

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

P.S.C. MO. No. 1 2nd Revised Sheet No. 138.09
Canceling P.S.C. MO. No. 1 1st Revised Sheet No. 138.09

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For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
Schedule DSIM

APPLICABILITY

This rider is applicable to all non-lighting kilowatt-hours (kWh) of energy supplied to customers under the Company's retail rate schedules, excluding kWh of energy supplied to "opt-out" customers. The Demand Side Investment Mechanism Rider will be calculated and applied separately to the following rate classes: (1) Residential and Non-Residential customers; (2) Small General Service (SGS), (3) Large General Service (LGS) and (4) Large Power Service (LPS).

Charges passed through this DSIM Rider reflect the charges approved to be collected from the implementation of the Missouri Energy Efficiency Investment Act (MEEIA) Cycle 3 Plan and any remaining unrecovered charges from the MEEIA Cycle 2 Plan DSIM. Those charges include:

- 1) Program Costs, Throughput Disincentive (TD), and Earnings Opportunity Award (EO) (if any) for the MEEIA Cycle 3 Plan, as well as Program Costs, TD and EO for commission approved business program projects completed by June 30, 2020 that will be counted under the MEEIA Cycle 2 Plan and any earned Earnings Opportunity earned (and ordered) attributable to MEEIA Cycle 2 Plan.
- 2) Reconciliations, with interest, to true-up for differences between the revenues billed under this DSIM Rider and total actual monthly amounts for:
 - i. Program Costs incurred in Cycle 3 and/or remaining unrecovered amounts for MEEIA Cycle 2.
 - ii. TD incurred in Cycle 3, and/or remaining unrecovered amounts for MEEIA Cycle 2.
 - iii. Amortization of any Earnings Opportunity ordered by the Missouri Public Service Commission (Commission), and/or remaining true-ups or unrecovered amounts for MEEIA Cycle 2.
- 3) Any Ordered Adjustments. Charges under this DSIM Rider shall continue after the anticipated 60-month plan period of MEEIA Cycle 3 (72 month plan period with regard to the Income-Eligible Multi-Family program) until such time as the charges described in items 1) and 2) above have been billed.

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Charges arising from the MEEIA Cycle 3 Plan that are the subject of this DSIM Rider shall be reflected in one "DSIM Charge" on customers' bills in combination with any charges arising from a rider that is applicable to post-MEEIA Cycle 3 Plan demand-side management programs approved under the MEEIA. This will include any unrecovered amounts for Program Costs, TD from MEEIA Cycle 2 and any Earnings Opportunity, etc. earned/remaining from MEEIA Cycle 2 that is expected to begin recovery in early 2020.

DEFINITIONS

As used in this DSIM Rider, the following definitions shall apply:

Company's "Throughput Disincentive" (TD) is meant to represent the utility's lost margins associated with the successful implementation of the MEEIA programs. The detailed methodology for calculating the TD is described beginning in Tariff Sheet No. 138.13.

"Effective Period" (EP) means the six (6) months beginning with January 2020, and each six month period thereafter.

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

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**DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)
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 3 Plan" consists of the demand-side programs and the DSIM described in the MEEIA Cycle 3 Filing, which became effective following Commission order and approval of the MEEIA Cycle 3 Plan under EO-2019-0133.

"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 3 Earnings Opportunity" (EO) means the annual incentive ordered by the Commission based on actual performance verified through EM&V against planned targets. The Company's EO for 2020-2022 will be \$9,065,667 if 100% achievement of the planned targets are met. EO is capped at \$14,511,690. Potential Earnings Opportunity adjustments are described on Sheet No. 138.16. The Earnings Opportunity Matrix outlining the payout rates, weightings, and caps can be found at Sheet No. 138.18. The Combined Companies' (Eversource 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. The total EO for 2024 (Extension) will be \$4,927,399. The formula for calculating the EO is \$4,927,399 x (actual spend / \$29,038,471). The EO vests at \$22,750,000 of actual spend. Potential Earnings Opportunity adjustments are described on Sheet No. 138.19 and Sheet No. 138.20. The Combined Companies' EO will be allocated to each jurisdiction by respective program cost spend.

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"Short-Term Borrowing Rate" means the daily one Federal Reserve Secured Overnight Financing Rate (SOFR) using the last actual rate for weekends and holidays or dates without an available SOFR rate plus applicable term adjustment plus the Applicable Margin for SOFR as defined in the Pricing Schedule of the current Evergy Missouri West Revolving Credit Agreement will be utilized. A simple mathematical average of all the daily rates for the month is then computed.

Deleted: month USD LIBOR rate, using the last actual rate for weekends and holidays or dates without an available LIBOR rate, plus the Applicable Margin for Eurodollar Advances as defined in the Pricing Schedule of the current Evergy Missouri West Revolving Credit Agreement until such as LIBOR ceases to be posted. At that time the

"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, 2020 and each six month period thereafter.

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For Missouri Retail Service Area

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) Large General Service (LGS) and (4) Large Power Service (LPS).

Throughput Disincentive Calculation

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

$$TD\$ = MS \times NMR \times NTGF$$

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.138.18.

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	0.59
Heating, Cooling & Home Comfort	0.82	0.72
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 [2023 \(Extension\) kWh savings](#) is 0.835 for all programs. [The NTG Factor based on 2024 \(Extension\) will utilize a 50% net-to-gross factor for all residential \(including income-eligible\) and business heating, ventilating and air conditioning \("HVAC"\) measures in consideration of potential deployment of federal rebates and tax credits. An 80% net-to-gross factor will be utilized for all other measures. There will be no net-to-gross true-up. The throughput disincentive will utilize ex ante gross savings with no true-up.](#)

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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 Efficiency, 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 program measured and reported monthly by the program implementer. [HER savings are excluded from the Throughput Disincentive calculation effective August 1, 2022.](#)

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

Programs – MEEIA Cycle 3 programs listed in Tariff Sheet No. R-3 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.

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

Earnings Opportunity Adjustments

The annual MEEIA Cycle 3 EO Award for 2020-2022 shall be calculated using the matrix in tariff Sheet No. 138.18. The cumulative EO will not go below \$0. The EO target at 100% is \$9,065,667. Before adjustments reflecting TD EM&V including NTG, the EO cannot go above \$14,511,690. 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. [The total EO for 2024 \(Extension\) will be \\$4,927,399. The formula for calculating the EO is \\$4,927,399 x \(actual spend / \\$29,038,471\). The EO vests at \\$22,750,000 of actual spend.](#) Potential Earnings Opportunity adjustments are described on Sheet No. 138.19 and Sheet No. 138.20. 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.

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