

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

P.S.C. MO. No. 1 4th Revised Sheet No. 1
 Canceling P.S.C. MO. No. 1 3rd Revised Sheet No. 1

For St. Joseph, MO & Environs

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 STEAM

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Company provides steam service for heating and processing in the vicinity of Lake Road generating station in the City of St. Joseph, Missouri.		
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STEAM SERVICE
STEAM

AVAILABILITY:

Available for firm service from the Company's facilities to customers located in the vicinity of Lake Road Generating Station who shall contract to use this service for continuous periods of not less than two (2) years.

BASE RATE: (MO981)

Net two parts

1. Reserved Capacity Charge:
For all BTU of Reserved Capacity, per month, per million BTU \$466.56

Plus

2. Energy Charge per million BTU:
For the first 300 million BTU's per million BTU's of reserved capacity \$6.0165
For all over 300 million BTU's per million BTU's of reserved capacity..... \$4.7159

QUARTERLY COST ADJUSTMENT:

The Energy Charge is subject to the Quarterly Cost Adjustment Rider.

LICENSE, OCCUPATION, FRANCHISE OR OTHER SIMILAR CHARGES OR TAXES:

See Company Rules and Regulations

LATE PAYMENT CHARGE:

See Company Rules and Regulations

DETERMINATION OF RESERVED CAPACITY:

The Reserved Capacity shall be the actual demand for the billing period but not less than eighty-percent (80%) of the highest actual demand established in the previous eleven (11) months, and in no case less than three (3) million BTU's per hour.

SPECIAL RULES:

The pressure, temperature and heat content of all service under this schedule shall be only as specified by the Company.

Service will be furnished under, and this schedule shall be subject to Company Rules and Regulations.

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P.S.C. MO. No. 1 3rd Revised Sheet No. 3
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RESERVED FOR FUTURE USE

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

P.S.C. MO. No. 1 2nd Revised Sheet No. 4
Canceling **P.S.C. MO. No.** 1 1st Revised Sheet No. 4

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RESERVED FOR FUTURE USE

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

P.S.C. MO. No. 1 2nd Revised Sheet No. 6
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EVERGY MISSOURI WEST, INC. d/b/a EVERGY MISSOURI WEST

P.S.C. MO. No. 1 2nd Revised Sheet No. 6.6
Canceling P.S.C. MO. No. 1 1st Revised Sheet No. 6.6

For St. Joseph, MO & Environs

QUARTERLY COST ADJUSTMENT RIDER STEAM
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AVAILABILITY:

This Quarterly Cost Adjustment (QCA) Rider applies to all sales of steam service provided under all steam rate schedules and contracts that occur on or after the effective date of this tariff sheet.

The Company will file rate adjustments quarterly to reflect the actual fuel costs above or below a base amount of \$2.4854 per million BTU. The sum of the Current Quarterly Cost Adjustment (CQCA), plus the three (3) preceding CQCAs, plus reconciling adjustments, if any, plus the Reconciliation Rate will be billed in addition to all other charges under applicable tariff provisions.

CALCULATIONS:

1. Current Quarterly Cost Adjustment: The CQCA is the rate adjustment component designed to reflect the customer share of the variation in fuel cost for the most recent quarter. In the computation of the CQCA the numerator is the portion of fuel costs to be collected or refunded based on costs incurred for the previous quarter. The denominator is the number of annual billing units used to compute the rate component.

CQCA = Customer Share of Fuel Cost Variation for the Preceding Quarter divided by Annual Billing Determinants, or

$$\frac{(FCPM_{pq} - FCPM_b) \times FI_{pq}}{BD_{p12} + BDA_{f12}}$$

or,
IF (OR (BD_{pq} > BD_{pq-4} * 1.05, BD_{pq} < BD_{pq-4} * .95), BD_{p12} + BDA_{f12}, BD_{p12})

when using spreadsheet software math conventions, except substituting variables for cell references.

Where,

- CQCA = Current Quarterly Cost Adjustment
- FCPM_{pq} = Fuel Cost per million BTU for the preceding quarter
- FCPM_b = Base Fuel Cost per million BTU = \$2.4854
- FI_{pq} = Fuel Input (million BTUs of fuel input to the steam system) during the preceding quarter
- BD_{pq} = Billing Determinants (million BTU delivered to retail customers) for the preceding quarter
- BD_{pq-4} = Billing Determinants for the corresponding quarter one (1) year prior to the preceding quarter
- BD_{p12} = Billing Determinants for the preceding four (4) quarters
- BDA_{f12} = Billing Determinants Adjustment for the following year; provided, however, that this term shall be zero (0) unless BD_{pq} varies by more than five percent (5%) up or down from BD_{pq-4} and Company determines that an adjustment is appropriate.

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QUARTERLY COST ADJUSTMENT RIDER (Continued) STEAM
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CALCULATIONS: (Continued)

2. Reconciling Adjustments and the Reconciliation Rate: At the end of the twelve (12) months of collection of each CQCA, the over- or under-collection of the intended revenues (the numerator of the CQCA) will be applied to customers' bills through a Reconciliation Rate. The Company shall use a collection/refund/credit amortization period of twelve (12) months, provided that an amortization period of twenty-four (24) months may be used, if needed in the Company's discretion, to minimize any extraordinary increases in energy charges. Other fuel cost refunds, or credits related to the operation of this rider may also flow through this reconciliation process, as ordered by the Commission. The Reconciliation Rate shall be calculated similarly to the CQCA. Any remaining over- or under-collection from the Reconciliation Rate shall be applied to the next Reconciliation Rate.

DETAILS:

1. The cost of fuel will be the amounts expensed in account 501. The amounts expensed will continue to be based on the cost definitions currently used for the inclusion of costs in these accounts and on the currently used cost allocation methods, as explained in some additional detail: the cost of gas will include the cost of physical gas deliveries and financial instruments associated with gas delivered in the quarterly period. The cost of coal expenses to account 501 will continue to reflect the average cost of coal inventory and the cost allocation method(s) including but not limited to the following:

The fuel allocation is performed on a daily basis as is done in actual operations at the Lake Road Generating Station. Fuel expense is allocated based on the following equations:

$$F_s = [S / (E + S)] \times F$$
$$F_E = F - F_s$$

Where,

- F = total 900-PSI boiler fuel
- F_s = 900-PSI boiler fuel allocated to industrial steam sales
- F_E = 900-PSI boiler fuel allocated to the electric turbines
- S = industrial steam sales steam mmBtu from boilers
- E = 900-PSI electric turbine steam mmBtu from boilers

The remaining fuel not allocated to the industrial steam sales system in the first equation is allocated to the electric system as shown in the second equation. Because the variable "F" shown above includes fuel burned for Lake Road plant auxiliary steam, fuel consumed for that purpose is properly allocated between the electric and industrial steam sales systems.

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QUARTERLY COST ADJUSTMENT RIDER (Continued) STEAM
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DETAILS: (Continued)

2. The Company will make quarterly rate filings with the Commission to adjust the Quarterly Cost Adjustment Rider. Each quarterly rate adjustment will include the fuel costs from the preceding quarter. The Current Quarterly Cost Adjustment factors will be calculated by dividing the fuel costs by the preceding twelve (12) month billing determinants; provided, however, that in the event that steam BTU billing units in a computation period increase or decrease by more than five percent (5%) compared to the corresponding period one year earlier Company may make an adjustment to the historic billing determinants for use in the denominator of the Current Quarterly Cost Adjustment rate computation. Each Quarterly Cost Adjustment will remain in effect for twelve (12) months.
3. There are provisions for prudence reviews and the true-up of revenues collected with costs intended for collection. The reconciliation account shall track, adjust and return true-up amounts and any prudence amounts not otherwise refunded. Fuel costs collected in rates will be refundable based on true-up results and findings in regard to prudence. Adjustments, if any, necessary by Commission order pursuant to any prudence review shall also be placed in the reconciliation account for collection unless a separate refund is ordered by the Commission. A reconciliation rate shall be established at a level designed to bring the reconciliation account to zero over a period of not less than twelve (12) months, provided that an amortization period of twenty-four (24) months may be used, if needed in the Company's discretion, to minimize any extraordinary increases in energy charges. Other fuel cost refunds, or credits related to the operation of this rider may also flow through this reconciliation process, as ordered by the Commission. The Reconciliation Rate shall be calculated similarly to the CQCA. Any remaining over- or under-collection from the Reconciliation Rate shall be applied to the next Reconciliation Rate.
4. The quarterly rate adjustments will not include carrying costs related to the timing of fuel cost recovery.
5. In consideration of the intent to rely on an alignment of customer and Company interests in efficient operations, a two (2) step approach to the review of prudence review will be followed. In Step One, Commission Staff will review to ascertain:
 - A. that the concept of aligning of Company and customer interests is working as intended; and,
 - B. that no significant level of imprudent costs is apparent.

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QUARTERLY COST ADJUSTMENT RIDER (Continued) STEAM
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DETAILS: (Continued)

6. This review may be entirely a part of surveillance activity. Customers will be given timely notice, by the company of the results of the Step One review no later than 75 days after the end of each year. In consideration of Step One results, the Staff may proceed with Step Two, a full prudence review, if deemed necessary. A full prudence review, if pursued, shall be complete no later than 225 days after the end of each year. Such full prudence review shall be conducted no more often than once every twelve (12) months and shall concern the prior twelve (12) month period or calendar year only, provided however that the full prudence review addressing the first partial year, if pursued, will be included with a full prudence review of the first full calendar year of operation of this rate mechanism.
7. Any customer or group of customers may make application to initiate a complaint for the purpose of pursuing a prudence review by use of the existing complaint process. The application for the complaint and the complaint proceeding will not be prejudiced by the absence of a full (Step Two) prudence review by Staff.
8. Pursuant to any prudence review of fuel costs, whether by the Staff process or the complaint process, there will be no rate adjustment unless the resulting prudence adjustment amount exceeds 10% of the total of the fuel costs incurred in an annual review period.