

THE EMPIRE DISTRICT ELECTRIC COMPANY d/b/a LIBERTY

P.S.C. Mo. No. 6 Sec. 3 Original Sheet No. 11h

Canceling P.S.C. Mo. No. _____ Sec. _____ Original Sheet No. _____

For ALL TERRITORY

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| READY CHARGE PILOT PROGRAM SCHEDULE RCPP |
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By Executing the Participation Agreement, the Company commits to maintaining the charger infrastructure, including the metering, payment and site communication components in good working order, cover the insurance costs for the equipment, provide electricity for use in the charger at the rates specified below, and provide such other services as may be required to support the Participants' participation in the RCPP in accordance with the terms and conditions contemplated in the Participation Agreement. The Company also commits to run the RCPP through to the conclusion of the Remaining Pilot Term and to facilitate the Participants' options elected at the conclusion of the RCPP as described below.

Should the Participant wish to withdraw from the RCPP program at any point before the conclusion of the Remaining Pilot Term, the Participant shall be responsible for the cost of de-installation of the Company-Approved Charging Stations, and the additional Early Termination Fee in the amount equal to 12 months' of Monthly Participation Fees as applicable for the number and types of Company-Approved Charging Stations installed. Irrespective of the program Deployment Tranche under which the Participant has entered the RCPP, for the purposes of the Early Termination Fee the Monthly Participation Fees shall be calculated using the Tranches 2-4 fees. Should the Participant terminate their participation in the RCPP due to bankruptcy or other similar circumstances, the Company shall pursue the recovery of eligible costs in accordance with Missouri Law.

Participation in Special Demand Management Events

The Company may call up to ten (10) Demand Response ("DR") Events per year, not to exceed 4 hours per event, during which the charging infrastructure will be remotely shut off and inaccessible for charging. The anticipated instances of DR events shall be communicated in advance.

Responsibility for the Cost of Energy Charged

A Participant may choose between one of two cost responsibility options the Energy Consumption Charge charged at all the Schedule RCPP-facilitated EV charging stations located upon their premises. The Participation Agreement will identify the chosen Energy Billing Option. The Schedule RCPP-facilitated EV charging station screen, and third-party vendor's customer web portal will identify the applicable Energy Charges that will be the responsibility of the user at each EV charging station location. The following are the two cost responsibility options available RCPP:

Option 1: The Participant pays the kWh Energy Charge plus the Fuel Adjustment Charge ("FAC"), the Energy Efficiency Charge Cost Recovery ("EECR"), and the Demand Side Investment Mechanism ("DSIM"), and other applicable charges, taxes, vendor fees and residual program administration recovery charges. Add they can charge fee of their choice?

Option 2: The EV charging station user pays the kWh Energy Charge plus the Fuel Adjustment Charge ("FAC"), the Energy Efficiency Charge Cost Recovery ("EECR"), and the Demand Side Investment Mechanism ("DSIM"), and other applicable charges, taxes, vendor fees, and the residual program administration recovery charges.

All end users of the RCPP-facilitated EV charging stations must have an account with the Company's third-party vendor. Information on opening an account shall be available through the Company's website and shall be advertised through the signage installed on site.

The Participants shall be permitted to change the cost responsibility arrangement once during the Remaining Pilot Term, provided the change would apply to all Company-Approved Charging Stations on site and provided that the Participant bears all the costs associated with the change of the billing arrangement. Irrespective of the billing arrangement chosen, the site host shall clearly display the signage of the Energy Consumption Charges across the Time of Use time periods, indicating whether the Participant or the EV users are responsible for these costs (as applicable to the billing option elected).

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For ALL TERRITORY

READY CHARGE PILOT PROGRAM
SCHEDULE RCPP

The Company shall record the proceeds from Enrollment Fees as downward adjustments to the capital cost of the charger equipment recorded in the Company's System of Accounts. Except for the eligible organizations applying for the First Tranche of the RCPP, the Program Enrollment Fee will be waived for qualified Participants that are either M/WBE certified by the Missouri Office of Equal Opportunity or Non-profit Organizations.

Monthly Participation Fee: a fixed fee payable by the Participant on a monthly basis to recover the Company's costs in deploying, financing and operating the charging infrastructure plus all the applicable taxes. Calculated as a product of a number of chargers installed and the per-charger monthly fee varying by charger type as described below. The per-charger monthly fee represents the portion of estimated charger operating and capital costs recoverable from Participants as per the terms of the Company's settlement approved by the Commission.

Additional Connection Cost Fee: a one-time fee payable by the Participant for the costs of any distribution system or customer side capital works and the applicable taxes, the cost of which exceeds the costs included in the calculation of the Monthly Participation Fee per Charger, and as communicated by the Company through the Connection Cost Estimate. For clarity, the Additional Connection Cost Fee applicable to Tranche 1 Applicants will be calculated in the same manner as for on the Tranches 2-4 Applicants.

Energy Consumption Charges: a per-kWh charge for energy consumed through the Company-Approved Charging Stations to charge the Electric Vehicles. The Energy Consumption Charge will be charged on the Time-of-Use basis. The Energy Consumption Charge will be billed on per-kWh basis as a product of kWh consumed and the applicable TOU period and charger type. The resulting amounts shall be payable in full by either the Participant (Cost Responsibility Option 1) or the end EV User (Cost Responsibility Option 2), as elected by the Participant. The Company shall apportion the fees collected to the appropriate accounts for future disposition and settlement between the Commodity, Demand, FAC, EECR, DSIM, Tax, Vendor Fees, and the residual program administration recovery component.

Also charged on the consumption basis and in accordance with the Commission-approved rates at the time of charging will be the ~~Fuel Adjustment Cost Charge ("FAC"), the Energy Efficiency Charge Cost Recovery ("EECR"), FAC, EECR, DSIM~~, other charges that may be authorized by the Commission, and the applicable taxes, vendor fees and the residual program administration recovery component.

Should the operation of the EV Charging Stations result in demand charges recorded on the dedicated AMI meter and payable as per the tariff schedule applicable to the Participant's facilities, these charges shall not be recovered from the Participant under either Cost Responsibility Option, and shall be instead recovered from the residual program administration recovery component upon settlement by the Company.

Early Termination Fee: amount equal to 12 months of Monthly Participation Fees as applicable for the number and types of Company-Approved Charging Stations installed, payable should the Participant wish to exit the RCPP at any point before the conclusion of the Remaining Pilot Term. Notwithstanding of the program Deployment Tranche under which the Participant has entered the RCPP, for the purposes of the Early Termination Fee the Monthly Participation Fees shall be calculated using the Tranches 2-4 fees. Such amounts shall be recorded to offset capital expenditures and capitalized expenses incurred under the Company's provision of this program.

PAYMENT

The Company shall bill the Participants for their RCPP program participation via a dedicated electronic bill, in addition to the regular bill(s) for the balance of the Participant's consumption from their facilities billed at the appropriate tariff schedule. The monthly bill shall include the applicable Monthly Participation Fee, calculated as a product of the applicable Deployment Tranche Fee, and the number and type of Company-Approved Charging Stations operating on the Site. Should the Participant elect the Cost Responsibility Option 2, the Participant's bill shall also include the charges associated with the energy consumed over the billing period. Should the Participant elect the Cost Responsibility Option 1, the Energy Consumption Charges shall be recovered from the end EV end users using the facilities.

DATE OF ISSUE May 12, 2022 DATE EFFECTIVE October 15, 2022
ISSUED BY Charlotte Emery, Director of Rates and Regulatory Affairs, Joplin, MO

THE EMPIRE DISTRICT ELECTRIC COMPANY d/b/a LIBERTY

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 For ALL TERRITORY

COMMERCIAL ELECTRIFICATION PILOT PROGRAM
 SCHEDULE CEPP

AVAILABILITY:

This Rider Schedule CEPP is available to the Company's customers who are enrolled in the Company's Commercial Electrification Pilot Program (CEPP) and who receive their regular service under one of the following service schedules and is available beginning October 15, 2022 to existing or new customers.

| Service | Rate Schedule |
|---|---------------------|
| Non-Standard General Service | NS-GS |
| Non-Standard Large General Service | NS-LG |
| Time Choice Large General Service | TC-LG |
| Non-Standard Time Choice General Service | NS TC-GS |
| Non-Standard Small Primary | NS-SP |
| Time Choice Small Primary | TC-SP |
| Large Power Service | LP |

Participation in this program will be limited to applicants who have applied for the program, been subsequently invited to participate, and executed the Participation Agreement. The Program will be available for five years.

MONTHLY RATES:

CUSTOMER ACCESS CHARGE (as applicable to customer's facilities)

| Service | Monthly Rate |
|----------------------------|--------------|
| NS-GS, TC-GS | \$23.97 |
| NS-LG, TC-LG, NS-SP, TC-SP | \$69.49 |
| LP | \$283.55 |

CEPP MONTHLY PARTICIPATION FEE

Per L2 charger installed, per month.....\$199.38

For Customers on Non-Time Varying Rates:

DEMAND AND FACILITIES CHARGES

As applicable per participants' tariffs associated with their regular facilities.

| Service | Demand Charge - per kW of Billing Demand (if Applicable) | | Facilities Charge - per kW of Facilities Demand (if Applicable) | |
|---------|--|---------------|---|---------------|
| | Summer Season | Winter Season | Summer Season | Winter Season |
| - | | | | |
| NS-GS | - | - | - | - |
| NS-LG | \$8.93 | \$6.96 | \$2.13 | \$2.13 |
| NS-SP | \$8.75 | \$6.82 | \$2.08 | \$2.08 |
| LP | \$18.61 | \$10.27 | \$1.88 | \$1.88 |

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 For ALL TERRITORY

COMMERCIAL ELECTRIFICATION PILOT PROGRAM
 SCHEDULE CEPP

For Customers on Time Varying Rates:

DEMAND AND FACILITIES CHARGES

As applicable per participants' tariffs associated with their regular facilities.

| <u>Service</u> | Demand Charge - per kW of Billing Demand (if Applicable) | | Facilities Charge – per kW of Facilities Demand (if Applicable) | |
|-------------------|---|----------------------|--|----------------------|
| | <u>Summer Season</u> | <u>Winter Season</u> | <u>Summer Season</u> | <u>Winter Season</u> |
| TC-GS | - | - | - | - |
| TC-LG | \$8.93 | \$6.96 | \$2.13 | \$2.13 |
| <u>NS-SPTC-SP</u> | \$8.75 | \$6.82 | \$2.08 | \$2.08 |

ENERGY CHARGES

| Service | Consumption Components | Summer Season | Winter Season |
|---------|---|---------------|---------------|
| TC-GS | The first 700 kWh, per kWh..... | \$0.13892 | \$0.13892 |
| | Additional kWh, per kWh..... | \$0.13892 | \$0.12624 |
| | Off-Peak kWh credit, per kWh | \$-0.00200 | \$-0.00200 |
| TC-LG | First 150 hours use of Metered Demand, per kWh..... | \$0.08998 | \$0.07793 |
| | Next 200 hours use of Metered Demand, per kWh..... | \$0.07091 | \$0.06436 |
| | All additional kWh, per kWh..... | \$0.06417 | \$0.06385 |
| | Off-Peak kWh credit, per kWh | \$-0.00500 | \$-0.00500 |
| TC-SP | First 150 hours use of Metered Demand, per kWh..... | \$0.08823 | \$0.07641 |
| | Next 200 hours use of Metered Demand, per kWh..... | 0.06953 | 0.06311 |
| | All additional kWh, per kWh..... | 0.06292 | 0.06261 |
| | Off-Peak kWh credit, per kWh | \$-0.00490 | \$-0.00490 |

Off-Peak kWh includes all kWh consumed between 10 PM and 6 AM daily.

EV CONSUMPTION RATE RIDERS:

Applicable to the volume of consumption recorded through a Company-Approved Charger over the billing period and added to the regular volumetric rates calculated at the rate for the first tier of consumption according to the time and season of consumption.

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| COMMERCIAL ELECTRIFICATION PILOT PROGRAM SCHEDULE CEPP |
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PROGRAM RATES

CEPP Enrollment Fee: Concurrently with executing the Participation Agreement the Participants shall pay a program Enrollment Fee in the amount of \$2,500 (total) plus the applicable taxes. The Enrollment Fee shall be the same, irrespective of how many charging stations are being installed at the Participant's site. The Company shall record the proceeds from Enrollment Fees as downward adjustments to the capital cost of the charger equipment recorded in the Company's System of Accounts. The Enrollment Fee will be waived for qualified Participants that are either M/WBE certified by the Missouri Office of Equal Opportunity or Non-profit Organizations.

CEPP Monthly Fee: This is a fixed monthly charge recovering the cost of the Company-Approved Charging Device and other costs associated with the set-up and facilitation of the Participant's participation in the CEPP program.

Early Termination Fee: An amount equal to 12 payments of the Monthly Fee for every charging station installed. Such amounts shall be recorded to offset capital expenditures and capitalized expenses incurred under the Company's provision of this program.

Demand Charge: Should the operation of the EV Charging Stations result in demand charges whether recorded on the Participant's main AMI meter or on a separately installed meter for the charging stations, these charges shall be payable as per the tariff schedule applicable to the Participant's facilities.

EV Charging Time-of-Use Rate Riders: time-based riders (positive or negative) applicable to the portion of the Participant's facilities' monthly consumption recorded on the metering device(s) embedded within the Company-Approved Charging Stations, and applied in addition to the regular consumption charges calculated at the rate for the first tier of consumption, plus the FAC, [EECR, Demand Side Investment Mechanism \("DSIM"\)](#), and other applicable charges for the Participant's facilities.

Additional Connection Cost Fee: a one-time fee payable by the Participant for the costs of any distribution system or customer side capital works and the applicable taxes, the cost of which exceeds the costs included in the calculation of the Monthly Participation Fee per Charger, and as communicated by the Company through the Connection Cost Estimate

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 For ALL TERRITORY

ELECTRIC SCHOOL BUS PILOT PROGRAM
SCHEDULE ESBPP

AVAILABILITY:

This Rider Schedule ESBPP is available to customers who take their regular consumption service according to tariff schedules listed below and who are enrolled in the Electric School Bus Pilot Program (ESBPP). This schedule is available beginning October 15, 2022 to existing or new customers in the following rate classes.

| Service | Rate Schedule |
|------------------------------------|---------------|
| Non-Standard General Service | NS-GS |
| Time Choice General Service | TC-GS |
| Non-Standard Large General Service | NS-LG |
| Time Choice Large General Service | TC-LG |
| Non-Standard Small Primary | NS-SP |
| Time Choice Small Primary | TC-SP |

Participation in this program will be limited to applicants who have applied for the program, been subsequently invited to participate, and executed the Participation Agreement. The Program will be available for five years.

MONTHLY RATES:

CUSTOMER ACCESS CHARGE (as applicable to customer's facilities)

| Service | Monthly Rate |
|----------------------------|--------------|
| NS-GS, TC-GS | \$23.97 |
| NS-LG, TC-LG, NS-SP, TC-SP | \$69.49 |

CEPP MONTHLY PARTICIPATION FEE

Per L2 charger installed, per month.....\$25
 Per DCFC charger installed, per month.....\$50

For Customers on Non-Time Varying Rates:

DEMAND AND FACILITIES CHARGES

As applicable per participants' tariffs associated with their regular facilities.

| Service | Demand Charge - per kW of Billing Demand (if Applicable) | | Facilities Charge – per kW of Facilities Demand (if Applicable) | |
|---------|--|---------------|---|---------------|
| | Summer Season | Winter Season | Summer Season | Winter Season |
| - | - | - | - | - |
| NS-GS | - | - | - | - |
| NS-LG | \$8.93 | \$6.96 | \$2.13 | \$2.13 |
| NS-SP | \$8.75 | \$6.82 | \$2.08 | \$2.08 |

ELECTRIC SCHOOL BUS PILOT PROGRAM
SCHEDULE ESBPP

Scenario 1: No ESBPP Successor Program and/or Tariff: If the ESBPP and the associated tariff are discontinued without being replaced by a successor program and tariff, the Participants will have two options:

- i. Option A: buy out the remaining Charger(s) capital costs at remaining net book value in a single lump sum payment. Under this option the customer would be responsible for all charger maintenance activities and the associated costs upon the expiration of the ESBPP and would be responsible for procuring replacement equipment; OR
- ii. Option B: establish a payment schedule to repay the remaining charger infrastructure net book value and ongoing operating costs, by executing an appropriate service extension agreement available exclusively to the legacy ESBPP Participants – the Company would continue maintaining and replacing the assets until equipment is fully depreciated.

Under either option under Scenario 1, the Participants would then be charged for their EV charger’s electricity consumption under the regular tariff applicable at the time.

Scenario 2: An ESBPP Successor Program and/or Tariff are in Place: If the Company replaces ESBPP with a successor program and tariff, the existing Participants will have an option of being enrolled into the successor program and may be eligible for special transitional treatment terms (if any) that the Company may contemplate and the Commission may authorize. The Participants will have two Options with respect to their Charging Equipment:

- i. Option A: Enroll in the ESBPP successor program and continue financing the Company-Approved Charging Equipment and as per the terms of the associated tariff.
- ii. Option B: Do not continue with the successor program and select from among Scenario 1 Options A or B listed above to determine the ensuing financing arrangements with respect to the financed charger equipment.

PROGRAM RATES

Early Termination Fee: An amount equal to \$1,000 plus the cost of decommissioning of equipment. Such amounts shall be recorded to offset capital expenditures and capitalized expenses incurred under the Company’s provision of this program.

Demand Charge: Should the operation of the EV Charging Stations result in demand charges whether recorded on the Participant’s main AMI meter or on a separately installed meter for the charging stations, these charges shall be payable as per the tariff schedule applicable to the Participant’s facilities.

EV Charging Time-of-Use Rate Riders: time-based riders (positive or negative) applicable to the portion of the Participant’s facilities’ monthly consumption recorded on the metering device(s) embedded within the Company-Approved Charging Stations, and applied in addition to the regular consumption charges calculated at the rate for the first tier of consumption, plus the FAC,EECR, the Demand Side Investment Mechanism (“DSIM”), and other applicable charges for the Participant’s facilities.

Additional Connection Cost Fee: a one-time fee payable by the Participant for the costs of any distribution system or customer side capital works and the applicable taxes, the cost of which exceeds the costs included in the calculation of the Monthly Participation Fee per Charger, and as communicated by the Company through the Connection Cost Estimate