
Real Time Spinning Reserve Distribution Amount
Real Time Supplemental Reserve Amount
Real Time Supplemental Reserve Distribution Amount
Day Ahead Asset Energy
Day Ahead Non-Asset Energy
Day Ahead Virtual Energy Amount
Real Time Asset Energy Amount
Real Time Non-Asset Energy Amount
Real Time Virtual Energy Amount
Transmission Congestion Rights Funding Amount
Transmission Congestion Rights Daily Uplift Amount
Transmission Congestion Rights Monthly Payback Amount
Transmission Congestion Rights Annual Payback Amount
Transmission Congestion Rights Annual Closeout Amount
Transmission Congestion Rights Auction Transaction Amount
Auction Revenue Rights Funding Amount
Auction Revenue Rights Uplift Amount
Auction Revenue Rights Monthly Payback Amount
Auction Revenue Annual Payback Amount
Auction Revenue Rights Annual Closeout Amount
Day Ahead Virtual Energy Transaction Fee Amount
Day Ahead Demand Reduction Amount
Day Ahead Grandfathered Agreement Carve Out Daily Amount
Grandfathered Agreement Carve Out Distribution Daily Amount

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0235

CANCELLED
July 27, 2017
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC are listed below:

Day Ahead Regulation Down Service Amount
Day Ahead Regulation Down Service Distribution Amount
Day Ahead Regulation Up Service Amount
Day Ahead Regulation Up Service Distribution Amount
Day Ahead Spinning Reserve Amount
Day Ahead Spinning Reserve Distribution Amount
Day Ahead Supplemental Reserve Amount
Day Ahead Supplemental Reserve Distribution Amount
Real Time Contingency Reserve Deployment Failure Amount
Real Time Contingency Reserve Deployment Failure Distribution Amount
Real Time Regulation Service Deployment Adjustment Amount
Real Time Regulation Down Service Amount
Real Time Regulation Down Service Distribution Amount
Real Time Regulation Non-Performance
Real Time Regulation Non-Performance Distribution
Real Time Regulation Up Service Amount
Real Time Regulation Up Service Distribution Amount
Real Time Spinning Reserve Amount
Real Time Spinning Reserve Distribution Amount
Real Time Supplemental Reserve Amount
Real Time Supplemental Reserve Distribution Amount
Day Ahead Asset Energy
Day Ahead Non-Asset Energy
Day Ahead Virtual Energy Amount
Real Time Asset Energy Amount
Real Time Non-Asset Energy Amount
Real Time Virtual Energy Amount
Transmission Congestion Rights Funding Amount
Transmission Congestion Rights Daily Uplift Amount
Transmission Congestion rights Monthly Payback Amount
Transmission Congestion Rights Annual Payback Amount
Transmission Congestion Rights Annual Closeout Amount
Transmission Congestion Rights Auction Transaction Amount
Auction Revenue Rights Funding Amount
Auction Revenue Rights Uplift Amount
Auction Revenue Rights Monthly Payback Amount
Auction Revenue Annual Payback Amount
Auction Revenue Rights Annual Closeout Amount
Day Ahead Virtual Energy Transaction Fee Amount
Day Ahead Demand Reduction Amount
Day Ahead Grandfathered Agreement Carve Out Daily Amount
Grandfathered Agreement Carve Out Distribution Daily Amount

September 29, 2015

CANCELLED
June 8, 2017
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0235

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Missouri Public
Service Commission
ER-2014-0370; YE-2016-0090

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided September 29, 2015 Through June 7, 2017)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC (continued)
Day Ahead Grandfathered Agreement Carve Out Monthly Amount
Grandfathered Agreement Carve Out Distribution Monthly Amount
Day Ahead Grandfathered Agreement Carve Out Yearly Amount
Grandfathered Agreement Carve Out Distribution Yearly Amount
Day Ahead Make Whole Payment Amount
Day Ahead Make Whole Payment Distribution Amount
Day Ahead Over Collected Losses Distribution Amount
Miscellaneous Amount
Reliability Unit Commitment Make Whole Payment Amount
Real Time Out of Merit Amount
Reliability Unit Commitment Make Whole Payment Distribution Amount
Over Collected Losses Distribution Amount
Real Time Joint Operating Agreement Amount
Real Time Reserve Sharing Group Amount
Real Time Reserve Sharing Group Distribution Amount
Real Time Demand Reduction Amount
Real Time Demand Reduction Distribution Amount
Real Time Pseudo Tie Congestion Amount
Real Time Pseudo Tie Losses Amount
Unused Regulation Up Mileage Make Whole Payment Amount
Unused Regulation Down Mileage Make Whole Payment Amount
Revenue Neutrality Uplift Distribution Amount

Should FERC require any item covered by components FC, E, PP, TC, OSSR or R to be recorded in an account different than the FERC accounts listed in such components, such items shall nevertheless be included in component FC, E, PP, TC, OSSR or R. In the month that the Company begins to record items in a different account, the Company will file with the Commission the previous account number, the new account number and what costs or revenues that flow through the Rider FAC to be recorded in the account.

B = Net base energy costs ordered by the Commission in the last general rate case consistent with the costs and revenues included in the calculation of the FPA. Net Base Energy costs will be calculated as shown below:

S_{AP} x Base Factor (“BF”)

S_{AP} = Net system input (“NSI”) in kWh for the accumulation period

BF = Company base factor costs per kWh: $0.01186

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided September 29, 2015 Through May 27, 2017)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC (continued)
- Day Ahead Grandfathered Agreement Carve Out Monthly Amount
- Grandfathered Agreement Carve Out Distribution Monthly Amount
- Day Ahead Grandfathered Agreement Carve Out Yearly Amount
- Grandfathered Agreement Carve Out Distribution Yearly Amount
- Day Ahead Make Whole Payment Amount
- Day Ahead Make Whole Payment Distribution Amount
- Day Ahead Over Collected Losses Distribution Amount
- Miscellaneous Amount
- Reliability Unit Commitment Make Whole Payment Amount
- Real Time Out of Merit Amount
- Reliability Unit Commitment Make Whole Payment Distribution Amount
- Over Collected Losses Distribution Amount
- Real Time Joint Operating Agreement Amount
- Real Time Reserve Sharing Group Amount
- Real Time Reserve Sharing Group Distribution Amount
- Real Time Demand Reduction Amount
- Real Time Demand Reduction Distribution Amount
- Real Time Pseudo Tie Congestion Amount
- Real Time Pseudo Tie Losses Amount
- Unused Regulation Up Mileage Make Whole Payment Amount
- Unused Regulation Down Mileage Make Whole Payment Amount
- Revenue Neutrality Uplift Distribution Amount

Should FERC require any item covered by components FC, E, PP, TC, OSSR or R to be recorded in an account different than the FERC accounts listed in such components, such items shall nevertheless be included in component FC, E, PP, TC, OSSR or R. In the month that the Company begins to record items in a different account, the Company will file with the Commission the previous account number, the new account number and what costs or revenues that flow through the Rider FAC to be recorded in the account.

B = Net base energy costs ordered by the Commission in the last general rate case consistent with the costs and revenues included in the calculation of the FPA. Net Base Energy costs will be calculated as shown below:

S_{AP} x Base Factor ("BF")

S_{AP} = Net system input ("NSI") in kWh for the accumulation period

BF = Company base factor costs per kWh: $0.01186

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0235

CANCELLED
July 27, 2017
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC (continued)
- Day Ahead Grandfathered Agreement Carve Out Monthly Amount
- Grandfathered Agreement Carve Out Distribution Monthly Amount
- Day Ahead Grandfathered Agreement Carve Out Yearly Amount
- Grandfathered Agreement Carve Out Distribution Yearly Amount
- Day Ahead Make Whole Payment Amount
- Day Ahead Make Whole Payment Distribution Amount
- Day Ahead Over Collected Losses Distribution Amount
- Miscellaneous Amount
- Reliability Unit Commitment Make Whole Payment Amount
- Real Time Out of Merit Amount
- Reliability Unit Commitment Make Whole Payment Distribution Amount
- Over Collected Losses Distribution Amount
- Real Time Joint Operating Agreement Amount
- Real Time Reserve Sharing Group Amount
- Real Time Reserve Sharing Group Distribution Amount
- Real Time Demand Reduction Amount
- Real Time Demand Reduction Distribution Amount
- Real Time Pseudo Tie Congestion Amount
- Real Time Pseudo Tie Losses Amount
- Unused Regulation Up Mileage Make Whole Payment Amount
- Unused Regulation Down Mileage Make Whole Payment Amount
- Revenue Neutrality Uplift Distribution Amount

Should FERC require any item covered by components FC, E, PP, TC, OSSR or R to be recorded in an account different than the FERC accounts listed in such components, such items shall nevertheless be included in component FC, E, PP, TC, OSSR or R. In the month that the Company begins to record items in a different account, the Company will file with the Commission the previous account number, the new account number and what costs or revenues that flow through the Rider FAC to be recorded in the account.

B = Net base energy costs ordered by the Commission in the last general rate case consistent with the costs and revenues included in the calculation of the FPA. Net Base Energy costs will be calculated as shown below:

S_{AP} x Base Factor ("BF")

S_{AP} = Net system input ("NSI") in kWh for the accumulation period

BF = Company base factor costs per kWh: $0.01186

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June 8, 2017
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0235

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Missouri Public
Service Commission
ER-2014-0370; YE-2016-0090

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided September 29, 2015 Through June 7, 2017)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

J = Missouri Retail Energy Ratio = (MO Retail kWh sales + MO Losses) / (MO Retail kWh Sales + MO Losses + KS Retail kWh Sales + KS Losses + Sales for Resale, Municipals kWh Sales [includes border customers] + Sales for Resale, Municipals Losses)
MO Losses = 6.121%; KS Losses = 6.298%; Sales for Resale, Municipals Losses = 21.50%

T = True-up amount as defined below.

I = Interest applicable to (i) the difference between Missouri Retail ANEC and B for all kWh of energy supplied during an AP until those costs have been recovered; (ii) refunds due to prudence reviews ("P"), if any; and (iii) all under- or over-recovery balances created through operation of this FAC, as determined in the true-up filings ("T") provided for herein. Interest shall be calculated monthly at a rate equal to the weighted average interest paid on the Company's short-term debt, applied to the month-end balance of items (i) through (iii) in the preceding sentence.

P = Prudence disallowance amount, if any, as defined in this tariff.

FAR = FPA/S_{RP}

Single Accumulation Period Secondary Voltage $FAR_{Sec} = FAR * VAF_{Sec}$
Single Accumulation Period Primary Voltage $FAR_{Prim} = FAR * VAF_{Prim}$

Annual Secondary Voltage FAR_{Sec} = Aggregation of the two Single Accumulation Period Secondary Voltage FARs still to be recovered

Annual Primary Voltage FAR_{Prim} = Aggregation of the two Single Accumulation Period Primary Voltage FARs still to be recovered

Where:

FPA = Fuel and Purchased Power Adjustment

S_{RP} = Forecasted recovery period Missouri retail NSI in kWh, at the generator

VAF = Expansion factor by voltage level
VAF_{Sec} = Expansion factor for lower than primary voltage customers
VAF_{Prim} = Expansion factor for primary and higher voltage customers

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Missouri Public
Service Commission
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CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided September 29, 2015 Through May 27, 2017)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

J = Missouri Retail Energy Ratio = (MO Retail kWh sales + MO Losses) / (MO Retail kWh Sales + MO Losses + KS Retail kWh Sales + KS Losses + Sales for Resale, Municipals kWh Sales [includes border customers] + Sales for Resale, Municipals Losses)
MO Losses = 6.121%; KS Losses = 6.298%; Sales for Resale, Municipals Losses = 21.50%

T = True-up amount as defined below.

I = Interest applicable to (i) the difference between Missouri Retail ANEC and B for all kWh of energy supplied during an AP until those costs have been recovered; (ii) refunds due to prudence reviews ("P"), if any; and (iii) all under- or over-recovery balances created through operation of this FAC, as determined in the true-up filings ("T") provided for herein. Interest shall be calculated monthly at a rate equal to the weighted average interest paid on the Company's short-term debt, applied to the month-end balance of items (i) through (iii) in the preceding sentence.

P = Prudence disallowance amount, if any, as defined in this tariff.

FAR = FPA/S_{RP}

Single Accumulation Period Secondary Voltage $FAR_{Sec} = FAR * VAF_{Sec}$
Single Accumulation Period Primary Voltage $FAR_{Prim} = FAR * VAF_{Prim}$

Annual Secondary Voltage FAR_{Sec} = Aggregation of the two Single Accumulation Period Secondary Voltage FARs still to be recovered

Annual Primary Voltage FAR_{Prim} = Aggregation of the two Single Accumulation Period Primary Voltage FARs still to be recovered

Where:

FPA = Fuel and Purchased Power Adjustment

S_{RP} = Forecasted recovery period Missouri retail NSI in kWh, at the generator

VAF = Expansion factor by voltage level
VAF_{Sec} = Expansion factor for lower than primary voltage customers
VAF_{Prim} = Expansion factor for primary and higher voltage customers

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Missouri Public
Service Commission
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July 27, 2017
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

J = Missouri Retail Energy Ratio = (MO Retail kWh sales + MO Losses) / (MO Retail kWh Sales + MO Losses + KS Retail kWh Sales + KS Losses + Sales for Resale, Municipals kWh Sales [includes border customers] + Sales for Resale, Municipals Losses)
MO Losses = 6.121%; KS Losses = 6.298%; Sales for Resale, Municipals Losses = 21.50%

T = True-up amount as defined below.

I = Interest applicable to (i) the difference between Missouri Retail ANEC and B for all kWh of energy supplied during an AP until those costs have been recovered; (ii) refunds due to prudence reviews ("P"), if any; and (iii) all under- or over-recovery balances created through operation of this FAC, as determined in the true-up filings ("T") provided for herein. Interest shall be calculated monthly at a rate equal to the weighted average interest paid on the Company's short-term debt, applied to the month-end balance of items (i) through (iii) in the preceding sentence.

P = Prudence disallowance amount, if any, as defined in this tariff.

FAR = FPA/S_{RP}

Single Accumulation Period Secondary Voltage $FAR_{Sec} = FAR * VAF_{Sec}$
Single Accumulation Period Primary Voltage $FAR_{Prim} = FAR * VAF_{Prim}$

Annual Secondary Voltage FAR_{Sec} = Aggregation of the two Single Accumulation Period Secondary Voltage FARs still to be recovered

Annual Primary Voltage FAR_{Prim} = Aggregation of the two Single Accumulation Period Primary Voltage FARs still to be recovered

Where:

FPA = Fuel and Purchased Power Adjustment

S_{RP} = Forecasted recovery period Missouri retail NSI in kWh, at the generator

VAF = Expansion factor by voltage level
VAF_{Sec} = Expansion factor for lower than primary voltage customers
VAF_{Prim} = Expansion factor for primary and higher voltage customers

September 29, 2015

CANCELLED
June 8, 2017
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0235

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Missouri Public
Service Commission
ER-2014-0370; YE-2016-0090

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided September 29, 2015 Through June 7, 2017)

TRUE-UPS

After completion of each RP, the Company shall make a true-up filing by the filing date of its next FAR filing. Any true-up adjustments shall be reflected in component "T" above. Interest on the true-up adjustment will be included in component "I" above.

The true-up amount shall be the difference between the revenues billed and the revenues authorized for collection during the RP as well as any corrections identified to be included in the current FAR filing. Any corrections included will be discussed in the testimony accompanying the true-up filing.

PRUDENCE REVIEWS

Prudence reviews of the costs subject to this Rider FAC shall occur no less frequently than every eighteen months, and any such costs which are determined by the Commission to have been imprudently incurred or incurred in violation of the terms of this Rider FAC shall be returned to customers. Adjustments by Commission order, if any, pursuant to any prudence review shall be included in the FAR calculation in component "P" above unless a separate refund is ordered by the Commission. Interest on the prudence adjustment will be included in component "I" above.

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided September 29, 2015 Through May 27, 2017)

TRUE-UPS

After completion of each RP, the Company shall make a true-up filing by the filing date of its next FAR filing. Any true-up adjustments shall be reflected in component "T" above. Interest on the true-up adjustment will be included in component "I" above.

The true-up amount shall be the difference between the revenues billed and the revenues authorized for collection during the RP as well as any corrections identified to be included in the current FAR filing. Any corrections included will be discussed in the testimony accompanying the true-up filing.

PRUDENCE REVIEWS

Prudence reviews of the costs subject to this Rider FAC shall occur no less frequently than every eighteen months, and any such costs which are determined by the Commission to have been imprudently incurred or incurred in violation of the terms of this Rider FAC shall be returned to customers. Adjustments by Commission order, if any, pursuant to any prudence review shall be included in the FAR calculation in component "P" above unless a separate refund is ordered by the Commission. Interest on the prudence adjustment will be included in component "I" above.

CANCELLED
July 27, 2017
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0235

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

TRUE-UPS

After completion of each RP, the Company shall make a true-up filing by the filing date of its next FAR filing. Any true-up adjustments shall be reflected in component "T" above. Interest on the true-up adjustment will be included in component "I" above.

The true-up amount shall be the difference between the revenues billed and the revenues authorized for collection during the RP as well as any corrections identified to be included in the current FAR filing. Any corrections included will be discussed in the testimony accompanying the true-up filing.

PRUDENCE REVIEWS

Prudence reviews of the costs subject to this Rider FAC shall occur no less frequently than every eighteen months, and any such costs which are determined by the Commission to have been imprudently incurred or incurred in violation of the terms of this Rider FAC shall be returned to customers. Adjustments by Commission order, if any, pursuant to any prudence review shall be included in the FAR calculation in component "P" above unless a separate refund is ordered by the Commission. Interest on the prudence adjustment will be included in component "I" above.

CANCELLED
June 8, 2017
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0235

FILED
Missouri Public
Service Commission
ER-2014-0370; YE-2016-0090

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)
Effective for Customer Usage Beginning April 1, 2017 through September 30, 2017

Accumulation Period Ending:			December 31, 2016
			KCPL-MO
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$166,530,374
2	Net Base Energy Cost (B)	-	$98,617,667
	2.1 Base Factor (BF)		$0.01186
	2.2 Accumulation Period NSI (S_{AP})		8,315,149,000
3	(ANEC-B)		$67,912,707
4	Jurisdictional Factor (J)	x	57.21855%
5	(ANEC-B)*J		$38,858,668
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		$36,915,735
8	True-Up Amount (T)	+	($235,964)
9	Interest (I)	+	$323,299
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$37,003,070
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	9,098,778,904
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00407
14			
15	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00425
16	Prior Period FAR_{Prim}	+	$0.00214
17	Current Annual FAR_{Prim}	=	$0.00639
18			
19	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00436
20	Prior Period FAR_{Sec}	+	$0.00219
21	Current Annual FAR_{Sec}	=	$0.00655
	VAF_{Prim} = 1.0452		
	VAF_{Sec} = 1.0707		

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

FILED
Missouri Public
Service Commission
ER-2017-0204; JE-2017-0153

KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 2nd Revised Sheet No. 50.10

Canceling P.S.C. MO. No. 7 1st Revised Sheet No. 50.10

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

Accumulation Period Ending:			June 30, 2016
			KCPL-MO
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$122,678,962
2	Net Base Energy Cost (B)	-	$89,330,991
	2.1 Base Factor (BF)		$0.01186
	2.2 Accumulation Period NSI (S_{AP})		7,532,123,999
3	(ANEC-B)		$33,347,971
4	Jurisdictional Factor (J)	*	56.785%
5	(ANEC-B)*J		$19,406,509
6	Customer Responsibility	*	95%
7	95% *((ANEC-B)*J)		$18,436,184
8	True-Up Amount (T)	+	$0
9	Interest (I)	+	$124,572
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$18,560,756
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	9,045,290,583
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00205
14	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00214
15	Prior Period FAR_{Prim}	+	$0.00078
16	Current Annual FAR_{Prim}		$0.00292
17	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00219
18	Prior Period FAR_{Sec}	+	$0.00080
19	Current Annual FAR_{Sec}		$0.00299
	VAF_{Prim} = 1.0452		
	VAF_{Sec} = 1.0707		

Issued: August 1, 2016
Issued by: Darrin R. Ives, Vice President

Effective: October 1, 2016
1200 Main, Kansas City, MO 64105

CANCELLED
April 1, 2017
Missouri Public
Service Commission
ER-2017-0204; JE-2017-0153

FILED
Missouri Public
Service Commission
ER-2017-0033; JE-2017-0022

KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 1st Revised Sheet No. 50.10

Canceling P.S.C. MO. No. 7 Original Sheet No. 50.10

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

Accumulation Period Ending:			December 31, 2015
			KCPL-MO
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$55,486,931
2	Net Base Energy Cost (B)	-	$43,129,156
	2.1 Base Factor (BF)		$0.01186
	2.2 Accumulation Period NSI (S_{AP})		3,636,522,469
3	(ANEC-B)		$12,357,774
4	Jurisdictional Factor (J)	*	58.199%
5	(ANEC-B)*J		$7,165,415
6	Customer Responsibility	*	95%
7	95% *((ANEC-B)*J)		$6,807,145
8	True-Up Amount (T)	+	$0
9	Interest (I)	+	$6,937
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$6,814,082
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	9,048,770,207
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00075
14	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00078
15	Prior Period FAR_{Prim}	+	$0.00000
16	Current Annual FAR_{Prim}		$0.00078
17	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00080
18	Prior Period FAR_{Sec}	+	$0.00000
19	Current Annual FAR_{Sec}		$0.00080
	VAF_{Prim} = 1.0452		
	VAF_{Sec} = 1.0707		

CANCELLED
October 1, 2016
Missouri Public
Service Commission
ER-2017-0033; JE-2017-0022

Issued: February 1, 2016 Effective: April 1, 2016
Issued by: Darrin R. Ives, Vice President 1200 Main, Kansas City, MO 64105

FILED
Missouri Public
Service Commission
ER-2016-0198; JE-2016-0195

KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 Original Sheet No. 50.10

Canceling P.S.C. MO. No. _____ Sheet No. _____

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

	Accumulation Period Ending:		Month dd, yyyy
			KCPL-MO
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$0
2	Net Base Energy Cost (B)	-	$188,821,056
	2.1 Base Factor (BF)		$0.01186
	2.2 Accumulation Period NSI (S_{AP})		15,926,946,938
3	(ANEC-B)		$0
4	Jurisdictional Factor (J)	*	0%
5	(ANEC-B)*J		$0
6	Customer Responsibility	*	95%
7	100% *((ANEC-B)*J)		$0
8	True-Up Amount (T)	+	$0
9	Interest (I)	+	$0
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$0
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	0
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00000
14	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00000
15	Prior Period FAR_{Prim}	+	$0.00000
16	Current Annual FAR_{Prim}		$0.00000
17	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00000
18	Prior Period FAR_{Sec}	+	$0.00000
19	Current Annual FAR_{Sec}		$0.00000
	VAF_{Prim} = 1.0452		
	VAF_{Sec} = 1.0707		

September 29, 2015

Issued: September 15, 2015 Effective: ~~October 15, 2015~~

Issued by: Darrin R. Ives, Vice President 1200 Main, Kansas City, MO 64105

CANCELLED
April 1, 2016
Missouri Public
Service Commission
ER-2016-0198; JE-2016-0195

FILED
Missouri Public
Service Commission
ER-2014-0370; YE-2016-0090

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided June 8, 2017 through the Effective Date of This Tariff Sheet)

DEFINITIONS

ACCUMULATION PERIODS, FILING DATES AND RECOVERY PERIODS: An accumulation period is the six calendar months during which the actual costs and revenues subject to this rider will be accumulated for the purposes of determining the Fuel Adjustment Rate ("FAR"). The two six-month accumulation periods each year through May 27, 2021, the two corresponding twelve-month recovery periods and the filing dates are as shown below. Each filing shall include detailed work papers in electronic format with formulas intact to support the filing.

Accumulation Periods	**Filing Dates**	**Recovery Periods**
January – June	By August 1	October – September
July – December	By February 1	April – March

A recovery period consists of the months during which the FAR is applied to retail customer billings on a per kilowatt-hour (kWh) basis.

COSTS AND REVENUES: Costs eligible for the Fuel and Purchased Power Adjustment ("FPA") will be the Company's allocated jurisdictional costs for the fuel component of the Company's generating units, purchased power energy charges including applicable Southwest Power Pool ("SPP") charges, emission allowance costs and amortizations, cost of transmission of electricity by others associated with purchased power and off system sales – all as incurred during the accumulation period. These costs will be offset by jurisdictional off-system sales revenues, applicable SPP revenues, and revenue from the sale of Renewable Energy Certificates or Credits ("REC"). Eligible costs do not include the purchased power demand costs associated with purchased power contracts in excess of one year. Likewise, revenues do not include demand or capacity receipts associated with power contracts in excess of one year.

APPLICABILITY

The price per kWh of electricity sold to retail customers will be adjusted (up or down) periodically subject to application of the Rider FAC and approval by the Missouri Public Service Commission ("MPSC" or "Commission").

The FAR is the result of dividing the FPA by forecasted Missouri retail net system input ("S_{RP}") for the recovery period, expanded for Voltage Adjustment Factors ("VAF"), rounded to the nearest $0.00001, and aggregating over two accumulation periods. The amount charged on a separate line on retail customers' bills is equal to the current annual FAR multiplied by kWh billed.

FILED
Missouri Public
Service Commission
ER-2018-0145; YE-2019-0084

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided June 8, 2017 and Thereafter)

DEFINITIONS

ACCUMULATION PERIODS, FILING DATES AND RECOVERY PERIODS: An accumulation period is the six calendar months during which the actual costs and revenues subject to this rider will be accumulated for the purposes of determining the Fuel Adjustment Rate ("FAR"). The two six-month accumulation periods each year through May 27, 2021, the two corresponding twelve-month recovery periods and the filing dates are as shown below. Each filing shall include detailed work papers in electronic format with formulas intact to support the filing.

Accumulation Periods	**Filing Dates**	**Recovery Periods**
January – June	By August 1	October – September
July – December	By February 1	April – March

A recovery period consists of the months during which the FAR is applied to retail customer billings on a per kilowatt-hour (kWh) basis.

COSTS AND REVENUES: Costs eligible for the Fuel and Purchased Power Adjustment ("FPA") will be the Company's allocated jurisdictional costs for the fuel component of the Company's generating units, purchased power energy charges including applicable Southwest Power Pool ("SPP") charges, emission allowance costs and amortizations, cost of transmission of electricity by others associated with purchased power and off system sales – all as incurred during the accumulation period. These costs will be offset by jurisdictional off-system sales revenues, applicable SPP revenues, and revenue from the sale of Renewable Energy Certificates or Credits ("REC"). Eligible costs do not include the purchased power demand costs associated with purchased power contracts in excess of one year. Likewise, revenues do not include demand or capacity receipts associated with power contracts in excess of one year.

APPLICABILITY

The price per kWh of electricity sold to retail customers will be adjusted (up or down) periodically subject to application of the Rider FAC and approval by the Missouri Public Service Commission ("MPSC" or "Commission").

The FAR is the result of dividing the FPA by forecasted Missouri retail net system input ("S_{RP}") for the recovery period, expanded for Voltage Adjustment Factors ("VAF"), rounded to the nearest $0.00001, and aggregating over two accumulation periods. The amount charged on a separate line on retail customers' bills is equal to the current annual FAR multiplied by kWh billed.

CANCELLED
December 6, 2018
Missouri Public
Service Commission
ER-2018-0145; YE-2019-0084

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided May 28, 2017 and Thereafter)

DEFINITIONS

ACCUMULATION PERIODS, FILING DATES AND RECOVERY PERIODS: An accumulation period is the six calendar months during which the actual costs and revenues subject to this rider will be accumulated for the purposes of determining the Fuel Adjustment Rate ("FAR"). The two six-month accumulation periods each year through May 27, 2021, the two corresponding twelve-month recovery periods and the filing dates are as shown below. Each filing shall include detailed work papers in electronic format with formulas intact to support the filing.

Accumulation Periods	Filing Dates	Recovery Periods
January – June	By August 1	October – September
July – December	By February 1	April – March

A recovery period consists of the months during which the FAR is applied to retail customer billings on a per kilowatt-hour (kWh) basis.

COSTS AND REVENUES: Costs eligible for the Fuel and Purchased Power Adjustment ("FPA") will be the Company's allocated jurisdictional costs for the fuel component of the Company's generating units, purchased power energy charges including applicable Southwest Power Pool ("SPP") charges, emission allowance costs and amortizations, cost of transmission of electricity by others associated with purchased power and off system sales – all as incurred during the accumulation period. These costs will be offset by jurisdictional off-system sales revenues, applicable SPP revenues, and revenue from the sale of Renewable Energy Certificates or Credits ("REC"). Eligible costs do not include the purchased power demand costs associated with purchased power contracts in excess of one year. Likewise, revenues do not include demand or capacity receipts associated with power contracts in excess of one year.

APPLICABILITY

The price per kWh of electricity sold to retail customers will be adjusted (up or down) periodically subject to application of the Rider FAC and approval by the Missouri Public Service Commission ("MPSC" or "Commission").

The FAR is the result of dividing the FPA by forecasted Missouri retail net system input ("S_{RP}") for the recovery period, expanded for Voltage Adjustment Factors ("VAF"), rounded to the nearest $0.00001, and aggregating over two accumulation periods. The amount charged on a separate line on retail customers' bills is equal to the current annual FAR multiplied by kWh billed.

CANCELLED
July 27, 2017
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0235

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided June 8, 2017 through the Effective Date of This Tariff Sheet)

FORMULAS AND DEFINITIONS OF COMPONENTS

FPA = 95% * ((ANEC – B) * J) + T + I + P

ANEC = Actual Net Energy Costs = (FC + E + PP + TC – OSSR - R)

FC = Fuel Costs Incurred to Support Sales:
The following costs reflected in FERC Account Number 501:
Subaccount 501000: coal commodity and transportation, side release and freeze conditioning agents, dust mitigation agents, accessorial charges as delineated in railroad accessorial tariffs [additional crew, closing hopper railcar doors, completion of loading of a unit train and its release for movement, completion of unloading of a unit train and its release for movement, delay for removal of frozen coal, destination detention, diversion of empty unit train (including administration fee, holding charges, and out-of-route charges which may include fuel surcharge), diversion of loaded coal trains, diversion of loaded unit train fees (including administration fee, additional mileage fee or out-of-route charges which may include fuel surcharge), fuel surcharge, held in transit, hold charge, locomotive release, miscellaneous handling of coal cars, origin detention, origin re-designation, out-of-route charges (including fuel surcharge), out-of-route movement, pick-up of locomotive power, placement and pick-up of loaded or empty private coal cars on railroad supplied tracks, placement and pick-up of loaded or empty private coal cars on shipper supplied tracks, railcar storage, release of locomotive power, removal, rotation and/or addition of cars, storage charges, switching, trainset positioning, trainset storage, and weighing], unit train maintenance and leases, applicable taxes, natural gas costs, fuel quality adjustments, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), oil costs for commodity, transportation, storage, taxes, fees, and fuel losses, coal and oil inventory adjustments, and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 501 Accounts.
Subaccount 501020: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to native load;
Subaccount 501030: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to off system sales;
Subaccount 501300: fuel additives and consumable costs for Air Quality Control Systems (“AQCS”) operations, such as ammonia, hydrated lime, lime, limestone, powder activated carbon, sulfur, and RESPond, or other consumables which perform similar functions;
Subaccount 501400: residual costs and revenues associated with combustion product, slag and ash disposal costs and revenues including contractors, materials and other miscellaneous expenses.

The following costs reflected in FERC Account Number 518:
Subaccount 518000: nuclear fuel commodity and hedging costs;
Subaccount 518201: nuclear fuel waste disposal expense;
Subaccount 518100: nuclear fuel oil.

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

FILED
Missouri Public
Service Commission
ER-2018-0145; YE-2019-0084

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided June 8, 2017 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS

FPA = 95% * ((ANEC – B) * J) + T + I + P

ANEC = Actual Net Energy Costs = (FC + E + PP + TC – OSSR - R)

FC = Fuel Costs Incurred to Support Sales:
The following costs reflected in FERC Account Number 501:
Subaccount 501000: coal commodity and transportation, side release and freeze conditioning agents, dust mitigation agents, accessorial charges as delineated in railroad accessorial tariffs [additional crew, closing hopper railcar doors, completion of loading of a unit train and its release for movement, completion of unloading of a unit train and its release for movement, delay for removal of frozen coal, destination detention, diversion of empty unit train (including administration fee, holding charges, and out-of-route charges which may include fuel surcharge), diversion of loaded coal trains, diversion of loaded unit train fees (including administration fee, additional mileage fee or out-of-route charges which may include fuel surcharge), fuel surcharge, held in transit, hold charge, locomotive release, miscellaneous handling of coal cars, origin detention, origin re-designation, out-of-route charges (including fuel surcharge), out-of-route movement, pick-up of locomotive power, placement and pick-up of loaded or empty private coal cars on railroad supplied tracks, placement and pick-up of loaded or empty private coal cars on shipper supplied tracks, railcar storage, release of locomotive power, removal, rotation and/or addition of cars, storage charges, switching, trainset positioning, trainset storage, and weighing], unit train maintenance and leases, applicable taxes, natural gas costs, fuel quality adjustments, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), oil costs for commodity, transportation, storage, taxes, fees, and fuel losses, coal and oil inventory adjustments, and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 501 Accounts.
Subaccount 501020: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to native load;
Subaccount 501030: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to off system sales;
Subaccount 501300: fuel additives and consumable costs for Air Quality Control Systems (“AQCS”) operations, such as ammonia, hydrated lime, lime, limestone, powder activated carbon, sulfur, and RESPond, or other consumables which perform similar functions;
Subaccount 501400: residual costs and revenues associated with combustion product, slag and ash disposal costs and revenues including contractors, materials and other miscellaneous expenses.

The following costs reflected in FERC Account Number 518:
Subaccount 518000: nuclear fuel commodity and hedging costs;
Subaccount 518201: nuclear fuel waste disposal expense;
Subaccount 518100: nuclear fuel oil.

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

CANCELLED
December 6, 2018
Missouri Public
Service Commission
ER-2018-0145; YE-2019-0084

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided May 28, 2017 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS

FPA = 95% * ((ANEC – B) * J) + T + I + P

ANEC = Actual Net Energy Costs = (FC + E + PP + TC – OSSR - R)

FC = Fuel Costs Incurred to Support Sales:
The following costs reflected in FERC Account Number 501:
Subaccount 501000: coal commodity and transportation, side release and freeze conditioning agents, dust mitigation agents, accessorial charges as delineated in railroad accessorial tariffs [additional crew, closing hopper railcar doors, completion of loading of a unit train and its release for movement, completion of unloading of a unit train and its release for movement, delay for removal of frozen coal, destination detention, diversion of empty unit train (including administration fee, holding charges, and out-of-route charges which may include fuel surcharge), diversion of loaded coal trains, diversion of loaded unit train fees (including administration fee, additional mileage fee or out-of-route charges which may include fuel surcharge), fuel surcharge, held in transit, hold charge, locomotive release, miscellaneous handling of coal cars, origin detention, origin re-designation, out-of-route charges (including fuel surcharge), out-of-route movement, pick-up of locomotive power, placement and pick-up of loaded or empty private coal cars on railroad supplied tracks, placement and pick-up of loaded or empty private coal cars on shipper supplied tracks, railcar storage, release of locomotive power, removal, rotation and/or addition of cars, storage charges, switching, trainset positioning, trainset storage, and weighing], unit train maintenance and leases, applicable taxes, natural gas costs, fuel quality adjustments, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), oil costs for commodity, transportation, storage, taxes, fees, and fuel losses, coal and oil inventory adjustments, and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 501 Accounts.
Subaccount 501020: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to native load;
Subaccount 501030: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to off system sales;
Subaccount 501300: fuel additives and consumable costs for Air Quality Control Systems (“AQCS”) operations, such as ammonia, hydrated lime, lime, limestone, powder activated carbon, sulfur, and RESPond, or other consumables which perform similar functions;
Subaccount 501400: residual costs and revenues associated with combustion product, slag and ash disposal costs and revenues including contractors, materials and other miscellaneous expenses.

The following costs reflected in FERC Account Number 518:
Subaccount 518000: nuclear fuel commodity and hedging costs;
Subaccount 518201: nuclear fuel waste disposal expense;
Subaccount 518100: nuclear fuel oil.

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Missouri Public
Service Commission
ER-2016-0285; YE-2017-0235

CANCELLED
July 27, 2017
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided June 8, 2017 through the Effective Date of This Tariff Sheet)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

The following costs reflected in FERC Account Number 547:
Subaccount 547000: natural gas and oil costs for commodity, transportation, storage, taxes, fees and fuel losses, and settlement proceeds, insurance recoveries, subrogation recoveries for increased fuel expenses, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers);
Subaccount 547020: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to native load;
Subaccount 547030: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to off system sales;
Subaccount 547300: fuel additives.

E = Net Emission Costs:
The following costs and revenues reflected in FERC Account Number 509:
Subaccount 509000: NOx and SO_2 emission allowance costs and revenue amortizations offset by revenues from the sale of NOx and SO_2 emission allowances, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers).

PP = Purchased Power Costs:
The following costs or revenues reflected in FERC Account Number 555:
Subaccount 555000: purchased power costs, energy charges from capacity purchases of any duration, insurance recoveries, and subrogation recoveries for purchased power expenses, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), charges and credits related to the SPP Integrated Marketplace ("IM") or other IMs including, energy, revenue neutrality, make whole and out of merit payments and distributions, over collected losses payments and distributions, Transmission Congestion Rights ("TCR") and Auction Revenue Rights ("ARR") settlements, virtual energy costs, revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, load/export charges, ancillary services including non-performance and distribution payments and charges and other miscellaneous SPP Integrated Market charges including uplift charges or credits;
Subaccount 555005: capacity charges for capacity purchases one year or less in duration;
Subaccount 555030: the allocation of the allowed costs in the 555000 account attributed to purchases for off system sales.

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

FILED
Missouri Public
Service Commission
ER-2018-0145; YE-2019-0084

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided June 8, 2017 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

The following costs reflected in FERC Account Number 547:
Subaccount 547000: natural gas and oil costs for commodity, transportation, storage, taxes, fees and fuel losses, and settlement proceeds, insurance recoveries, subrogation recoveries for increased fuel expenses, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers);
Subaccount 547020: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to native load;
Subaccount 547030: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to off system sales;
Subaccount 547300: fuel additives.

E = Net Emission Costs:
The following costs and revenues reflected in FERC Account Number 509:
Subaccount 509000: NOx and SO_2 emission allowance costs and revenue amortizations offset by revenues from the sale of NOx and SO_2 emission allowances, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers).

PP = Purchased Power Costs:
The following costs or revenues reflected in FERC Account Number 555:
Subaccount 555000: purchased power costs, energy charges from capacity purchases of any duration, insurance recoveries, and subrogation recoveries for purchased power expenses, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), charges and credits related to the SPP Integrated Marketplace (“IM”) or other IMs including, energy, revenue neutrality, make whole and out of merit payments and distributions, over collected losses payments and distributions, Transmission Congestion Rights (“TCR”) and Auction Revenue Rights (“ARR”) settlements, virtual energy costs, revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, load/export charges, ancillary services including non-performance and distribution payments and charges and other miscellaneous SPP Integrated Market charges including uplift charges or credits;
Subaccount 555005: capacity charges for capacity purchases one year or less in duration;
Subaccount 555030: the allocation of the allowed costs in the 555000 account attributed to purchases for off system sales.

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

CANCELLED
December 6, 2018
Missouri Public
Service Commission
ER-2018-0145; YE-2019-0084

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided May 28, 2017 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

The following costs reflected in FERC Account Number 547:
Subaccount 547000: natural gas and oil costs for commodity, transportation, storage, taxes, fees and fuel losses, and settlement proceeds, insurance recoveries, subrogation recoveries for increased fuel expenses, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers);
Subaccount 547020: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to native load;
Subaccount 547030: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to off system sales;
Subaccount 547300: fuel additives.

E = Net Emission Costs:
The following costs and revenues reflected in FERC Account Number 509:
Subaccount 509000: NOx and SO_2 emission allowance costs and revenue amortizations offset by revenues from the sale of NOx and SO_2 emission allowances, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers).

PP = Purchased Power Costs:
The following costs or revenues reflected in FERC Account Number 555:
Subaccount 555000: purchased power costs, energy charges from capacity purchases of any duration, insurance recoveries, and subrogation recoveries for purchased power expenses, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), charges and credits related to the SPP Integrated Marketplace (“IM”) or other IMs including, energy, revenue neutrality, make whole and out of merit payments and distributions, over collected losses payments and distributions, Transmission Congestion Rights (“TCR”) and Auction Revenue Rights (“ARR”) settlements, virtual energy costs, revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, load/export charges, ancillary services including non-performance and distribution payments and charges and other miscellaneous SPP Integrated Market charges including uplift charges or credits;
Subaccount 555005: capacity charges for capacity purchases one year or less in duration;
Subaccount 555030: the allocation of the allowed costs in the 555000 account attributed to purchases for off system sales.

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0235

CANCELLED
July 27, 2017
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided June 8, 2017 through the Effective Date of This Tariff Sheet)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

TC = Transmission Costs:
The following costs reflected in FERC Account Number 565:
Subaccount 565000: non-SPP transmission used to serve off system sales or to make purchases for load and 20.91% of the SPP transmission service costs which includes the schedules listed below as well as any adjustment to the charges in the schedules below:
Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service
Schedule 8 – Non Firm Point to Point Transmission Service
Schedule 9 – Network Integration Transmission Service
Schedule 10 – Wholesale Distribution Service
Schedule 11 – Base Plan Zonal Charge and Region Wide Charge
Subaccount 565020: the allocation of the allowed costs in the 565000 account attributed to native load;
Subaccount 565027: the allocation of the allowed costs in the 565000 account attributed to transmission demand charges;
Subaccount 565030: the allocation of the allowed costs in account 565000 attributed to off system sales.

OSSR = Revenues from Off-System Sales:
The following revenues or costs reflected in FERC Account Number 447:
Subaccount 447020: all revenues from off-system sales. This includes charges and credits related to the SPP IM including, energy, ancillary services, revenue sufficiency (such as make whole payments and out of merit payments and distributions), revenue neutrality payments and distributions, over collected losses payments and distributions, TCR and ARR settlements, demand reductions, virtual energy costs and revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, generation/export charges, ancillary services including non-performance and distribution payments and SPP uplift revenues or credits. Off-system sales revenues from full and partial requirements sales to municipalities that are served through bilateral contracts in excess of one year shall be excluded from OSSR component;
Subaccount 447012: capacity charges for capacity sales one year or less in duration;
Subaccount 447030: the allocation of the includable sales in account 447020 not attributed to retail sales.

R = Renewable Energy Credit Revenue:
Revenues reflected in FERC account 509000 from the sale of Renewable Energy Credits that are not needed to meet the Renewable Energy Standards.

Any cost identified above which is a Missouri-only cost shall be grossed up by the current kWh energy factor, included in the ANEC calculation and allocated as indicated in component J below. Any cost identified above which is a Kansas-only cost shall be excluded from the ANEC calculation.

FILED
Missouri Public
Service Commission
ER-2018-0145; YE-2019-0084

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided June 8, 2017 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

TC = Transmission Costs:
The following costs reflected in FERC Account Number 565:
Subaccount 565000: non-SPP transmission used to serve off system sales or to make purchases for load and 20.91% of the SPP transmission service costs which includes the schedules listed below as well as any adjustment to the charges in the schedules below:
Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service
Schedule 8 – Non Firm Point to Point Transmission Service
Schedule 9 – Network Integration Transmission Service
Schedule 10 – Wholesale Distribution Service
Schedule 11 – Base Plan Zonal Charge and Region Wide Charge
Subaccount 565020: the allocation of the allowed costs in the 565000 account attributed to native load;
Subaccount 565027: the allocation of the allowed costs in the 565000 account attributed to transmission demand charges;
Subaccount 565030: the allocation of the allowed costs in account 565000 attributed to off system sales.

OSSR = Revenues from Off-System Sales:
The following revenues or costs reflected in FERC Account Number 447:
Subaccount 447020: all revenues from off-system sales. This includes charges and credits related to the SPP IM including, energy, ancillary services, revenue sufficiency (such as make whole payments and out of merit payments and distributions), revenue neutrality payments and distributions, over collected losses payments and distributions, TCR and ARR settlements, demand reductions, virtual energy costs and revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, generation/export charges, ancillary services including non-performance and distribution payments and SPP uplift revenues or credits. Off-system sales revenues from full and partial requirements sales to municipalities that are served through bilateral contracts in excess of one year shall be excluded from OSSR component;
Subaccount 447012: capacity charges for capacity sales one year or less in duration;
Subaccount 447030: the allocation of the includable sales in account 447020 not attributed to retail sales.

R = Renewable Energy Credit Revenue:
Revenues reflected in FERC account 509000 from the sale of Renewable Energy Credits that are not needed to meet the Renewable Energy Standards.

Any cost identified above which is a Missouri-only cost shall be grossed up by the current kWh energy factor, included in the ANEC calculation and allocated as indicated in component J below. Any cost identified above which is a Kansas-only cost shall be excluded from the ANEC calculation.

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FUEL ADJUSTMENT CLAUSE – Rider FAC
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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

TC = Transmission Costs:
The following costs reflected in FERC Account Number 565:
Subaccount 565000: non-SPP transmission used to serve off system sales or to make purchases for load and 20.91% of the SPP transmission service costs which includes the schedules listed below as well as any adjustment to the charges in the schedules below:
Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service
Schedule 8 – Non Firm Point to Point Transmission Service
Schedule 9 – Network Integration Transmission Service
Schedule 10 – Wholesale Distribution Service
Schedule 11 – Base Plan Zonal Charge and Region Wide Charge
Subaccount 565020: the allocation of the allowed costs in the 565000 account attributed to native load;
Subaccount 565027: the allocation of the allowed costs in the 565000 account attributed to transmission demand charges;
Subaccount 565030: the allocation of the allowed costs in account 565000 attributed to off system sales.

OSSR = Revenues from Off-System Sales:
The following revenues or costs reflected in FERC Account Number 447:
Subaccount 447020: all revenues from off-system sales. This includes charges and credits related to the SPP IM including, energy, ancillary services, revenue sufficiency (such as make whole payments and out of merit payments and distributions), revenue neutrality payments and distributions, over collected losses payments and distributions, TCR and ARR settlements, demand reductions, virtual energy costs and revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, generation/export charges, ancillary services including non-performance and distribution payments and SPP uplift revenues or credits. Off-system sales revenues from full and partial requirements sales to municipalities that are served through bilateral contracts in excess of one year shall be excluded from OSSR component;
Subaccount 447012: capacity charges for capacity sales one year or less in duration;
Subaccount 447030: the allocation of the includable sales in account 447020 not attributed to retail sales.

R = Renewable Energy Credit Revenue:
Revenues reflected in FERC account 509000 from the sale of Renewable Energy Credits that are not needed to meet the Renewable Energy Standards.

Any cost identified above which is a Missouri-only cost shall be grossed up by the current kWh energy factor, included in the ANEC calculation and allocated as indicated in component J below. Any cost identified above which is a Kansas-only cost shall be excluded from the ANEC calculation.

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FUEL ADJUSTMENT CLAUSE – Rider FAC
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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

Costs and revenues not specifically detailed in Factors FC, PP, E, TC, OSSR, or R shall not be included in the Company's FAR filings; provided however, in the case of Factors PP, TC or OSSR, the market settlement charge types under which SPP or another centrally administered market (e.g., PJM or MISO) bills/credits a cost or revenue need not be detailed in Factors PP or OSSR for the costs or revenues to be considered specifically detailed in Factors PP or OSSR; and provided further, should the SPP or another centrally administered market (e.g. PJM or MISO) implement a new market settlement charge type not listed below or a new schedule not listed in TC:

A. The Company may include the new schedule, charge type cost or revenue in its FAR filings if the Company believes the new schedule, charge type cost or revenue possesses the characteristics of, and is of the nature of, the costs or revenues listed below or in the schedules listed in TC, as the case may be, subject to the requirement that the Company make a filing with the Commission as outlined in B below and also subject to another party's right to challenge the inclusion as outlined in E. below;

B. The Company will make a filing with the Commission giving the Commission notice of the new schedule or charge type no later than 60 days prior to the Company including the new schedule, charge type cost or revenue in a FAR filing. Such filing shall identify the proposed accounts affected by such change, provide a description of the new charge type demonstrating that it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule, or market settlement charge type(s) which the new schedule or charge type replaces or supplements;

C. The Company will also provide notice in its monthly reports required by the Commission's fuel adjustment clause rules that identifies the new schedule, charge type costs or revenues by amount, description and location within the monthly reports;

D. The Company shall account for the new schedule, charge type costs or revenues in a manner which allows for the transparent determination of current period and cumulative costs or revenues;

E. If the Company makes the filing provided for in B above and a party challenges the inclusion, such challenge will not delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, a party shall make a filing with the Commission based upon that party's contention that the new schedule, charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC or OSSR, as the case may be. A party wishing to challenge the inclusion of a schedule or charge type shall include in its filing the reasons why it believes the Company did not show that the new schedule or charge type possesses the characteristics of the costs or revenues listed in Factors TC, PP or OSSR, as the case may be, and its filing shall be made within 30 days of the Company's filing under B above. In the event of a timely challenge, the Company shall bear the burden of proof to support its decision to include a new schedule or charge type in a FAR filing. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P; and

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(Applicable to Service Provided June 8, 2017 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

Costs and revenues not specifically detailed in Factors FC, PP, E, TC, OSSR, or R shall not be included in the Company's FAR filings; provided however, in the case of Factors PP, TC or OSSR, the market settlement charge types under which SPP or another centrally administered market (e.g., PJM or MISO) bills/credits a cost or revenue need not be detailed in Factors PP or OSSR for the costs or revenues to be considered specifically detailed in Factors PP or OSSR; and provided further, should the SPP or another centrally administered market (e.g. PJM or MISO) implement a new market settlement charge type not listed below or a new schedule not listed in TC:

A. The Company may include the new schedule, charge type cost or revenue in its FAR filings if the Company believes the new schedule, charge type cost or revenue possesses the characteristics of, and is of the nature of, the costs or revenues listed below or in the schedules listed in TC, as the case may be, subject to the requirement that the Company make a filing with the Commission as outlined in B below and also subject to another party's right to challenge the inclusion as outlined in E. below;

B. The Company will make a filing with the Commission giving the Commission notice of the new schedule or charge type no later than 60 days prior to the Company including the new schedule, charge type cost or revenue in a FAR filing. Such filing shall identify the proposed accounts affected by such change, provide a description of the new charge type demonstrating that it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule, or market settlement charge type(s) which the new schedule or charge type replaces or supplements;

C. The Company will also provide notice in its monthly reports required by the Commission's fuel adjustment clause rules that identifies the new schedule, charge type costs or revenues by amount, description and location within the monthly reports;

D. The Company shall account for the new schedule, charge type costs or revenues in a manner which allows for the transparent determination of current period and cumulative costs or revenues;

E. If the Company makes the filing provided for in B above and a party challenges the inclusion, such challenge will not delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, a party shall make a filing with the Commission based upon that party's contention that the new schedule, charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC or OSSR, as the case may be. A party wishing to challenge the inclusion of a schedule or charge type shall include in its filing the reasons why it believes the Company did not show that the new schedule or charge type possesses the characteristics of the costs or revenues listed in Factors TC, PP or OSSR, as the case may be, and its filing shall be made within 30 days of the Company's filing under B above. In the event of a timely challenge, the Company shall bear the burden of proof to support its decision to include a new schedule or charge type in a FAR filing. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P; and

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FUEL ADJUSTMENT CLAUSE – Rider FAC
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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

Costs and revenues not specifically detailed in Factors FC, PP, E, TC, OSSR, or R shall not be included in the Company's FAR filings; provided however, in the case of Factors PP, TC or OSSR, the market settlement charge types under which SPP or another centrally administered market (e.g., PJM or MISO) bills/credits a cost or revenue need not be detailed in Factors PP or OSSR for the costs or revenues to be considered specifically detailed in Factors PP or OSSR; and provided further, should the SPP or another centrally administered market (e.g. PJM or MISO) implement a new market settlement charge type not listed below or a new schedule not listed in TC:

A. The Company may include the new schedule, charge type cost or revenue in its FAR filings if the Company believes the new schedule, charge type cost or revenue possesses the characteristics of, and is of the nature of, the costs or revenues listed below or in the schedules listed in TC, as the case may be, subject to the requirement that the Company make a filing with the Commission as outlined in B below and also subject to another party's right to challenge the inclusion as outlined in E. below;

B. The Company will make a filing with the Commission giving the Commission notice of the new schedule or charge type no later than 60 days prior to the Company including the new schedule, charge type cost or revenue in a FAR filing. Such filing shall identify the proposed accounts affected by such change, provide a description of the new charge type demonstrating that it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule, or market settlement charge type(s) which the new schedule or charge type replaces or supplements;

C. The Company will also provide notice in its monthly reports required by the Commission's fuel adjustment clause rules that identifies the new schedule, charge type costs or revenues by amount, description and location within the monthly reports;

D. The Company shall account for the new schedule, charge type costs or revenues in a manner which allows for the transparent determination of current period and cumulative costs or revenues;

E. If the Company makes the filing provided for in B above and a party challenges the inclusion, such challenge will not delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, a party shall make a filing with the Commission based upon that party's contention that the new schedule, charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC or OSSR, as the case may be. A party wishing to challenge the inclusion of a schedule or charge type shall include in its filing the reasons why it believes the Company did not show that the new schedule or charge type possesses the characteristics of the costs or revenues listed in Factors TC, PP or OSSR, as the case may be, and its filing shall be made within 30 days of the Company's filing under B above. In the event of a timely challenge, the Company shall bear the burden of proof to support its decision to include a new schedule or charge type in a FAR filing. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P; and

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

F. A party other than the Company may seek the inclusion of a new schedule or charge type in a FAR filing by making a filing with the Commission no less than 60 days before the Company's next FAR filing date of August 1 or February 1. Such a filing shall give the Commission notice that such party believes the new schedule or charge type should be included because it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR, as the case may be. The party's filing shall identify the proposed accounts affected by such change, provide a description of the new schedule or charge type demonstrating that it possesses the characteristics of, and is of the nature of, the schedules, costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule or market settlement charge type(s) which the new schedule or charge type replaces or supplements. If a party makes the filing provided for by this paragraph F and a party (including the Company) challenges the inclusion, such challenge will not delay inclusion of the new schedule or charge type in the FAR filing or delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, the challenging party shall make a filing with the Commission based upon that party's contention that the new schedule or charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC, or OSSR, as the case may be. The challenging party shall make its filing challenging the inclusion and stating the reasons why it believes the new schedule or charge type does not possess the characteristic of the costs or revenues listed in Factors PP, TC or OSSR, as the case may be, within 30 days of the filing that seeks inclusion of the new schedule or charge type. In the event of a timely challenge, the party seeking the inclusion of the new schedule or charge type shall bear the burden of proof to support its contention that the new schedule or charge type should be included in the Company's FAR filings. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P.

SPP IM charge/revenue types that are included in the FAC are listed below:

Day Ahead Regulation Down Service Amount
Day Ahead Regulation Down Service Distribution Amount
Day Ahead Regulation Up Service Amount
Day Ahead Regulation Up Service Distribution Amount
Day Ahead Spinning Reserve Amount
Day Ahead Spinning Reserve Distribution Amount
Day Ahead Supplemental Reserve Amount
Day Ahead Supplemental Reserve Distribution Amount
Real Time Contingency Reserve Deployment Failure Amount
Real Time Contingency Reserve Deployment Failure Distribution Amount
Real Time Regulation Service Deployment Adjustment Amount
Real Time Regulation Down Service Amount
Real Time Regulation Down Service Distribution Amount
Real Time Regulation Non-Performance
Real Time Regulation Non-Performance Distribution
Real Time Regulation Up Service Amount
Real Time Regulation Up Service Distribution Amount
Real Time Spinning Reserve Amount

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

F. A party other than the Company may seek the inclusion of a new schedule or charge type in a FAR filing by making a filing with the Commission no less than 60 days before the Company's next FAR filing date of August 1 or February 1. Such a filing shall give the Commission notice that such party believes the new schedule or charge type should be included because it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR, as the case may be. The party's filing shall identify the proposed accounts affected by such change, provide a description of the new schedule or charge type demonstrating that it possesses the characteristics of, and is of the nature of, the schedules, costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule or market settlement charge type(s) which the new schedule or charge type replaces or supplements. If a party makes the filing provided for by this paragraph F and a party (including the Company) challenges the inclusion, such challenge will not delay inclusion of the new schedule or charge type in the FAR filing or delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, the challenging party shall make a filing with the Commission based upon that party's contention that the new schedule or charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC, or OSSR, as the case may be. The challenging party shall make its filing challenging the inclusion and stating the reasons why it believes the new schedule or charge type does not possess the characteristic of the costs or revenues listed in Factors PP, TC or OSSR, as the case may be, within 30 days of the filing that seeks inclusion of the new schedule or charge type. In the event of a timely challenge, the party seeking the inclusion of the new schedule or charge type shall bear the burden of proof to support its contention that the new schedule or charge type should be included in the Company's FAR filings. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P.

SPP IM charge/revenue types that are included in the FAC are listed below:

Day Ahead Regulation Down Service Amount
Day Ahead Regulation Down Service Distribution Amount
Day Ahead Regulation Up Service Amount
Day Ahead Regulation Up Service Distribution Amount
Day Ahead Spinning Reserve Amount
Day Ahead Spinning Reserve Distribution Amount
Day Ahead Supplemental Reserve Amount
Day Ahead Supplemental Reserve Distribution Amount
Real Time Contingency Reserve Deployment Failure Amount
Real Time Contingency Reserve Deployment Failure Distribution Amount
Real Time Regulation Service Deployment Adjustment Amount
Real Time Regulation Down Service Amount
Real Time Regulation Down Service Distribution Amount
Real Time Regulation Non-Performance
Real Time Regulation Non-Performance Distribution
Real Time Regulation Up Service Amount
Real Time Regulation Up Service Distribution Amount
Real Time Spinning Reserve Amount

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FUEL ADJUSTMENT CLAUSE – Rider FAC
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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

F. A party other than the Company may seek the inclusion of a new schedule or charge type in a FAR filing by making a filing with the Commission no less than 60 days before the Company's next FAR filing date of August 1 or February 1. Such a filing shall give the Commission notice that such party believes the new schedule or charge type should be included because it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR, as the case may be. The party's filing shall identify the proposed accounts affected by such change, provide a description of the new schedule or charge type demonstrating that it possesses the characteristics of, and is of the nature of, the schedules, costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule or market settlement charge type(s) which the new schedule or charge type replaces or supplements. If a party makes the filing provided for by this paragraph F and a party (including the Company) challenges the inclusion, such challenge will not delay inclusion of the new schedule or charge type in the FAR filing or delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, the challenging party shall make a filing with the Commission based upon that party's contention that the new schedule or charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC, or OSSR, as the case may be. The challenging party shall make its filing challenging the inclusion and stating the reasons why it believes the new schedule or charge type does not possess the characteristic of the costs or revenues listed in Factors PP, TC or OSSR, as the case may be, within 30 days of the filing that seeks inclusion of the new schedule or charge type. In the event of a timely challenge, the party seeking the inclusion of the new schedule or charge type shall bear the burden of proof to support its contention that the new schedule or charge type should be included in the Company's FAR filings. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P.

SPP IM charge/revenue types that are included in the FAC are listed below:

Day Ahead Regulation Down Service Amount
Day Ahead Regulation Down Service Distribution Amount
Day Ahead Regulation Up Service Amount
Day Ahead Regulation Up Service Distribution Amount
Day Ahead Spinning Reserve Amount
Day Ahead Spinning Reserve Distribution Amount
Day Ahead Supplemental Reserve Amount
Day Ahead Supplemental Reserve Distribution Amount
Real Time Contingency Reserve Deployment Failure Amount
Real Time Contingency Reserve Deployment Failure Distribution Amount
Real Time Regulation Service Deployment Adjustment Amount
Real Time Regulation Down Service Amount
Real Time Regulation Down Service Distribution Amount
Real Time Regulation Non-Performance
Real Time Regulation Non-Performance Distribution
Real Time Regulation Up Service Amount
Real Time Regulation Up Service Distribution Amount
Real Time Spinning Reserve Amount

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SPP IM charge/revenue types that are included in the FAC (continued)

- Real Time Spinning Reserve Distribution Amount
- Real Time Supplemental Reserve Amount
- Real Time Supplemental Reserve Distribution Amount
- Day Ahead Asset Energy
- Day Ahead Non-Asset Energy
- Day Ahead Virtual Energy Amount
- Real Time Asset Energy Amount
- Real Time Non-Asset Energy Amount
- Real Time Virtual Energy Amount
- Transmission Congestion Rights Funding Amount
- Transmission Congestion Rights Daily Uplift Amount
- Transmission Congestion Rights Monthly Payback Amount
- Transmission Congestion Rights Annual Payback Amount
- Transmission Congestion Rights Annual Closeout Amount
- Transmission Congestion Rights Auction Transaction Amount
- Auction Revenue Rights Funding Amount
- Auction Revenue Rights Uplift Amount
- Auction Revenue Rights Monthly Payback Amount
- Auction Revenue Annual Payback Amount
- Auction Revenue Rights Annual Closeout Amount
- Day Ahead Virtual Energy Transaction Fee Amount
- Day Ahead Demand Reduction Amount
- Day Ahead Demand Reduction Distribution Amount
- Day Ahead Grandfathered Agreement Carve Out Daily Amount
- Grandfathered Agreement Carve Out Distribution Daily Amount
- Day Ahead Grandfathered Agreement Carve Out Monthly Amount
- Grandfathered Agreement Carve Out Distribution Monthly Amount
- Day Ahead Grandfathered Agreement Carve Out Yearly Amount
- Grandfathered Agreement Carve Out Distribution Yearly Amount
- Day Ahead Make Whole Payment Amount
- Day Ahead Make Whole Payment Distribution Amount
- Miscellaneous Amount
- Reliability Unit Commitment Make Whole Payment Amount
- Real Time Out of Merit Amount
- Reliability Unit Commitment Make Whole Payment Distribution Amount
- Over Collected Losses Distribution Amount
- Real Time Joint Operating Agreement Amount
- Real Time Reserve Sharing Group Amount
- Real Time Reserve Sharing Group Distribution Amount
- Real Time Demand Reduction Amount
- Real Time Demand Reduction Distribution Amount

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC (continued)

Real Time Spinning Reserve Distribution Amount
Real Time Supplemental Reserve Amount
Real Time Supplemental Reserve Distribution Amount
Day Ahead Asset Energy
Day Ahead Non-Asset Energy
Day Ahead Virtual Energy Amount
Real Time Asset Energy Amount
Real Time Non-Asset Energy Amount
Real Time Virtual Energy Amount
Transmission Congestion Rights Funding Amount
Transmission Congestion Rights Daily Uplift Amount
Transmission Congestion Rights Monthly Payback Amount
Transmission Congestion Rights Annual Payback Amount
Transmission Congestion Rights Annual Closeout Amount
Transmission Congestion Rights Auction Transaction Amount
Auction Revenue Rights Funding Amount
Auction Revenue Rights Uplift Amount
Auction Revenue Rights Monthly Payback Amount
Auction Revenue Annual Payback Amount
Auction Revenue Rights Annual Closeout Amount
Day Ahead Virtual Energy Transaction Fee Amount
Day Ahead Demand Reduction Amount
Day Ahead Demand Reduction Distribution Amount
Day Ahead Grandfathered Agreement Carve Out Daily Amount
Grandfathered Agreement Carve Out Distribution Daily Amount
Day Ahead Grandfathered Agreement Carve Out Monthly Amount
Grandfathered Agreement Carve Out Distribution Monthly Amount
Day Ahead Grandfathered Agreement Carve Out Yearly Amount
Grandfathered Agreement Carve Out Distribution Yearly Amount
Day Ahead Make Whole Payment Amount
Day Ahead Make Whole Payment Distribution Amount
Miscellaneous Amount
Reliability Unit Commitment Make Whole Payment Amount
Real Time Out of Merit Amount
Reliability Unit Commitment Make Whole Payment Distribution Amount
Over Collected Losses Distribution Amount
Real Time Joint Operating Agreement Amount
Real Time Reserve Sharing Group Amount
Real Time Reserve Sharing Group Distribution Amount
Real Time Demand Reduction Amount
Real Time Demand Reduction Distribution Amount

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC (continued)

Real Time Spinning Reserve Distribution Amount
Real Time Supplemental Reserve Amount
Real Time Supplemental Reserve Distribution Amount
Day Ahead Asset Energy
Day Ahead Non-Asset Energy
Day Ahead Virtual Energy Amount
Real Time Asset Energy Amount
Real Time Non-Asset Energy Amount
Real Time Virtual Energy Amount
Transmission Congestion Rights Funding Amount
Transmission Congestion Rights Daily Uplift Amount
Transmission Congestion Rights Monthly Payback Amount
Transmission Congestion Rights Annual Payback Amount
Transmission Congestion Rights Annual Closeout Amount
Transmission Congestion Rights Auction Transaction Amount
Auction Revenue Rights Funding Amount
Auction Revenue Rights Uplift Amount
Auction Revenue Rights Monthly Payback Amount
Auction Revenue Annual Payback Amount
Auction Revenue Rights Annual Closeout Amount
Day Ahead Virtual Energy Transaction Fee Amount
Day Ahead Demand Reduction Amount
Day Ahead Demand Reduction Distribution Amount
Day Ahead Grandfathered Agreement Carve Out Daily Amount
Grandfathered Agreement Carve Out Distribution Daily Amount
Day Ahead Grandfathered Agreement Carve Out Monthly Amount
Grandfathered Agreement Carve Out Distribution Monthly Amount
Day Ahead Grandfathered Agreement Carve Out Yearly Amount
Grandfathered Agreement Carve Out Distribution Yearly Amount
Day Ahead Make Whole Payment Amount
Day Ahead Make Whole Payment Distribution Amount
Miscellaneous Amount
Reliability Unit Commitment Make Whole Payment Amount
Real Time Out of Merit Amount
Reliability Unit Commitment Make Whole Payment Distribution Amount
Over Collected Losses Distribution Amount
Real Time Joint Operating Agreement Amount
Real Time Reserve Sharing Group Amount
Real Time Reserve Sharing Group Distribution Amount
Real Time Demand Reduction Amount
Real Time Demand Reduction Distribution Amount

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC (continued)
Real Time Pseudo Tie Congestion Amount
Real Time Pseudo Tie Losses Amount
Unused Regulation Up Mileage Make Whole Payment Amount
Unused Regulation Down Mileage Make Whole Payment Amount
Revenue Neutrality Uplift Distribution Amount

Should FERC require any item covered by components FC, E, PP, TC, OSSR or R to be recorded in an account different than the FERC accounts listed in such components, such items shall nevertheless be included in component FC, E, PP, TC, OSSR or R. In the month that the Company begins to record items in a different account, the Company will file with the Commission the previous account number, the new account number and what costs or revenues that flow through the Rider FAC to be recorded in the account.

B = Net base energy costs ordered by the Commission in the last general rate case consistent with the costs and revenues included in the calculation of the FPA. Net Base Energy costs will be calculated as shown below:

S_{AP} x Base Factor ("BF")

S_{AP} = Net system input ("NSI") in kWh for the accumulation period

BF = Company base factor costs per kWh: $0.01542

J = Missouri Retail Energy Ratio = (MO Retail kWh sales + MO Losses) / (MO Retail kWh Sales + MO Losses + KS Retail kWh Sales + KS Losses + Sales for Resale, Municipals kWh Sales [includes border customers] + Sales for Resale, Municipals Losses)
MO Losses = 6.32%; KS Losses = 7.52%; Sales for Resale, Municipals Losses = 6.84%

T = True-up amount as defined below.

I = Interest applicable to (i) the difference between Missouri Retail ANEC and B for all kWh of energy supplied during an AP until those costs have been recovered; (ii) refunds due to prudence reviews ("P"), if any; and (iii) all under- or over-recovery balances created through operation of this FAC, as determined in the true-up filings ("T") provided for herein. Interest shall be calculated monthly at a rate equal to the weighted average interest paid on the Company's short-term debt, applied to the month-end balance of items (i) through (iii) in the preceding sentence.

P = Prudence disallowance amount, if any, as defined in this tariff.

FILED
Missouri Public
Service Commission
ER-2018-0145; YE-2019-0084

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided June 8, 2017 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC (continued)
Real Time Pseudo Tie Congestion Amount
Real Time Pseudo Tie Losses Amount
Unused Regulation Up Mileage Make Whole Payment Amount
Unused Regulation Down Mileage Make Whole Payment Amount
Revenue Neutrality Uplift Distribution Amount

Should FERC require any item covered by components FC, E, PP, TC, OSSR or R to be recorded in an account different than the FERC accounts listed in such components, such items shall nevertheless be included in component FC, E, PP, TC, OSSR or R. In the month that the Company begins to record items in a different account, the Company will file with the Commission the previous account number, the new account number and what costs or revenues that flow through the Rider FAC to be recorded in the account.

B = Net base energy costs ordered by the Commission in the last general rate case consistent with the costs and revenues included in the calculation of the FPA. Net Base Energy costs will be calculated as shown below:

S_{AP} x Base Factor ("BF")

S_{AP} = Net system input ("NSI") in kWh for the accumulation period

BF = Company base factor costs per kWh: $0.01542

J = Missouri Retail Energy Ratio = (MO Retail kWh sales + MO Losses) / (MO Retail kWh Sales + MO Losses + KS Retail kWh Sales + KS Losses + Sales for Resale, Municipals kWh Sales [includes border customers] + Sales for Resale, Municipals Losses)
MO Losses = 6.32%; KS Losses = 7.52%; Sales for Resale, Municipals Losses = 6.84%

T = True-up amount as defined below.

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P = Prudence disallowance amount, if any, as defined in this tariff.

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

CANCELLED
December 6, 2018
Missouri Public
Service Commission
ER-2018-0145; YE-2019-0084

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided May 28, 2017 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC (continued)
Real Time Pseudo Tie Congestion Amount
Real Time Pseudo Tie Losses Amount
Unused Regulation Up Mileage Make Whole Payment Amount
Unused Regulation Down Mileage Make Whole Payment Amount
Revenue Neutrality Uplift Distribution Amount

Should FERC require any item covered by components FC, E, PP, TC, OSSR or R to be recorded in an account different than the FERC accounts listed in such components, such items shall nevertheless be included in component FC, E, PP, TC, OSSR or R. In the month that the Company begins to record items in a different account, the Company will file with the Commission the previous account number, the new account number and what costs or revenues that flow through the Rider FAC to be recorded in the account.

B = Net base energy costs ordered by the Commission in the last general rate case consistent with the costs and revenues included in the calculation of the FPA. Net Base Energy costs will be calculated as shown below:

S_{AP} x Base Factor ("BF")

S_{AP} = Net system input ("NSI") in kWh for the accumulation period

BF = Company base factor costs per kWh: $0.01542

J = Missouri Retail Energy Ratio = (MO Retail kWh sales + MO Losses) / (MO Retail kWh Sales + MO Losses + KS Retail kWh Sales + KS Losses + Sales for Resale, Municipals kWh Sales [includes border customers] + Sales for Resale, Municipals Losses)
MO Losses = 6.32%; KS Losses = 7.52%; Sales for Resale, Municipals Losses = 6.84%

T = True-up amount as defined below.

I = Interest applicable to (i) the difference between Missouri Retail ANEC and B for all kWh of energy supplied during an AP until those costs have been recovered; (ii) refunds due to prudence reviews ("P"), if any; and (iii) all under- or over-recovery balances created through operation of this FAC, as determined in the true-up filings ("T") provided for herein. Interest shall be calculated monthly at a rate equal to the weighted average interest paid on the Company's short-term debt, applied to the month-end balance of items (i) through (iii) in the preceding sentence.

P = Prudence disallowance amount, if any, as defined in this tariff.

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0235

CANCELLED
July 27, 2017
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided June 8, 2017 through the Effective Date of This Tariff Sheet)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

FAR = FPA/S_{RP}

Single Accumulation Period Transmission/Substation Voltage $FAR_{Trans/Sub}$ = FAR * $VAF_{Trans/Sub}$
Single Accumulation Period Primary Voltage FAR_{Prim} = FAR * VAF_{Prim}
Single Accumulation Period Secondary Voltage FAR_{Sec} = FAR * VAF_{Sec}

Annual Primary Voltage $FAR_{Trans/Sub}$ = Aggregation of the two Single Accumulation Period Transmission/Substation Voltage FARs still to be recovered
Annual Primary Voltage FAR_{Prim} = Aggregation of the two Single Accumulation Period Primary Voltage FARs still to be recovered
Annual Secondary Voltage FAR_{Sec} = Aggregation of the two Single Accumulation Period Secondary Voltage FARs still to be recovered

Where:

FPA = Fuel and Purchased Power Adjustment

S_{RP} = Forecasted recovery period Missouri retail NSI in kWh, at the generation level

VAF = Expansion factor by voltage level
- $VAF_{Trans/Sub}$ = Expansion factor for transmission/substation and higher voltage level customers
- VAF_{Prim} = Expansion factor for between primary and trans/sub voltage level customers
- VAF_{Sec} = Expansion factor for lower than primary voltage customers

TRUE-UPS

After completion of each RP, the Company shall make a true-up filing by the filing date of its next FAR filing. Any true-up adjustments shall be reflected in component "T" above. Interest on the true-up adjustment will be included in component "I" above.

The true-up amount shall be the difference between the revenues billed and the revenues authorized for collection during the RP as well as any corrections identified to be included in the current FAR filing. Any corrections included will be discussed in the testimony accompanying the true-up filing.

PRUDENCE REVIEWS

Prudence reviews of the costs subject to this Rider FAC shall occur no less frequently than every eighteen months, and any such costs which are determined by the Commission to have been imprudently incurred or incurred in violation of the terms of this Rider FAC shall be returned to customers. Adjustments by Commission order, if any, pursuant to any prudence review shall be included in the FAR calculation in component "P" above unless a separate refund is ordered by the Commission. Interest on the prudence adjustment will be included in component "I" above.

FILED
Missouri Public
Service Commission
ER-2018-0145; YE-2019-0084

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided June 8, 2017 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

FAR = FPA/S_{RP}

Single Accumulation Period Transmission/Substation Voltage $FAR_{Trans/Sub}$ = FAR * $VAF_{Trans/Sub}$
Single Accumulation Period Primary Voltage FAR_{Prim} = FAR * VAF_{Prim}
Single Accumulation Period Secondary Voltage FAR_{Sec} = FAR * VAF_{Sec}

Annual Primary Voltage $FAR_{Trans/Sub}$ = Aggregation of the two Single Accumulation Period Transmission/Substation Voltage FARs still to be recovered
Annual Primary Voltage FAR_{Prim} = Aggregation of the two Single Accumulation Period Primary Voltage FARs still to be recovered
Annual Secondary Voltage FAR_{Sec} = Aggregation of the two Single Accumulation Period Secondary Voltage FARs still to be recovered

Where:

FPA = Fuel and Purchased Power Adjustment

S_{RP} = Forecasted recovery period Missouri retail NSI in kWh, at the generation level

VAF = Expansion factor by voltage level
- $VAF_{Trans/Sub}$ = Expansion factor for transmission/substation and higher voltage level customers
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FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

CANCELLED
December 6, 2018
Missouri Public
Service Commission
ER-2018-0145; YE-2019-0084

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided May 28, 2017 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

FAR = FPA/S_{RP}

Single Accumulation Period Transmission/Substation Voltage $FAR_{Trans/Sub}$ = FAR * $VAF_{Trans/Sub}$
Single Accumulation Period Primary Voltage FAR_{Prim} = FAR * VAF_{Prim}
Single Accumulation Period Secondary Voltage FAR_{Sec} = FAR * VAF_{Sec}

Annual Primary Voltage $FAR_{Trans/Sub}$ = Aggregation of the two Single Accumulation Period Transmission/Substation Voltage FARs still to be recovered
Annual Primary Voltage FAR_{Prim} = Aggregation of the two Single Accumulation Period Primary Voltage FARs still to be recovered
Annual Secondary Voltage FAR_{Sec} = Aggregation of the two Single Accumulation Period Secondary Voltage FARs still to be recovered

Where:

FPA = Fuel and Purchased Power Adjustment

S_{RP} = Forecasted recovery period Missouri retail NSI in kWh, at the generation level

VAF = Expansion factor by voltage level
- $VAF_{Trans/Sub}$ = Expansion factor for transmission/substation and higher voltage level customers
- VAF_{Prim} = Expansion factor for between primary and trans/sub voltage level customers
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TRUE-UPS

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The true-up amount shall be the difference between the revenues billed and the revenues authorized for collection during the RP as well as any corrections identified to be included in the current FAR filing. Any corrections included will be discussed in the testimony accompanying the true-up filing.

PRUDENCE REVIEWS

Prudence reviews of the costs subject to this Rider FAC shall occur no less frequently than every eighteen months, and any such costs which are determined by the Commission to have been imprudently incurred or incurred in violation of the terms of this Rider FAC shall be returned to customers. Adjustments by Commission order, if any, pursuant to any prudence review shall be included in the FAR calculation in component “P” above unless a separate refund is ordered by the Commission. Interest on the prudence adjustment will be included in component “I” above.

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0235

CANCELLED
July 27, 2017
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 | 3rd | Revised Sheet No. 50.20

Canceling P.S.C. MO. No. 7 | 2nd | Revised Sheet No. 50.20

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided June 8, 2017 through Effective Date of Rates in Case No. ER-2018-0145)
Effective for Customer Usage Beginning April 1, 2018 through September 30, 2018

Accumulation Period Ending:			December 31, 2017
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$160,100,551
2	Net Base Energy Cost (B)	-	$125,138,586
	2.1 Base Factor (BF)		$0.01542
	2.2 Accumulation Period NSI (S_{AP})		8,115,342,808
3	(ANEC-B)		$34,961,965
4	Jurisdictional Factor (J)	x	56.71819%
5	(ANEC-B)*J		$19,829,794
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		$18,838,304
8	True-Up Amount (T)	+	$1,574,675
9	Interest (I)	+	$658,284
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$21,071,263
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	9,031,850,087
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00233
14			
15	Current Period $FAR_{Trans/Sub}$ = FAR x $VAF_{Trans/Sub}$		$0.00238
16	Prior Period $FAR_{Trans/Sub}$	+	$0.00234
17	Current Annual $FAR_{Trans/Sub}$	=	$0.00472
18			
19	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00244
20	Prior Period FAR_{Prim}	+	$0.00240
21	Current Annual FAR_{Prim}	=	$0.00484
22			
23	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00249
24	Prior Period FAR_{Sec}	+	$0.00246
25	Current Annual FAR_{Sec}	=	$0.00495
26			
27	$VAF_{Trans/Sub}$ = 1.0195		
28	VAF_{Prim} = 1.0451		
29	VAF_{Sec} = 1.0707		

CANCELLED
October 1, 2018
Missouri Public
Service Commission
ER-2019-0031; ER-2019-0032;
JE-2019-0016

FILED
Missouri Public
Service Commission
ER-2018-0208; JE-2018-0099

Issued: January 31, 2018 | Effective: April 1, 2018
Issued by: Darrin R. Ives, Vice President | 1200 Main, Kansas City, MO 64105

KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 | 2nd | Revised Sheet No. 50.20

Canceling P.S.C. MO. No. 7 | First | Revised Sheet No. 50.20

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided June 8, 2017 and Thereafter)
Effective for Customer Usage Beginning October 1, 2017 through March 31, 2018

	Accumulation Period Ending:		June 30, 2017
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$128,232,810
2	Net Base Energy Cost (B)	-	$91,324,049
	2.1 Base Factor (BF)*		
	2.2 Accumulation Period NSI (S_{AP})		7,365,889,000
3	(ANEC-B)		$36,908,762
4	Jurisdictional Factor (J)	x	56.88895%
5	(ANEC-B)*J		$20,997,009
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		$19,947,159
8	True-Up Amount (T)	+	$195,397
9	Interest (I)	+	$618,681
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$20,761,237
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	9,023,912,822
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00230
14			
15	Current Period $FAR_{Trans/Sub}$ = FAR x $VAF_{Trans/Sub}$		$0.00234
16	Prior Period $FAR_{Trans/Sub}$	+	$0.00425
17	Current Annual $FAR_{Trans/Sub}$	=	$0.00659
18			
19	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00240
20	Prior Period FAR_{Prim}	+	$0.00425
21	Current Annual FAR_{Prim}	=	$0.00665
22			
23	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00246
24	Prior Period FAR_{Sec}	+	$0.00436
25	Current Annual FAR_{Sec}	=	$0.00682
26			
27	$VAF_{Trans/Sub}$ = 1.0195		
28	VAF_{Prim} = 1.0451		
29	VAF_{Sec} = 1.0707		

FILED
Missouri Public
Service Commission
ER-2018-0036; JE-2018-0016

CANCELLED
April 1, 2018
Missouri Public
Service Commission
ER-2018-0208; JE-2018-0099

* From January 1, 2017 through June 7, 2017, the base factor was $0.01186. As ordered by the Commission in Rate Case No. ER-2016-0285, effective June 8, 2017, the base factor is $0.01542.

Issued: July 31, 2017
Issued by: Darrin R. Ives, Vice President

Effective: October 1, 2017
1200 Main, Kansas City, MO 64105

KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 First Revised Sheet No. 50.20

Canceling P.S.C. MO. No. 7 Original Sheet No.

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided June 8, 2017 and Thereafter)

	Accumulation Period Ending:		
			KCPL-MO
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$0
2	Net Base Energy Cost (B)	-	$0
	2.1 Base Factor (BF)		$0.00000
	2.2 Accumulation Period NSI (S_{AP})		0
3	(ANEC-B)		$0
4	Jurisdictional Factor (J)	*	0%
5	(ANEC-B)*J		$0
6	Customer Responsibility	*	95%
7	95% *((ANEC-B)*J)		$0
8	True-Up Amount (T)	+	$0
9	Interest (I)	+	$0
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$0
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	0
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00000
14			
15	Current Period $FAR_{Trans/Sub}$ = FAR x $VAF_{Trans/Sub}$		$0.00000
16	Prior Period $FAR_{Trans/Sub}$	+	$0.00000
17	Current Annual $FAR_{Trans/Sub}$	=	$0.00000
18			
19	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00000
20	Prior Period FAR_{Prim}	+	$0.00000
21	Current Annual FAR_{Prim}	=	$0.00000
22			
23	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00000
24	Prior Period FAR_{Sec}	+	$0.00000
25	Current Annual FAR_{Sec}	=	$0.00000
26			
27	$VAF_{Trans/Sub}$ = 1.0195		
28	VAF_{Prim} = 1.0451		
29	VAF_{Sec} = 1.0707		

CANCELLED
October 1, 2017
Missouri Public
Service Commission
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Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

Issued: June 27, 2017
Issued by: Darrin R. Ives, Vice President

Effective: July 27, 2017
1200 Main, Kansas City, MO 64105

KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 Original Sheet No. 50.20

Canceling P.S.C. MO. No. _____ Sheet No. _____

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided May 28, 2017 and Thereafter)

	Accumulation Period Ending:		
			KCPL-MO
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$0
2	Net Base Energy Cost (B)	-	$0
	2.1 Base Factor (BF)		$0.00000
	2.2 Accumulation Period NSI (S_{AP})		0
3	(ANEC-B)		$0
4	Jurisdictional Factor (J)	*	0%
5	(ANEC-B)*J		$0
6	Customer Responsibility	*	95%
7	95% *((ANEC-B)*J)		$0
8	True-Up Amount (T)	+	$0
9	Interest (I)	+	$0
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$0
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	0
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00000
14			
15	Current Period $FAR_{Trans/Sub}$ = FAR x $VAF_{Trans/Sub}$		$0.00000
16	Prior Period $FAR_{Trans/Sub}$	+	$0.00000
17	Current Annual $FAR_{Trans/Sub}$	=	$0.00000
18			
19	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00000
20	Prior Period FAR_{Prim}	+	$0.00000
21	Current Annual FAR_{Prim}	=	$0.00000
22			
23	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00000
24	Prior Period FAR_{Sec}	+	$0.00000
25	Current Annual FAR_{Sec}	=	$0.00000
26			
27	$VAF_{Trans/Sub}$ = 1.0195		
28	VAF_{Prim} = 1.0451		
29	VAF_{Sec} = 1.0707		

FILED
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0235

CANCELLED
July 27, 2017
Missouri Public
Service Commission
ER-2016-0285; YE-2017-0273

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

DEFINITIONS

ACCUMULATION PERIODS, FILING DATES AND RECOVERY PERIODS: An accumulation period is the six calendar months during which the actual costs and revenues subject to this rider will be accumulated for the purposes of determining the Fuel Adjustment Rate ("FAR"). The two six-month accumulation periods each year through four years from the effective date of this tariff sheet, the two corresponding twelve-month recovery periods and the filing dates are as shown below. Each filing shall include detailed work papers in electronic format with formulas intact to support the filing.

Accumulation Periods	**Filing Dates**	**Recovery Periods**
January – June	By August 1	October – September
July – December	By February 1	April – March

A recovery period consists of the months during which the FAR is applied to retail customer billings on a per kilowatt-hour (kWh) basis.

COSTS AND REVENUES: Costs eligible for the Fuel and Purchased Power Adjustment ("FPA") will be the Company's allocated jurisdictional costs for the fuel component of the Company's generating units, purchased power energy charges including applicable Southwest Power Pool ("SPP") charges, emission allowance costs and amortizations, cost of transmission of electricity by others associated with purchased power and off system sales – all as incurred during the accumulation period. These costs will be offset by jurisdictional off-system sales revenues, applicable SPP revenues, and revenue from the sale of Renewable Energy Certificates or Credits ("REC"). Eligible costs do not include the purchased power demand costs associated with purchased power contracts in excess of one year. Likewise, revenues do not include demand or capacity receipts associated with power contracts in excess of one year.

APPLICABILITY

The price per kWh of electricity sold to retail customers will be adjusted (up or down) periodically subject to application of the Rider FAC and approval by the Missouri Public Service Commission ("MPSC" or "Commission").

The FAR is the result of dividing the FPA by forecasted Missouri retail net system input ("S_{RP}") for the recovery period, expanded for Voltage Adjustment Factors ("VAF"), rounded to the nearest $0.00001, and aggregating over two accumulation periods. The amount charged on a separate line on retail customers' bills is equal to the current annual FAR multiplied by kWh billed.

FILED
Missouri Public
Service Commission
ER-2018-0145; YE-2019-0084

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

FORMULAS AND DEFINITIONS OF COMPONENTS

FPA = 95% * ((ANEC – B) * J) + T + I + P

ANEC = Actual Net Energy Costs = (FC + E + PP + TC – OSSR - R)

FC = Fuel Costs Incurred to Support Sales:
The following costs reflected in FERC Account Number 501:
Subaccount 501000: coal commodity and transportation, side release and freeze conditioning agents, dust mitigation agents, applicable taxes, accessorial charges as delineated in railroad accessorial tariffs [additional crew, closing hopper railcar doors, completion of loading of a unit train and its release for movement, completion of unloading of a unit train and its release for movement, delay for removal of frozen coal, destination detention, diversion of empty unit train (including administration fee, holding charges, and out-of-route charges which may include fuel surcharge), diversion of loaded coal trains, diversion of loaded unit train fees (including administration fee, additional mileage fee or out-of-route charges which may include fuel surcharge), fuel surcharge, held in transit, hold charge, locomotive release, miscellaneous handling of coal cars, origin detention, origin re-designation, out-of-route charges (including fuel surcharge), out-of-route movement, pick-up of locomotive power, placement and pick-up of loaded or empty private coal cars on railroad supplied tracks, placement and pick-up of loaded or empty private coal cars on shipper supplied tracks, railcar storage, release of locomotive power, removal, rotation and/or addition of cars, storage charges, switching, trainset positioning, trainset storage, and weighing], unit train maintenance, leases, taxes and depreciation, natural gas costs, fuel quality adjustments, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), oil costs for commodity, transportation, storage, taxes, fees, and fuel losses, coal and oil inventory adjustments, and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 501 Accounts.
Subaccount 501020: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to native load;
Subaccount 501030: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to off system sales;
Subaccount 501300: fuel additives and consumable costs for Air Quality Control Systems (“AQCS”) operations, such as ammonia, hydrated lime, lime, limestone, limestone inventory adjustments, powder activated carbon, calcium bromide, sulfur, and RESPond, or other consumables which perform similar functions;
Subaccount 501400: residuals costs and revenues associated with combustion byproducts, slag and ash disposal costs and revenues including contractors, materials and other miscellaneous expenses.

The following costs reflected in FERC Account Number 518:
Subaccount 518000: nuclear fuel commodity and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 518 Accounts
Subaccount 518201: nuclear fuel waste disposal expense;
Subaccount 518100: nuclear fuel oil.

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FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

The following costs reflected in FERC Account Number 547:
Subaccount 547000: natural gas and oil costs for commodity, transportation, storage, taxes, fees and fuel losses, and settlement proceeds, insurance recoveries, subrogation recoveries for increased fuel expenses, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers);

Subaccount 547020: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to native load;

Subaccount 547030: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to off system sales;

Subaccount 547300: fuel additives and consumable costs for Air Quality Control Systems ("AQCS") operations, such as ammonia or other consumables which perform similar functions.

E = Net Emission Costs:
The following costs and revenues reflected in FERC Account Number 509:
Subaccount 509000: NOx and SO_2 emission allowance costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) offset by revenue amortizations and revenues from the sale of NOx and SO_2 emission allowances.

PP = Purchased Power Costs:
The following costs or revenues reflected in FERC Account Number 555:
Subaccount 555000: purchased power costs, energy charges from capacity purchases of any duration, insurance recoveries, and subrogation recoveries for purchased power expenses, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), charges and credits related to the SPP Integrated Marketplace ("IM") or other IMs, including energy, revenue neutrality, make whole and out of merit payments and distributions, over collected losses payments and distributions, Transmission Congestion Rights ("TCR") and Auction Revenue Rights ("ARR") settlements, virtual energy costs, revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, load/export charges, ancillary services including non-performance and distribution payments and charges and other miscellaneous SPP Integrated Market charges including uplift charges or credits, excluding (1) the amounts associated with purchased power agreements associated with the Renewable Energy Rider tariff and (2) the Missouri allocated portion of the difference between the amount of the bilateral contract for hydro energy purchased from CNPPID and the average monthly LMP value at the CNPPID nodes times the amount of energy sold to the SPP at the CNPPID nodes. The CNPPID nodes are defined as NPPD.KCPL.JFY1, NPPD.KCPL.JFY2, NPPD.KCPL.JHN1, NPPD.KCPL.JN11, NPPD.KCPL.JN12;

Subaccount 555005: capacity charges for capacity purchases one year or less in duration;

Subaccount 555030: the allocation of the allowed costs in the 555000 account attributed to purchases for off system sales.

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FUEL ADJUSTMENT CLAUSE – Rider FAC
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(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

TC = Transmission Costs:
The following costs reflected in FERC Account Number 565:
Subaccount 565000: non-SPP transmission used to serve off system sales or to make purchases for load and 26.40% of the SPP transmission service costs which includes the schedules listed below as well as any adjustment to the charges in the schedules below:

Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service
Schedule 8 – Non Firm Point to Point Transmission Service
Schedule 9 – Network Integration Transmission Service
Schedule 10 – Wholesale Distribution Service
Schedule 11 – Base Plan Zonal Charge and Region Wide Charge

excluding amounts associated with portions of purchased power agreements dedicated to specific customers under the Renewable Energy Rider tariff.
Subaccount 565020: the allocation of the allowed costs in the 565000 account attributed to native load;
Subaccount 565027: the allocation of the allowed costs in the 565000 account attributed to transmission demand charges;
Subaccount 565030: the allocation of the allowed costs in the 565000 account attributed to off system sales.

OSSR = Revenues from Off-System Sales:
The following revenues or costs reflected in FERC Account Number 447:
Subaccount 447020: all revenues from off-system sales. This includes charges and credits related to the SPP IM, or other IMs, including, energy, ancillary services, revenue sufficiency (such as make whole payments and out of merit payments and distributions), revenue neutrality payments and distributions, over collected losses payments and distributions, TCR and ARR settlements, demand reductions, virtual energy costs and revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, generation/export charges, ancillary services including non-performance and distribution payments and SPP uplift revenues or credits, but excluding (1) off-system sales revenues from full and partial requirements sales to municipalities that are served through bilateral contracts in excess of one year and (2) the amounts associated with purchased power agreements associated with the Renewable Energy Rider tariff. Additional revenue will be added at an imputed 75% of the unsubscribed portion associated with the Solar Subscription Rider valued at market price;
Subaccount 447012: capacity charges for capacity sales one year or less in duration;
Subaccount 447030: the allocation of the includable sales in account 447020 not attributed to retail sales.

R = Renewable Energy Credit Revenue:
Revenues reflected in FERC account 509000 from the sale of Renewable Energy Credits that are not needed to meet the Renewable Energy Standards.

Any cost identified above which is a Missouri-only cost shall be grossed up by the current kWh energy factor, included in the ANEC calculation and allocated as indicated in component J below. Any cost identified above which is a Kansas-only cost shall be excluded from the ANEC calculation.

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FUEL ADJUSTMENT CLAUSE – Rider FAC
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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

Costs and revenues not specifically detailed in Factors FC, PP, E, TC, OSSR, or R shall not be included in the Company's FAR filings; provided however, in the case of Factors PP, TC or OSSR, the market settlement charge types under which SPP or another centrally administered market (e.g., PJM or MISO) bills/credits a cost or revenue need not be detailed in Factors PP or OSSR for the costs or revenues to be considered specifically detailed in Factors PP or OSSR; and provided further, should the SPP or another centrally administered market (e.g. PJM or MISO) implement a new market settlement charge type not listed below or a new schedule not listed in TC:

A. The Company may include the new schedule, charge type cost or revenue in its FAR filings if the Company believes the new schedule, charge type cost or revenue possesses the characteristics of, and is of the nature of, the costs or revenues listed below or in the schedules listed in TC, as the case may be, subject to the requirement that the Company make a filing with the Commission as outlined in B below and also subject to another party's right to challenge the inclusion as outlined in E. below;

B. The Company will make a filing with the Commission giving the Commission notice of the new schedule or charge type no later than 60 days prior to the Company including the new schedule, charge type cost or revenue in a FAR filing. Such filing shall identify the proposed accounts affected by such change, provide a description of the new charge type demonstrating that it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule, or market settlement charge type(s) which the new schedule or charge type replaces or supplements;

C. The Company will also provide notice in its monthly reports required by the Commission's fuel adjustment clause rules that identifies the new schedule, charge type costs or revenues by amount, description and location within the monthly reports;

D. The Company shall account for the new schedule, charge type costs or revenues in a manner which allows for the transparent determination of current period and cumulative costs or revenues;

E. If the Company makes the filing provided for in B above and a party challenges the inclusion, such challenge will not delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, a party shall make a filing with the Commission based upon that party's contention that the new schedule, charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC or OSSR, as the case may be. A party wishing to challenge the inclusion of a schedule or charge type shall include in its filing the reasons why it believes the Company did not show that the new schedule or charge type possesses the characteristics of the costs or revenues listed in Factors TC, PP or OSSR, as the case may be, and its filing shall be made within 30 days of the Company's filing under B above. In the event of a timely challenge, the Company shall bear the burden of proof to support its decision to include a new schedule or charge type in a FAR filing. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P; and

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(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

F. A party other than the Company may seek the inclusion of a new schedule or charge type in a FAR filing by making a filing with the Commission no less than 60 days before the Company's next FAR filing date of August 1 or February 1. Such a filing shall give the Commission notice that such party believes the new schedule or charge type should be included because it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR, as the case may be. The party's filing shall identify the proposed accounts affected by such change, provide a description of the new schedule or charge type demonstrating that it possesses the characteristics of, and is of the nature of, the schedules, costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule or market settlement charge type(s) which the new schedule or charge type replaces or supplements. If a party makes the filing provided for by this paragraph F and a party (including the Company) challenges the inclusion, such challenge will not delay inclusion of the new schedule or charge type in the FAR filing or delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, the challenging party shall make a filing with the Commission based upon that party's contention that the new schedule or charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC, or OSSR, as the case may be. The challenging party shall make its filing challenging the inclusion and stating the reasons why it believes the new schedule or charge type does not possess the characteristic of the costs or revenues listed in Factors PP, TC or OSSR, as the case may be, within 30 days of the filing that seeks inclusion of the new schedule or charge type. In the event of a timely challenge, the party seeking the inclusion of the new schedule or charge type shall bear the burden of proof to support its contention that the new schedule or charge type should be included in the Company's FAR filings. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P.

SPP IM charge/revenue types that are included in the FAC are listed below:

Day Ahead Regulation Down Service Amount
Day Ahead Regulation Down Service Distribution Amount
Day Ahead Regulation Up Service Amount
Day Ahead Regulation Up Service Distribution Amount
Day Ahead Spinning Reserve Amount
Day Ahead Spinning Reserve Distribution Amount
Day Ahead Supplemental Reserve Amount
Day Ahead Supplemental Reserve Distribution Amount
Real Time Contingency Reserve Deployment Failure Amount
Real Time Contingency Reserve Deployment Failure Distribution Amount
Real Time Regulation Service Deployment Adjustment Amount
Real Time Regulation Down Service Amount
Real Time Regulation Down Service Distribution Amount
Real Time Regulation Non-Performance
Real Time Regulation Non-Performance Distribution
Real Time Regulation Up Service Amount
Real Time Regulation Up Service Distribution Amount
Real Time Spinning Reserve Amount

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FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC (continued)

Real Time Spinning Reserve Distribution Amount
Real Time Supplemental Reserve Amount
Real Time Supplemental Reserve Distribution Amount
Day Ahead Asset Energy
Day Ahead Non-Asset Energy
Day Ahead Virtual Energy Amount
Real Time Asset Energy Amount
Real Time Non-Asset Energy Amount
Real Time Virtual Energy Amount
Transmission Congestion Rights Funding Amount
Transmission Congestion Rights Daily Uplift Amount
Transmission Congestion Rights Monthly Payback Amount
Transmission Congestion Rights Annual Payback Amount
Transmission Congestion Rights Annual Closeout Amount
Transmission Congestion Rights Auction Transaction Amount
Auction Revenue Rights Funding Amount
Auction Revenue Rights Uplift Amount
Auction Revenue Rights Monthly Payback Amount
Auction Revenue Annual Payback Amount
Auction Revenue Rights Annual Closeout Amount
Day Ahead Virtual Energy Transaction Fee Amount
Day Ahead Demand Reduction Amount
Day Ahead Demand Reduction Distribution Amount
Day Ahead Grandfathered Agreement Carve Out Daily Amount
Grandfathered Agreement Carve Out Distribution Daily Amount
Day Ahead Grandfathered Agreement Carve Out Monthly Amount
Grandfathered Agreement Carve Out Distribution Monthly Amount
Day Ahead Grandfathered Agreement Carve Out Yearly Amount
Grandfathered Agreement Carve Out Distribution Yearly Amount
Day Ahead Make Whole Payment Amount
Day Ahead Make Whole Payment Distribution Amount
Miscellaneous Amount
Reliability Unit Commitment Make Whole Payment Amount
Real Time Out of Merit Amount
Reliability Unit Commitment Make Whole Payment Distribution Amount
Over Collected Losses Distribution Amount
Real Time Joint Operating Agreement Amount
Real Time Reserve Sharing Group Amount
Real Time Reserve Sharing Group Distribution Amount
Real Time Demand Reduction Amount
Real Time Demand Reduction Distribution Amount

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FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC (continued)
Real Time Pseudo Tie Congestion Amount
Real Time Pseudo Tie Losses Amount
Unused Regulation Up Mileage Make Whole Payment Amount
Unused Regulation Down Mileage Make Whole Payment Amount
Revenue Neutrality Uplift Distribution Amount

Should FERC require any item covered by components FC, E, PP, TC, OSSR or R to be recorded in an account different than the FERC accounts listed in such components, such items shall nevertheless be included in component FC, E, PP, TC, OSSR or R. In the month that the Company begins to record items in a different account, the Company will file with the Commission the previous account number, the new account number and what costs or revenues that flow through the Rider FAC to be recorded in the account.

B = Net base energy costs ordered by the Commission in the last general rate case consistent with the costs and revenues included in the calculation of the FPA. Net Base Energy costs will be calculated as shown below:

S_{AP} x Base Factor ("BF")

S_{AP} = Net system input ("NSI") in kWh for the accumulation period

BF = Company base factor costs per kWh: $0.01675

J = Missouri Retail Energy Ratio = (MO Retail kWh sales + MO Losses) / (MO Retail kWh Sales + MO Losses + KS Retail kWh Sales + KS Losses + Sales for Resale, Municipals kWh Sales [includes border customers] + Sales for Resale, Municipals Losses)
MO Losses = 6.32%; KS Losses = 7.52%; Sales for Resale, Municipals Losses = 6.84%

T = True-up amount as defined below.

I = Interest applicable to (i) the difference between Missouri Retail ANEC and B for all kWh of energy supplied during an AP until those costs have been recovered; (ii) refunds due to prudence reviews ("P"), if any; and (iii) all under- or over-recovery balances created through operation of this FAC, as determined in the true-up filings ("T") provided for herein. Interest shall be calculated monthly at a rate equal to the weighted average interest paid on the Company's short-term debt, applied to the month-end balance of items (i) through (iii) in the preceding sentence.

P = Prudence disallowance amount, if any, as defined in this tariff.

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(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

FAR = FPA/S_{RP}

Single Accumulation Period Transmission Voltage FAR_{Trans} = FAR * VAF_{Trans}
Single Accumulation Period Substation Voltage FAR_{Sub} = FAR * VAF_{Sub}
Single Accumulation Period Primary Voltage FAR_{Prim} = FAR * VAF_{Prim}
Single Accumulation Period Secondary Voltage FAR_{Sec} = FAR * VAF_{Sec}

Annual Primary Voltage FAR_{Trans} = Aggregation of the two Single Accumulation Period Transmission Voltage FARs still to be recovered
Annual Primary Voltage FAR_{Sub} = Aggregation of the two Single Accumulation Period Substation Voltage FARs still to be recovered
Annual Primary Voltage FAR_{Prim} = Aggregation of the two Single Accumulation Period Primary Voltage FARs still to be recovered
Annual Secondary Voltage FAR_{Sec} = Aggregation of the two Single Accumulation Period Secondary Voltage FARs still to be recovered

Where:

FPA = Fuel and Purchased Power Adjustment

S_{RP} = Forecasted recovery period Missouri retail NSI in kWh, at the generation level

VAF = Expansion factor by voltage level
- VAF_{Trans} = Expansion factor for transmission voltage level customers
- VAF_{Sub} = Expansion factor for substation to transmission voltage level customers
- VAF_{Prim} = Expansion factor for between primary and substation voltage level customers
- VAF_{Sec} = Expansion factor for lower than primary voltage customers

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FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

TRUE-UPS

After completion of each RP, the Company shall make a true-up filing by the filing date of its next FAR filing. Any true-up adjustments shall be reflected in component "T" above. Interest on the true-up adjustment will be included in component "I" above.

The true-up amount shall be the difference between the revenues billed and the revenues authorized for collection during the RP as well as any corrections identified to be included in the current FAR filing. Any corrections included will be discussed in the testimony accompanying the true-up filing.

PRUDENCE REVIEWS

Prudence reviews of the costs subject to this Rider FAC shall occur no less frequently than every eighteen months, and any such costs which are determined by the Commission to have been imprudently incurred or incurred in violation of the terms of this Rider FAC shall be returned to customers. Adjustments by Commission order, if any, pursuant to any prudence review shall be included in the FAR calculation in component "P" above unless a separate refund is ordered by the Commission. Interest on the prudence adjustment will be included in component "I" above.

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

P.S.C. MO. No. 7 8th Revised Sheet No. 50.31

Canceling P.S.C. MO. No. 7 7th Revised Sheet No. 50.31

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 and Thereafter)
Effective for Customer Usage Beginning October 2022 through March 2023

Accumulation Period Ending: **June 2022**			
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$132,432,146
2	Net Base Energy Cost (B)	-	$129,524,601
	2.1 Base Factor (BF)		$0.01675
	2.2 Accumulation Period NSI (S_{AP})		7,732,812,000
3	(ANEC-B)		$2,907,545
4	Jurisdictional Factor (J)	x	56.911268%
5	(ANEC-B)*J		$1,654,721
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		$1,571,985
8	True-Up Amount (T)	+	($993,412)
9	Interest (I)	+	($248,018)
10	Prudence Adjustment Amount (P)	+	($152,165)
11	Fuel and Purchased Power Adjustment (FPA)	=	$178,390
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	8,882,796,453
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00002
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		$0.00002
16	Prior Period FAR_{Trans}	+	($0.00335)
17	Current Annual FAR_{Trans}	=	($0.00333)
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		$0.00002
20	Prior Period FAR_{Sub}	+	($0.00336)
21	Current Annual FAR_{Sub}	=	($0.00334)
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00002
24	Prior Period FAR_{Prim}	+	($0.00344)
25	Current Annual FAR_{Prim}	=	($0.00342)
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00002
28	Prior Period FAR_{Sec}	+	($0.00351)
29	Current Annual FAR_{Sec}	=	($0.00349)
30	VAF_{Trans} = 1.0129		
31	VAF_{Sub} = 1.0162		
32	VAF_{Prim} = 1.0383		
33	VAF_{Sec} = 1.0592		

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FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 and Thereafter)
Effective for Customer Usage Beginning April 1, 2022 through September 30, 2022

Accumulation Period Ending:			December 31, 2021
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$130,296,820
2	Net Base Energy Cost (B)	-	$134,851,319
	2.1 Base Factor (BF)		$0.01675
	2.2 Accumulation Period NSI (S_{AP})		8,050,825,000
3	(ANEC-B)		($4,554,499)
4	Jurisdictional Factor (J)	x	56.160035%
5	(ANEC-B)*J		($2,557,808)
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		($2,429,918)
8	True-Up Amount (T)	+	($26,577,788)
9	Interest (I)	+	($308,735)
10	Prudence Adjustment Amount (P)	+	
11	Fuel and Purchased Power Adjustment (FPA)	=	($29,316,441)
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	8,855,390,805
13	Current Period Fuel Adjustment Rate (FAR)	=	($0.00331)
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		($0.00335)
16	Prior Period FAR_{Trans}	+	($0.00014)
17	Current Annual FAR_{Trans}	=	($0.00349)
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		($0.00336)
20	Prior Period FAR_{Sub}	+	($0.00014)
21	Current Annual FAR_{Sub}	=	($0.00350)
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		($0.00344)
24	Prior Period FAR_{Prim}	+	($0.00015)
25	Current Annual FAR_{Prim}	=	($0.00359)
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		($0.00351)
28	Prior Period FAR_{Sec}	+	($0.00015)
29	Current Annual FAR_{Sec}	=	($0.00366)
30	VAF_{Trans} = 1.0129		
31	VAF_{Sub} = 1.0162		
32	VAF_{Prim} = 1.0383		
33	VAF_{Sec} = 1.0592		

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

P.S.C. MO. No. 7 — 6th — Revised Sheet No. 50.31

Canceling P.S.C. MO. No. 7 — 5th — Revised Sheet No. 50.31

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 and Thereafter)
Effective for Customer Usage Beginning November 1, 2021 through March 31, 2022

	Accumulation Period Ending:		June 30, 2021
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$123,257,771
2	Net Base Energy Cost (B)	-	$124,634,288
	2.1 Base Factor (BF)		$0.01675
	2.2 Accumulation Period NSI (S_{AP})		7,440,853,000
3	(ANEC-B)		($1,376,517)
4	Jurisdictional Factor (J)	x	55.019016%
5	(ANEC-B)*J		($757,346)
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		($719,479)
8	True-Up Amount (T)	+	($477,623)
9	Interest (I)	+	($60,067)
10	Prudence Adjustment Amount (P)	+	
11	Fuel and Purchased Power Adjustment (FPA)	=	($1,257,169)
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	8,812,567,934
13	Current Period Fuel Adjustment Rate (FAR)	=	($0.00014)
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		($0.00014)
16	Prior Period FAR_{Trans}	+	($0.00025)
17	Current Annual FAR_{Trans}	=	($0.00039)
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		($0.00014)
20	Prior Period FAR_{Sub}	+	($0.00025)
21	Current Annual FAR_{Sub}	=	($0.00039)
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		($0.00015)
24	Prior Period FAR_{Prim}	+	($0.00026)
25	Current Annual FAR_{Prim}	=	($0.00041)
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		($0.00015)
28	Prior Period FAR_{Sec}	+	($0.00026)
29	Current Annual FAR_{Sec}	=	($0.00041)
30	VAF_{Trans} = 1.0129		
31	VAF_{Sub} = 1.0162		
32	VAF_{Prim} = 1.0383		
33	VAF_{Sec} = 1.0592		

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

P.S.C. MO. No. 7 5th Revised Sheet No. 50.31

Canceling P.S.C. MO. No. 7 4th Revised Sheet No. 50.31

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 and Thereafter)
Effective for Customer Usage Beginning April 1, 2021 through September 30, 2021

	Accumulation Period Ending:		December 31, 2020
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$126,784,853
2	Net Base Energy Cost (B)	-	$132,404,495
	2.1 Base Factor (BF)		$0.01675
	2.2 Accumulation Period NSI (S_{AP})		7,904,745,999
3	(ANEC-B)		($5,619,643)
4	Jurisdictional Factor (J)	x	55.99231%
5	(ANEC-B)*J		($3,146,568)
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		($2,989,240)
8	True-Up Amount (T)	+	$996,289
9	Interest (I)	+	$3,156
10	Prudence Adjustment Amount (P)	+	($199,104)
11	Fuel and Purchased Power Adjustment (FPA)	=	($2,188,899)
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	8,823,920,002
13	Current Period Fuel Adjustment Rate (FAR)	=	($0.00025)
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		($0.00025)
16	Prior Period FAR_{Trans}	+	$0.00011
17	Current Annual FAR_{Trans}	=	($0.00014)
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		($0.00025)
20	Prior Period FAR_{Sub}	+	$0.00011
21	Current Annual FAR_{Sub}	=	($0.00014)
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		($0.00026)
24	Prior Period FAR_{Prim}	+	$0.00011
25	Current Annual FAR_{Prim}	=	($0.00015)
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		($0.00026)
28	Prior Period FAR_{Sec}	+	$0.00012
29	Current Annual FAR_{Sec}	=	($0.00014)
30	VAF_{Trans} = 1.0129		
31	VAF_{Sub} = 1.0162		
32	VAF_{Prim} = 1.0383		
33	VAF_{Sec} = 1.0592		

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

P.S.C. MO. No. 7 4th Revised Sheet No. 50.31

Canceling P.S.C. MO. No. 7 3rd Revised Sheet No. 50.31

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 and Thereafter)
Effective for Customer Usage Beginning October 1, 2020 through March 31, 2021

Accumulation Period Ending:			June 30, 2020
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$126,876,763
2	Net Base Energy Cost (B)	-	$121,814,275
	2.1 Base Factor (BF)		$0.01675
	2.2 Accumulation Period NSI (S_{AP})		7,272,494,000
3	(ANEC-B)		$5,062,489
4	Jurisdictional Factor (J)	x	59.19973%
5	(ANEC-B)*J		$2,996,980
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		$2,847,131
8	True-Up Amount (T)	+	($1,904,473)
9	Interest (I)	+	$27,453
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$970,111
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	8,873,489,134
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00011
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		$0.00011
16	Prior Period FAR_{Trans}	+	$0.00040
17	Current Annual FAR_{Trans}	=	$0.00051
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		$0.00011
20	Prior Period FAR_{Sub}	+	$0.00040
21	Current Annual FAR_{Sub}	=	$0.00051
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00011
24	Prior Period FAR_{Prim}	+	$0.00040
25	Current Annual FAR_{Prim}	=	$0.00051
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00012
28	Prior Period FAR_{Sec}	+	$0.00041
29	Current Annual FAR_{Sec}	=	$0.00053
30	VAF_{Trans} = 1.0129		
31	VAF_{Sub} = 1.0162		
32	VAF_{Prim} = 1.0383		
33	VAF_{Sec} = 1.0592		

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

P.S.C. MO. No. 7 | 3rd | Revised Sheet No. 50.31

Canceling P.S.C. MO. No. 7 | 2nd | Revised Sheet No. 50.31

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 and Thereafter)
Effective for Customer Usage Beginning April 1, 2020 through September 30, 2020

	Accumulation Period Ending:		December 31, 2019
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$144,722,059
2	Net Base Energy Cost (B)	-	$137,892,131
	2.1 Base Factor (BF)		$0.01675
	2.2 Accumulation Period NSI (S_{AP})		8,232,366,000
3	(ANEC-B)		$6,829,928
4	Jurisdictional Factor (J)	x	57.80378%
5	(ANEC-B)*J		$3,950,349
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		$3,752,832
8	True-Up Amount (T)	+	($398,042)
9	Interest (I)	+	$79,120
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$3,433,909
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	8,880,647,913
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00039
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		$0.00040
16	Prior Period FAR_{Trans}	+	($0.00028)
17	Current Annual FAR_{Trans}	=	$0.00012
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		$0.00040
20	Prior Period FAR_{Sub}	+	($0.00028)
21	Current Annual FAR_{Sub}	=	$0.00012
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00040
24	Prior Period FAR_{Prim}	+	($0.00029)
25	Current Annual FAR_{Prim}	=	$0.00011
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00041
28	Prior Period FAR_{Sec}	+	($0.00030)
29	Current Annual FAR_{Sec}	=	$0.00011
30	VAF_{Trans} = 1.0129		
31	VAF_{Sub} = 1.0162		
32	VAF_{Prim} = 1.0383		
33	VAF_{Sec} = 1.0592		

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KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 2nd Revised Sheet No. 50.31

Canceling P.S.C. MO. No. 7 1st Revised Sheet No. 50.31

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 and Thereafter)
Effective for Customer Usage Beginning October 1, 2019 through March 31, 2020

Accumulation Period Ending:			June 30, 2019
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$122,582,716
2	Net Base Energy Cost (B)	-	$126,403,808
	2.1 Base Factor (BF)		$0.01675
	2.2 Accumulation Period NSI (S_{AP})		7,546,496,001
3	(ANEC-B)		($3,821,092)
4	Jurisdictional Factor (J)	x	57.68623%
5	(ANEC-B)*J		($2,204,244)
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		($2,094,032)
8	True-Up Amount (T)	+	($833,840)
9	Interest (I)	+	$414,543
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	($2,513,329)
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	8,931,439,331
13	Current Period Fuel Adjustment Rate (FAR)	=	($0.00028)
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		($0.00028)
16	Prior Period FAR_{Trans}	+	$0.00098
17	Current Annual FAR_{Trans}	=	$0.00070
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		($0.00028)
20	Prior Period FAR_{Sub}	+	$0.00099
21	Current Annual FAR_{Sub}	=	$0.00071
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		($0.00029)
24	Prior Period FAR_{Prim}	+	$0.00101
25	Current Annual FAR_{Prim}	=	$0.00072
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		($0.00030)
28	Prior Period FAR_{Sec}	+	$0.00103
29	Current Annual FAR_{Sec}	=	$0.00073
30	VAF_{Trans} = 1.0129		
31	VAF_{Sub} = 1.0162		
32	VAF_{Prim} = 1.0383		
33	VAF_{Sec} = 1.0592		

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KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 1st Revised Sheet No. 50.31

Canceling P.S.C. MO. No. 7 Original Sheet No. 50.31

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 and Thereafter)
Effective for Customer Usage Beginning April 1, 2019 through September 30, 2019

Accumulation Period Ending:			December 31, 2018
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$145,773,099
2	Net Base Energy Cost (B)	-	$129,775,638
	2.1 Base Factor (BF)*		
	2.2 Accumulation Period NSI (S_{AP})		8,320,697,000
3	(ANEC-B)		$15,997,461
4	Jurisdictional Factor (J)	x	56.32005%
5	(ANEC-B)*J		$9,009,778
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		$8,559,289
8	True-Up Amount (T)	+	($511,952)
9	Interest (I)	+	$708,656
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$8,755,994
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	8,982,300,350
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00097
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		$0.00098
16	Prior Period FAR_{Trans}	+	$0.00292
17	Current Annual FAR_{Trans}	=	$0.00390
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		$0.00099
20	Prior Period FAR_{Sub}	+	$0.00292
21	Current Annual FAR_{Sub}	=	$0.00391
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00101
24	Prior Period FAR_{Prim}	+	$0.00299
25	Current Annual FAR_{Prim}	=	$0.00400
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00103
28	Prior Period FAR_{Sec}	+	$0.00306
29	Current Annual FAR_{Sec}	=	$0.00409
30	VAF_{Trans} = 1.0129		
31	VAF_{Sub} = 1.0162		
32	VAF_{Prim} = 1.0383		
33	VAF_{Sec} = 1.0592		

*From July 1, 2018 through December 5, 2018, the base factor was $0.01542. As ordered by the Commission in Case No. ER-2018-0145, effective December 6, 2018, the base factor is $0.01675.

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KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 Original Sheet No. 50.31

Canceling P.S.C. MO. No. _____ Sheet No. _____

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

Accumulation Period Ending:			
			KCPL-MO
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$0
2	Net Base Energy Cost (B)	-	$0
	2.1 Base Factor (BF)		$0.01675
	2.2 Accumulation Period NSI (S_{AP})		0
3	(ANEC-B)		$0
4	Jurisdictional Factor (J)	*	0%
5	(ANEC-B)*J		$0
6	Customer Responsibility	*	95%
7	95% *((ANEC-B)*J)		$0
8	True-Up Amount (T)	+	$0
9	Interest (I)	+	$0
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$0
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	0
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00000
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		$0.00000
16	Prior Period FAR_{Trans}	+	$0.00000
17	Current Annual FAR_{Trans}	=	$0.00000
15	Current Period FAR_{Sub} = FAR x VAF_{Sub}		$0.00000
16	Prior Period FAR_{Sub}	+	$0.00000
17	Current Annual FAR_{Sub}	=	$0.00000
18			
19	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00000
20	Prior Period FAR_{Prim}	+	$0.00000
21	Current Annual FAR_{Prim}	=	$0.00000
22			
23	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00000
24	Prior Period FAR_{Sec}	+	$0.00000
25	Current Annual FAR_{Sec}	=	$0.00000
26	VAF_{Trans} = 1.0129		
27	VAF_{Sub} = 1.0162		
28	VAF_{Prim} = 1.0383		
29	VAF_{Sec} = 1.0592		

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FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

The following costs reflected in FERC Account Number 547:
Subaccount 547000: natural gas and oil costs for commodity, transportation, storage, taxes, fees and fuel losses~~,~~ and settlement proceeds, insurance recoveries, subrogation recoveries for increased fuel expenses, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers)

Subaccount 547020: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to native load;

Subaccount 547027: natural gas reservation charges;

Subaccount 547030: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to off system sales;

Subaccount 547300: fuel additives and consumable costs for Air Quality Control Systems ("AQCS") operations, such as ammonia or other consumables which perform similar functions.

E = Net Emission Costs:
The following costs and revenues reflected in FERC Account Number 509:
Subaccount 509000: NOx and SO_2 emission allowance costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) offset by revenue amortizations and revenues from the sale of NOx and SO_2 emission allowances.

PP = Purchased Power Costs:
The following costs or revenues reflected in FERC Account Number 555:
Subaccount 555000: purchased power costs, energy charges from capacity purchases of any duration, insurance recoveries, and subrogation recoveries for purchased power expenses, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), charges and credits related to the SPP Integrated Marketplace ("IM") or other IMs, including energy, revenue neutrality, make whole and out of merit payments and distributions, over collected losses payments and distributions, Transmission Congestion Rights ("TCR") and Auction Revenue Rights ("ARR") settlements, virtual energy costs, revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, load/export charges, ancillary services including non-performance and distribution payments and charges and other miscellaneous SPP Integrated Market charges including uplift charges or credits, excluding (1) the amounts associated with purchased power agreements ("PPA") associated with the Renewable Energy Rider tariff, (2) costs associated with the CNPPID Hydro PPA, and (3) net costs associated with wind PPAs entered into after May 2019 whose costs exceed their revenues resulting in a net loss;

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FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

OSSR = Revenues from Off-System Sales:
The following revenues or costs reflected in FERC Account Number 447:
Subaccount 447020: all revenues from off-system sales. This includes charges and credits related to the SPP IM, or other IMs, including, energy, ancillary services, revenue sufficiency (such as make whole payments and out of merit payments and distributions), revenue neutrality payments and distributions, over collected losses payments and distributions, TCR and ARR settlements, demand reductions, virtual energy costs and revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, generation/export charges, ancillary services including non-performance and distribution payments and SPP uplift revenues or credits, but excluding (1) off-system sales revenues from full and partial requirements sales to municipalities that are served through bilateral contracts in excess of one year, (2) the amounts associated with purchased power agreements associated with the Renewable Energy Rider tariff, (3) SPP revenues associated with the CNPPID Hydro PPA, and (4) net costs associated with wind PPAs entered into after May 2019 whose costs exceed their revenues resulting in a net loss.

Subaccount 447012: capacity charges for capacity sales one year or less in duration;

Subaccount 447030: the allocation of the includable sales in account 447020 not attributed to retail sales.

For solar subscription projects, factor OSSR shall not include revenues for any undersubscribed portion of the Solar Subscription Program resources(s) allocated to shareholders under Tariff Sheet No. 39E.

R = Renewable Energy Credit Revenue:
Revenues reflected in FERC account 509000 and gains or losses to be recorded in FERC accounts 411800 and 411900 from the sale of Renewable Energy Credits (RECs) that are not needed to meet the Missouri Renewable Energy Standards less the cost associated with making the sale.

Any cost identified above which is a Missouri-only cost shall be grossed up by the current kWh energy factor, included in the ANEC calculation and allocated as indicated in component J below. Any cost identified above which is a Kansas-only cost shall be excluded from the ANEC calculation.

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Internal Use Only

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

P.S.C. MO. No. 7 6th Revised Sheet No. 50.42

Canceling P.S.C. MO. No. 7 5th Revised Sheet No. 50.42

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided January 9, 2023 and Thereafter)
Effective for the Customer Usage Beginning April 2026 through September 2026

Accumulation Period Ending: **December 2025**			
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$164,343,669
2	Net Base Energy Cost (B)	-	$153,764,506
	2.1 Base Factor (BF)		$0.01829
	2.2 Accumulation Period NSI (S_{AP})		8,407,026,002
3	(ANEC-B)		$10,579,163
4	Jurisdictional Factor (J)	x	57.19422%
5	(ANEC-B)*J		$6,050,670
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		$5,748,136
8	True-Up Amount (T)	+	$439,710
9	Interest (I)	+	$247,842
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$6,435,688
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	9,854,146,348
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00065
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		$0.00067
16	Prior Period FAR_{Trans}	+	$0.00070
17	Current Annual FAR_{Trans}	=	$0.00137
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		$0.00067
20	Prior Period FAR_{Sub}	+	$0.00071
21	Current Annual FAR_{Sub}	=	$0.00138
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00068
24	Prior Period FAR_{Prim}	+	$0.00071
25	Current Annual FAR_{Prim}	=	$0.00139
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00069
28	Prior Period FAR_{Sec}	+	$0.00073
29	Current Annual FAR_{Sec}	=	$0.00142
30	VAF_{Trans} = 1.0300		
31	VAF_{Sub} = 1.0378		
32	VAF_{Prim} = 1.0497		
33	VAF_{Sec} = 1.0690		

CANCELLED - Missouri Public Service Commission - 10/01/2026 - ER-2027-0032 - JE-2027-0015

FILED - Missouri Public Service Commission - 04/01/2026 - ER-2026-0191 - JE-2026-0099

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

P.S.C. MO. No. 7 5th Revised Sheet No. 50.42

Canceling P.S.C. MO. No. 7 4th Revised Sheet No. 50.42

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided January 9, 2023 and Thereafter)
Effective for the Customer Usage Beginning October 2025 through March 2025

Accumulation Period Ending: **June 2025**			
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$151,261,244
2	Net Base Energy Cost (B)	-	$141,509,401
	2.1 Base Factor (BF)		$0.01829
	2.2 Accumulation Period NSI (S_{AP})		7,736,982,002
3	(ANEC-B)		$9,751,843
4	Jurisdictional Factor (J)	x	56.35744%
5	(ANEC-B)*J		$5,495,889
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		$5,221,095
8	True-Up Amount (T)	+	$466,000
9	Interest (I)	+	$404,954
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$6,092,049
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	8,912,073,277
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00068
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		$0.00070
16	Prior Period FAR_{Trans}	+	$0.00027
17	Current Annual FAR_{Trans}	=	$0.00097
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		$0.00071
20	Prior Period FAR_{Sub}	+	$0.00027
21	Current Annual FAR_{Sub}	=	$0.00098
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00071
24	Prior Period FAR_{Prim}	+	$0.00027
25	Current Annual FAR_{Prim}	=	$0.00098
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00073
28	Prior Period FAR_{Sec}	+	$0.00028
29	Current Annual FAR_{Sec}	=	$0.00101
30	VAF_{Trans} = 1.0300		
31	VAF_{Sub} = 1.0378		
32	VAF_{Prim} = 1.0497		
33	VAF_{Sec} = 1.0690		

CANCELLED - Missouri Public Service Commission - 04/01/2026 - ER-2026-0191 - JE-2026-0099

FILED - Missouri Public Service Commission - 10/1/2025 - ER-2026-0030 - JE-2026-0012

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

P.S.C. MO. No. 7 4th Revised Sheet No. 50.42

Canceling P.S.C. MO. No. 7 3rd Revised Sheet No. 50.42

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided January 9, 2023 and Thereafter)
Effective for the Customer Usage Beginning April 2025 through September 2025

Accumulation Period Ending: **December 2024**			
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$153,568,261
2	Net Base Energy Cost (B)	-	$148,006,228
	2.1 Base Factor (BF)		$0.01829
	2.2 Accumulation Period NSI (S_{AP})		8,092,194,001
3	(ANEC-B)		$5,562,033
4	Jurisdictional Factor (J)	x	55.1231%
5	(ANEC-B)*J		$3,065,965
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		$2,912,666
8	True-Up Amount (T)	+	($872,202)
9	Interest (I)	+	$288,915
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$2,329,380
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	8,893,846,174
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00026
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		$0.00027
16	Prior Period FAR_{Trans}	+	$0.00100
17	Current Annual FAR_{Trans}	=	$0.00127
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		$0.00027
20	Prior Period FAR_{Sub}	+	$0.00101
21	Current Annual FAR_{Sub}	=	$0.00128
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00027
24	Prior Period FAR_{Prim}	+	$0.00102
25	Current Annual FAR_{Prim}	=	$0.00129
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00028
28	Prior Period FAR_{Sec}	+	$0.00104
29	Current Annual FAR_{Sec}	=	$0.00132
30	VAF_{Trans} = 1.0300		
31	VAF_{Sub} = 1.0378		
32	VAF_{Prim} = 1.0497		
33	VAF_{Sec} = 1.0690		

CANCELLED - Missouri Public Service Commission - 10/1/2025 - ER-2026-0030 - JE-2026-0012

FILED - Missouri Public Service Commission - 04/01/2025 - ER-2025-0217 - JE-2025-0121

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided January 9, 2023 and Thereafter)
Effective for the Customer Usage Beginning October 2024 through March 2025

Accumulation Period Ending: **June 2024**			
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$151,039,699
2	Net Base Energy Cost (B)	-	$138,603,979
	2.1 Base Factor (BF)		$0.01829
	2.2 Accumulation Period NSI (S_{AP})		7,578,128,999
3	(ANEC-B)		$12,435,719
4	Jurisdictional Factor (J)	x	53.7257%
5	(ANEC-B)*J		$6,681,177
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		$6,347,118
8	True-Up Amount (T)	+	$1,809,350
9	Interest (I)	+	$433,758
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$8,590,226
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	8,868,794,365
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00097
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		$0.00100
16	Prior Period FAR_{Trans}	+	($0.00016)
17	Current Annual FAR_{Trans}	=	$0.00084
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		$0.00101
20	Prior Period FAR_{Sub}	+	($0.00017)
21	Current Annual FAR_{Sub}	=	$0.00084
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00102
24	Prior Period FAR_{Prim}	+	($0.00017)
25	Current Annual FAR_{Prim}	=	$0.00085
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00104
28	Prior Period FAR_{Sec}	+	($0.00017)
29	Current Annual FAR_{Sec}	=	$0.00087
30	VAF_{Trans} = 1.0300		
31	VAF_{Sub} = 1.0378		
32	VAF_{Prim} = 1.0497		
33	VAF_{Sec} = 1.0690		

CANCELLED - Missouri Public Service Commission - 04/01/2025 - ER-2025-0217 - JE-2025-0121

FILED - Missouri Public Service Commission - 10/01/2024 - ER-2025-0039 - JE-2025-0011

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided January 9, 2023 and Thereafter)
Effective for the Customer Usage Beginning April 2024 through September 2024

Accumulation Period Ending: **December 2023**			
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$145,329,182
2	Net Base Energy Cost (B)	-	$148,637,965
	2.1 Base Factor (BF)		$0.01829
	2.2 Accumulation Period NSI (S_{AP})		8,126,733,995
3	(ANEC-B)		($3,308,783)
4	Jurisdictional Factor (J)	x	51.7922%
5	(ANEC-B)*J		($1,713,692)
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		($1,628,007)
8	True-Up Amount (T)	+	$42,893
9	Interest (I)	+	$189,248
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	($1,395,866)
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	8,850,917,448
13	Current Period Fuel Adjustment Rate (FAR)	=	($0.00016)
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		($0.00016)
16	Prior Period FAR_{Trans}	+	$0.00031
17	Current Annual FAR_{Trans}	=	$0.00015
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		($0.00017)
20	Prior Period FAR_{Sub}	+	$0.00031
21	Current Annual FAR_{Sub}	=	$0.00014
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		($0.00017)
24	Prior Period FAR_{Prim}	+	$0.00031
25	Current Annual FAR_{Prim}	=	$0.00014
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		($0.00017)
28	Prior Period FAR_{Sec}	+	$0.00032
29	Current Annual FAR_{Sec}	=	$0.00015
30	VAF_{Trans} = 1.0300		
31	VAF_{Sub} = 1.0378		
32	VAF_{Prim} = 1.0497		
33	VAF_{Sec} = 1.0690		

CANCELLED - Missouri Public Service Commission - 10/01/2024 - ER-2025-0039 - JE-2025-0011

FILED - Missouri Public Service Commission - 04/01/2024 - ER-2024-0221 - JE-2024-0107

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided January 9, 2023 and Thereafter)
Effective for the Customer Usage Beginning October 2023 through March 2024

Accumulation Period Ending: **June 2023**			
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		$141,378,316
2	Net Base Energy Cost (B)	-	$136,513,842
	2.1 Base Factor (BF) *		
	2.2 Accumulation Period NSI (S_{AP})		7,493,147,998
3	(ANEC-B)		$4,864,474
4	Jurisdictional Factor (J)	x	68.72359%
5	(ANEC-B)*J		$3,343,041
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		$3,175,889
8	True-Up Amount (T)	+	($906,622)
9	Interest (I)	+	$359,122
10	Prudence Adjustment Amount (P)	+	$0
11	Fuel and Purchased Power Adjustment (FPA)	=	$2,628,389
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	8,847,484,844
13	Current Period Fuel Adjustment Rate (FAR)	=	$0.00030
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		$0.00031
16	Prior Period FAR_{Trans}	+	$0.00090
17	Current Annual FAR_{Trans}	=	$0.00121
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		$0.00031
20	Prior Period FAR_{Sub}	+	$0.00090
21	Current Annual FAR_{Sub}	=	$0.00121
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		$0.00031
24	Prior Period FAR_{Prim}	+	$0.00092
25	Current Annual FAR_{Prim}	=	$0.00123
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		$0.00032
28	Prior Period FAR_{Sec}	+	$0.00094
29	Current Annual FAR_{Sec}	=	$0.00126
30	VAF_{Trans} = 1.0300		
31	VAF_{Sub} = 1.0378		
32	VAF_{Prim} = 1.0497		
33	VAF_{Sec} = 1.0690		

*From December 6, 2018 through January 8, 2023, the base factor was $0.01675. Effective January 9, 2023, the base factor is $0.01829.

CANCELLED - Missouri Public Service Commission - 04/01/2024 - ER-2024-0221 - JE-2024-0107

FILED - Missouri Public Service Commission - 10/01/2023 - ER-2024-0027 - JE-2024-0013

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

Accumulation Period Ending:			
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		
2	Net Base Energy Cost (B)	-	
	2.1 Base Factor (BF)		$0.01829
	2.2 Accumulation Period NSI (S_{AP})		
3	(ANEC-B)		
4	Jurisdictional Factor (J)	x	
5	(ANEC-B)*J		
6	Customer Responsibility	x	
7	95% *((ANEC-B)*J)		
8	True-Up Amount (T)	+	
9	Interest (I)	+	
10	Prudence Adjustment Amount (P)	+	
11	Fuel and Purchased Power Adjustment (FPA)	=	
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	
13	Current Period Fuel Adjustment Rate (FAR)	=	
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		
16	Prior Period FAR_{Trans}	+	
17	Current Annual FAR_{Trans}	=	
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		
20	Prior Period FAR_{Sub}	+	
21	Current Annual FAR_{Sub}	=	
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		
24	Prior Period FAR_{Prim}	+	
25	Current Annual FAR_{Prim}	=	
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		
28	Prior Period FAR_{Sec}	+	
29	Current Annual FAR_{Sec}	=	
30	VAF_{Trans} = 1.0300		
31	VAF_{Sub} = 1.0378		
32	VAF_{Prim} = 1.0497		
33	VAF_{Sec} = 1.0690		

CANCELLED - Missouri Public Service Commission - 10/01/2023 - ER-2024-0027 - JE-2024-0013

FILED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104