

STATE OF MISSOURI, PUBLIC SERVICE COMMISSION

P.S.C. MO. No. 1
Canceling P.S.C. MO. No. 1
KCP&L Greater Missouri Operations Company
KANSAS CITY, MO

~~2nd-3rd~~
~~1st2nd~~

Revised Sheet No. 138.1
Revised Sheet No. 138.1
For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER
Schedule DSIM (Continued)

"Evaluation Measurement & Verification (EM&V) means the performance of studies and activities intended to evaluate the process of the utility's program delivery and oversight and to estimate and/or verify the estimated actual energy and demand savings, utility lost revenue, cost effectiveness, and other effects from demand-side programs.

"Incentive" means any consideration provided by the Company, including buy downs, markdowns, rebates, bill credits, payments to third parties, direct installation, giveaways, and education, which encourages the adoption of program measures.

"MEEIA Cycle 1 Plan" consists of the 12 demand-side programs and the DSIM (including Program Costs, TD-NSB Share, Performance Incentive, etc.) described in the approved MEEIA Cycle 1 Filing in Docket No. EO-2012-0009 and its corresponding tariffs.

"MEEIA Cycle 2 Plan" consists of the 16 demand-side programs and the DSIM described in the MEEIA Cycle 2 Filing, which became effective following Commission order and approval of the MEEIA Cycle 2 Plan under Docket No EO-2015-0241, including the extension of Cycle 2 (Extension) following Commission approval and order granted under Docket No EO-2015-0241.

"Program Costs" means any prudently incurred program expenditures, including such items as program planning, program design; administration; delivery; end-use measures and incentive payments; advertising expense; evaluation, measurement, and verification; market potential studies; and work on a statewide technical resource manual.

"Cycle 2 Earnings Opportunity" (EO) means the incentive ordered by the Commission based on actual performance verified through EM&V against planned targets. The Company's EO will be \$10.4M (~~\$12.3M after Extension~~) if 100% achievement of the planned targets are met. EO is capped at \$20.0M (~~\$23.8M after Extension~~), which reflects adjustment for TD verified by EM&V. Potential Earnings Opportunity adjustments are described on Sheet No. 138.6. The Earnings Opportunity Matrix outlining the payout rates, weightings, and caps can be found in 138.8.

"Short term Borrowing Rate" means the daily one month USD LIBOR rate, using the last actual rate for weekends and holidays or dates without an available LIBOR rate, plus (ii) the Applicable Margin for Eurodollar Advances as defined in the Pricing Schedule of the current GMO Revolving Credit Agreement. A simple mathematical average of all the daily rates for the month is then computed.

"AFUDC Rate" means the Allowance for Funds Used During Construction rate computed in accordance with the formula prescribed in the Code of Federal Regulations Title 18, Part 101.

Recovery Period (RP) includes the day the DSIM Rider Tariff becomes effective through July 31, 2016 and each six month period thereafter.

Issued: ~~February 15, 2019~~ June 14, 2019
Issued by: Darrin R. Ives, Vice President

Effective: ~~March 17, 2019~~ July 14, 2019

STATE OF MISSOURI, PUBLIC SERVICE COMMISSION

P.S.C. MO. No. 1 3rd-4th
Canceling P.S.C. MO. No. 1 2nd3rd
KCP&L Greater Missouri Operations Company
KANSAS CITY, MO

Revised Sheet No. 138.6
Revised Sheet No. 138.6
For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER
Schedule DSIM (Continued)

Earnings Opportunity Adjustments

The Earnings Opportunity 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 NTGF 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 greater than the otherwise applicable Earnings Opportunity, these adjustments shall be limited to the value of the otherwise applicable Earnings Opportunity.
- (4) If the above adjustments plus the otherwise applicable Earnings Opportunity, are greater than \$20M (~~\$23.8M after Extension~~), these adjustments shall be limited to the difference between the otherwise applicable Earnings Opportunity and \$20M (~~\$23.8M after Extension~~).

Other DSIM Provisions

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 KCP&L/GMO's TRM no later than 24 months after the commencement of the Plan based on EM&V ex-post gross adjustments determined for Year 1.

KCP&L/GMO shall each file a general rate case at some point before the end of year 6 of the Cycle 2 period to address the TD through the rebasing of revenues used to establish base rates, and if KCP&L/GMO fails to do so, the accrual and collection of the TD terminates beginning in year 7 of the Cycle 2 period. The Signatories agree that the filing of a rate case by each company utilizing an update or true-up period that ends between 39 months and 69 months after the effective date of the tariffs implementing MEEIA Cycle 2 satisfies this requirement.

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 4 CSR 240-20.093(10). 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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