

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

P.S.C. MO. No. 7 Original Sheet No. 49  
Canceling P.S.C. MO. No. \_\_\_\_\_ Original Sheet No. 49  
For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM (CYCLE 4)  
Schedule DSIM

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**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) Medium General Service (MGS), (4) Large General Service (LGS) and (5) 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 4 Plan and any remaining unrecovered charges from the MEEIA Cycle 3 Plan and 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 4 Plan, as well as Program Costs, TD and EO for commission approved business program projects completed by June 30, 2025 that will be counted under the MEEIA Cycle 3 Plan and any earned Earnings Opportunity earned (and ordered) attributable to MEEIA Cycle 3 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 4 and/or remaining unrecovered amounts for MEEIA Cycle 3 and Cycle 2.
  - ii. TD incurred in Cycle 4, and/or remaining unrecovered amounts for MEEIA Cycle 3 and Cycle 2.
  - iii. Amortization of any Earnings Opportunity Award (EO) ordered by the Missouri Public Service Commission (Commission), and/or remaining true-ups or unrecovered amounts for MEEIA Cycle 3 and Cycle 2.
- 3) Any Ordered Adjustments. Charges under this DSIM Rider shall continue after the anticipated plan period of MEEIA Cycle 4 [approved programs](#) 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 4 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 4 Plan demand-side management programs approved under the MEEIA. This will include any unrecovered amounts for Program Costs, TD from MEEIA and any Earnings Opportunity, etc. earned/remaining from MEEIA Cycle 3 and Cycle 2.

**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. 49.4.

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"Effective Period" (EP) means the six (6) months beginning with January 2025, and each six-month period there-after.

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

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**KANSAS CITY POWER & LIGHT COMPANY**

P.S.C. MO. No. 7 <sup>2<sup>nd</sup></sup>  Original Sheet No. 49A

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Cancelling P.S.C. MO. \_\_\_\_\_ <sup>1<sup>st</sup></sup>  Original Sheet No. 49A

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¶  
DEMAND SIDE INVESTMENT MECHANISM RIDER¶  
Schedule DSIM (Continued)¶

¶  
DEFINITIONS (Cont'd.) ¶

¶  
"MEEIA Cycle 1 Plan" consists of the 12 demand-side programs and the DSIM described in the approved MEEIA Cycle 1 filing in Docket No. EO-2014-0095 and as amended by Commission approved filings.¶

¶  
"kWh/kW Targets" over the MEEIA Cycle 1 Plan ¶  
¶

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**KANSAS CITY POWER & LIGHT COMPANY**

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**Schedule DSIM (Continued)**

"Recovery Period" (RP) means the six (6) months beginning with the billing month of August 2014, and each six month period thereafter.

"Stipulation" means the Non-Unanimous Stipulation and Agreement Resolving Kansas City Power & Light Company's MEEIA Filing approved by the Commission in File No. EO-2014-0095, as it may be amended further by subsequent Commission orders.

"Short-Term Borrowing Rate" means (i) the daily one-month USD LIBOR rate, using the last previous 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 KCP&L Revolving Credit Agreement. A simple mathematical average of all the daily rates for the month is then computed.

"Throughput Disincentive - Net Shared Benefits" (TD-NSB) means the 2014 present value of the lifetime avoided costs (i.e., avoided energy, capacity, transmission and distribution, and probable environmental compliance costs) for the MEEIA Cycle 1 Plan using the deemed values, less the 2014 present value of Program Costs. Present values are determined using the Time-Value Adjustment Factor.

"Time-Value Adjustment Factor" means the factor used each month to convert amounts to present value. The factor is  $[1.06961 ^ (\text{Calendar Year} - 2014)]$ .

**DETERMINATION OF DSIM RATES**

The DSIM during each applicable RP is a dollar per kWh rate for each rate schedule calculated as follows:

$$\text{DSIM} = [\text{NPC} + \text{NTD} + \text{NPI} + \text{NOA}] / \text{PE}$$

Where:  
NPC = Net Program Costs for the applicable EP as defined below.

$$\text{NPC} = \text{PPC} + \text{PCR}$$

PPC = Projected Program Costs is an amount equal to Program Costs projected by the Company to be incurred during the applicable EP.

PCR = Program Costs Reconciliation is equal to the cumulative difference, if any, between the PPC revenues billed resulting from the application of the DSIM through the end of the previous RP and the actual Program Costs incurred through the end of the previous EP (which will reflect projections through the end of the previous EP and RP due to timing of adjustments). Such amounts shall include monthly interest on cumulative over- or under-balances at the Company's monthly Short-Term Borrowing Rate.

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**Schedule DSIM (Continued)¶**

¶ **DETERMINATION OF DSIM RATES (Cont'd.) ¶**

¶ NTD = Net Throughput Disincentive for the applicable EP as defined below. ¶

¶  $NTD = PTD + TDR$ ¶

¶ PTD = Projected Throughput Disincentive is the Company's TD-NSB Share projected by the Company to be incurred during the applicable EP. ¶

¶ TDR = Throughput Disincentive Reconciliation is equal to the cumulative difference, if any, between the PTD revenues billed during the previous RP resulting from the application of the DSIM and the Company's TD-NSB Share through the end of the previous EP calculated pursuant to the Stipulation, (which will reflect projections through the end of the previous EP and RP due to timing of adjustments). Such amounts shall include monthly interest on cumulative over- or under-balances at the Company's monthly Short-Term Borrowing Rate. ¶

¶ NPI = Net Performance Incentive for the applicable EP as defined below. ¶

¶  $NPI = PI + PIR$ ¶

¶ PI = Performance Incentive is equal to the Performance Incentive Award monthly amortization multiplied by the number of billing months in the applicable RP. ¶

¶ The monthly amortization shall be determined by dividing the Performance Incentive Award by the number of billing months from the billing month of the first DSIM after the determination of the Performance Incentive Award and 18 billing months following the end of the EP in which the Performance Incentive Award is determined. The PI shall be divided evenly among the 3 applicable EPs, and carrying costs shall not accrue on the PI. ¶

¶ PIR = Performance Incentive Reconciliation is equal to the cumulative difference, if any, between the PI revenues billed during the previous RP resulting from the application of the DSIM and the monthly amortization of the Performance Incentive Award through the end of the previous EP (which will reflect projections through the end of the previous EP and RP due to timing of adjustments). Such amounts shall include monthly interest on cumulative over- or under-balances at the Company's monthly Short-Term Borrowing Rate.¶

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**Schedule DSIM (Continued)¶**

**¶ DETERMINATION OF DSIM RATES (Cont'd.) ¶**

¶ NOA = Net Ordered Adjustment for the applicable EP as defined below. ¶

¶ NOA = OA + OAR¶

¶ OA = Ordered Adjustment is the amount of any adjustment to the DSIM ordered by the Commission as a result of prudence reviews and/or corrections under this DSIM Rider. Such amounts shall include monthly interest at the Company's monthly Short-Term Borrowing Rate. ¶

¶ OAR = Ordered Adjustment Reconciliation is equal to the cumulative difference, if any, between the OA revenues billed during the previous RP resulting from the application of the DSIM and the actual OA ordered by the Commission through the end of the previous EP (which will reflect projections through the end of the previous EP and RP due to timing of adjustments). Such amounts shall include monthly interest on cumulative over- or under-balances at the Company's monthly Short-Term Borrowing Rate. ¶

¶ PE = Projected Energy, in kWh, forecasted to be delivered to the customers to which the DSIM Rider applies during the applicable RP. ¶

¶ The DSIM components and total DSIM applicable to the individual rate schedules shall be rounded to the nearest \$0.00001. ¶

¶ Allocation of costs for each rate schedule for the MEEIA Cycle 1 Plan will be made in accordance with the Stipulation. ¶

¶ This DSIM Rider shall not be applicable to customers that have satisfied the opt-out provisions contained in Section 393.1075.7, RSMo. ¶

**¶ 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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**EVERGY METRO, INC. d/ba EVERGY MISSOURI METRO**

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For Missouri Retail Service Area

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**Schedule DSIM (Continued) DEMAND SIDE INVESTMENT MECHANISM CHARGE**  
Effective immediately following the Commission Order approving MEEIA Cycle 2:  
¶  
(See Sheet 490 for CYCLE 2)  
¶  
DSIM Components and Total DSIM  
¶  
Rate Schedule

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**KANSAS CITY POWER & LIGHT COMPANY**

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**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. ¶

¶ 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 2 Plan & any remaining unrecovered balances from the MEEIA Cycle 1 Plan DSIM. Those charges include: ¶

Program Costs, Throughput Disincentive (TD), and Earnings Opportunity Award (if any) for the MEEIA Cycle 2 Plan, as well as Program Costs and TD-NSB Share for commission approved C&I program projects completed by June 30 2016 that will be counted under the MEEIA Cycle 1 Plan, as outlined in S&A found in EO-2015-0240; and any earned Performance Incentive earned (and ordered) attributable to MEEIA Cycle 1 as set out in File No EO-2014-0095. ¶

¶ 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 2 and/or remaining true-ups or unrecovered amounts for MEEIA Cycle 1, ¶
- ii) TD Share incurred in Cycle 2 and/or remaining true-ups or unrecovered amounts for MEEIA Cycle 1, and ¶
- iii) Amortization of any Performance Incentive (PI) Award or Earnings Opportunity ordered by the Missouri Public Service Commission (Commission) ¶

3) Any Ordered Adjustments. Charges under this DSIM Rider shall continue after the anticipated 36 month plan period of MEEIA Cycle 2 until such time as the charges described in items 1) and 2) above have been billed. ¶

¶ Charges arising from the MEEIA Cycle 2 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 2 Plan demand-side management programs approved under the MEEIA. This will include any unrecovered amounts for Program Costs, TD-NSB Share from MEEIA Cycle 1, and/or Performance Incentive, etc. earned/remaining from MEEIA Cycle 1 that is expected to begin recovery in January 2017. The Cycle 1 Performance Incentive Award methodology, including Cycle 1 Targets are set out in Sheet Nos. 49 through 49E and can be found in the May 27, 2015 Non-Unanimous Stipulation & Agreement found in EO-2014-0095. ¶

**¶ DEFINITIONS¶**

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

¶ "Company's 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. 49K. ¶

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Schedule DSIM (Continued)

**DEFINITIONS (Cont'd)**

"Effective Period" (EP) means the six (6) months beginning with January of 2016, and each six month period there-after.

"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, but not limited to 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-2014-0095 & corresponding tariffs.

"MEEIA Cycle 2 Plan" consists of the 16 demand-side programs and the DSIM described in the MEEIA Cycle 2 Filing, following Commission approval and order granted under Docket No EO-2015-0240, including the extension of Cycle 2 (Extension) following Commission approval and order granted under Docket No EO-2015-0240.

"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.

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Schedule DSIM (Continued)  
¶  
"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 \$7.4M if 100% of the planned targets are achieved. EO is capped at \$15.5M, which reflects adjustment for TD verified by EM&V. Potential Earnings Opportunity adjustments are described on Sheet No. 49M. The Earnings Opportunity Matrix outlining the payout rates, weightings, and caps can be found in 49P.¶  
¶  
Short-Term Borrowing Rate" means (i) the daily one-month USD LIBOR rate, using the last previous 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 KCP&L 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.¶

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**Schedule DSIM (Continued)¶**  
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**DETERMINATION OF DSIM RATES¶**  
¶  
The DSIM during each applicable EP is a dollar per kWh rate for each rate schedule calculated as follows:¶  
¶  
 $DSIM = [NPC + NTD + NEO + NOA]/PE¶$   
¶  
Where: ¶  
NPC = Net Program Costs for the applicable EP as defined below. ¶  
¶  
 $NPC = PPC + PCR¶$   
¶  
PPC = Projected Program Costs is an amount equal to Program Costs projected by the Company to be incurred during the applicable EP, including any unrecovered Cycle 1 Program Cost that will utilize an amortization period as outlined in Stipulation & Agreement filed in Docket EO-2015-0240 . ¶  
¶  
PCR = Program Costs Reconciliation is equal to the cumulative difference between the PPC revenues billed resulting from the application of the DSIM through the end of the previous EP and the actual Program Costs incurred through the end of the previous EP (which will reflect projections through the end of the previous EP due to timing of adjustments). Such amounts shall include monthly interest on cumulative over- or under-balances at the Company's monthly Short-Term Borrowing Rate. ¶  
¶  
¶  
NTD = Net Throughput Disincentive for the applicable EP as defined below. ¶  
¶  
 $NTD = PTD + TDR¶$   
¶  
PTD = Projected Throughput Disincentive is the Company's TD projected by the Company to be incurred during the applicable EP, including any unrecovered TD-NSB that will utilize an amortization period as outlined in Stipulation & Agreement filed in Docket EO-2015-0240. For the detailed methodology for calculating the TD, see Sheet 49K.¶  
¶  
TDR = Throughput Disincentive Reconciliation is equal to the cumulative difference, if any, between the PTD revenues billed during the previous EP resulting from the application of the DSIM and the Company's TD through the end of the previous EP calculated pursuant to the MEEIA Cycle 1 or 2 Application, as applicable (which will reflect projections through the end of the previous EP due to timing of adjustments). Such amounts shall include monthly interest on cumulative over- or under-balances at the Company's monthly Short-Term Borrowing Rate. ¶  
¶  
NEO = Net Earnings Opportunity for the applicable EP as defined below. ¶  
¶  
 $NEO = EO + EOR¶$   
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**DEMAND SIDE INVESTMENT MECHANISM RIDER (CYCLE 2)**¶  
**Schedule DSIM (Continued)**¶  
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**DETERMINATION OF DSIM RATES (Cont'd.)** ¶  
 ¶  
 EO = Earnings Opportunity is equal to the Earnings Opportunity Award monthly amortization multiplied by the number of billing months in the applicable EP. This will also include any Performance Incentive as set out in Cycle 1 and addressed on Sheet No. 49C.¶  
 ¶  
 The monthly amortization shall be determined by dividing the Earnings Opportunity Award by the number of billing months from the billing month of the first DSIM after the determination of the Earnings Opportunity Award and 24 calendar months following that first billing month. ¶  
 ¶  
 EOR =Earnings Opportunity Reconciliation is equal to the cumulative difference, if any, between the EO revenues billed during the previous EP resulting from the application of the DSIM and the monthly amortization of the Earnings Opportunity Award through the end of the previous EP (which will reflect projections through the end of the previous EP due to timing of adjustments). Such amounts shall include monthly interest on cumulative over- or under-balances at the Company's monthly Short-Term Borrowing Rate.¶  
 ¶  
 NOA = Net Ordered Adjustment for the applicable EP as defined below. ¶  
 ¶  
 NOA = OA + OAR¶  
 ¶  
 OA = Ordered Adjustment is the amount of any adjustment to the DSIM ordered by the Commission as a result of prudence reviews and/or corrections under this DSIM Rider. Such amounts shall include monthly interest at the Company's monthly Short-Term Borrowing Rate. ¶  
 ¶  
 OAR = Ordered Adjustment Reconciliation is equal to the cumulative difference, if any, between the OA revenues billed during the previous EP resulting from the application of the DSIM and the actual OA ordered by the Commission through the end of the previous EP (which will reflect projections through the end of the previous EP due to timing of adjustments). Such amounts shall include monthly interest on cumulative over- or under-balances at the Company's monthly Short-Term Borrowing Rate. ¶  
 ¶  
 PE = Projected Energy, in kWh, forecasted to be delivered to the customers to which the DSIM Rider applies during the applicable RP. ¶  
 ¶  
 The DSIM components and total DSIM applicable to the individual rate schedules shall be rounded to the nearest \$0.00001. ¶  
 ¶  
 Allocation of costs for each rate schedule for the MEEIA Cycle 1 and MEEIA Cycle 2 Plans will be made in accordance with the Stipulations in Dockets EO-2014-0095 and EO-2015-0240. ¶  
 ¶  
 This DSIM Rider shall not be applicable to customers that have satisfied the opt-out provisions contained in Section 393.1075.7, RSMo.¶  
 ¶

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

P.S.C. MO. No. 7 ~~2<sup>nd</sup>~~ Revised Sheet No. 49K

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**Schedule DSIM (Continued)**

**CALCULATION OF TD**

Monthly Throughput Disincentive = the sum of the Throughput Disincentive Calculation for all programs applicable to (1) Residential and (2) Non-Residential customers.

For purposes of this tariff, the term "Residential Class" and "Non-Residential Class" shall refer to the rates as outlined in Table of Contents, Sheet No TOC-2. Residential Class includes Residential Service. Non-Residential Class includes all rates as identified under the category Commercial & Industrial, which includes Small General Service, Medium General Service, Large General Service and Large Power Service, Thermal Storage Rider and Time-Related Pricing.

**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.

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 this MEEIA Cycle 2. In the event more than one general rate case resulting in new rates becoming effective during the accrual and collection of TD\$ pursuant to this MEEIA Cycle 2, the Rebasing Adjustment shall include each and every prior Rebasing Adjustment calculation.

LS = Load Shape. The Load Shape is the monthly load shape percent for each program, (attached as Appendix G to the Stipulation found in EO-2015-0240).

NMR = Net Margin Revenue. Net Margin revenue values for each class are provided on Tariff Sheet 49P.

NTGF = Net to Gross Factor. The Net to Gross Factor is 0.85.

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:

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

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**Deleted: DEMAND SIDE INVESTMENT MECHANISM RIDER (CYCLE 2)**

**Deleted: Schedule DSIM (Continued) CALCULATION OF TD (Cont.)**

¶  
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 is given as follows, for each Measure: ¶  
Prior to finalization of EM&V for Cycle 2, 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 TRM (attached as Appendix F to the Stipulation filed in EO-2015-0240). ¶  
After finalization of EM&V for Cycle 2, Year 1 programs, for Measures not under the programs as 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 2). ¶  
For Measures Business Energy Efficiency Rebate – Custom, Strategic Energy Management, Block Bidding, Whole House Efficiency, Income-Eligible Multi-Family and Income Eligible Weatherization (2016 only), 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 2.¶  
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 attached as Appendix A.¶  
Programs – MEEIA Cycle 2 programs listed in Tariff Sheet No. 1.04C and added in accordance with the Commission’s rule 4 CSR 240-20.094(4).¶  
TRM – Company Technical Resource Manual (attached as Appendix F) and updated based on EM&V ex-post gross adjustments determined for Year 1 no later than 24 months after the commencement of Cycle 2.¶  
¶  
¶

DATE OF ISSUE: April 29, 2024 DATE EFFECTIVE: January 1, 2025  
ISSUED BY: Darrin R. Ives, Vice President Kansas City, MO

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**KANSAS CITY POWER & LIGHT COMPANY**

P.S.C. MO. No. 7 2<sup>nd</sup> Revised Sheet No. 49M

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For Missouri Retail Service Area

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**Earnings Opportunity Determination**

The EO shall be calculated using the matrix in tariff Sheet No. 49P. The EO will not go below \$0. The EO target at 100% is \$7.4 million. Before adjustments reflecting TD EM&V including NTG, the EO cannot go above \$10.5 million. The EO including adjustments reflecting TD EM&V including NTG cannot go above \$15.5 million. The cap is based on current program levels. If Commission-approved new programs are added in the years 2017 and 2018, 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 shall be adjusted for the difference, with carrying costs at the KCP&L monthly Allowance for Funds Used During Construction (AFUDC) rate compounded semi-annually, between the TD\$ billed and what the TD\$ billed would have been if:

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,

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.

**Other DSIM Provisions**

The Company shall file an update to the NMR rates by Class by month 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.

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**KANSAS CITY POWER & LIGHT COMPANY**

P.S.C. MO. No. 7 1st  Original Sheet No. 49N  
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Cancelling P.S.C. MO. \_\_\_\_\_  Original Sheet No. 49N  
 Revised  
For Missouri Retail Service  
Area

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**Schedule DSIM (Continued)**

**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.

**Discontinuing the DSIM**

The Company reserves the right to discontinue the entire MEEIA Cycle 2 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 any unrecovered Program Costs and TD.

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**KANSAS CITY POWER & LIGHT COMPANY**

P.S.C. MO. No. 7 ~~8th~~  Original Sheet No. 490

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For Missouri Retail Service  
Area

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MECHANISM RIDER (Cycle 2)†

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SIDE INVESTMENT MECHANISM CHARGE†  
DSIM Components and Total DSIM†

†  
†  
Rate Schedule

DATE OF ISSUE: April 29, 2024  
ISSUED BY: Darrin R. Ives, Vice President

DATE  
EFFECTIVE: January 1, 2025  
Kansas City, MO

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Public



**KANSAS CITY POWER & LIGHT COMPANY**

P.S.C. MO. No. 7 5th Revised Sheet No. 49P

Cancelling P.S.C. MO. 7 4th Revised Sheet No. 49P

For Missouri Retail Service Area

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

	January	February	March	April
RES Margin less fuel	\$0.07460	\$0.07662	\$0.07824	\$0.08332
SGS Margin less fuel	\$0.06725	\$0.06744	\$0.06912	\$0.07279
MGS Margin less fuel	\$0.04380	\$0.04420	\$0.04542	\$0.04847
LGS Margin less fuel	\$0.02704	\$0.02727	\$0.02802	\$0.03012
LPS Margin less fuel	\$0.00795	\$0.01073	\$0.01059	\$0.01018

Proposed Metric	Payout rate	Payout unit
Opower: criteria will be effective, prudent spend of budget	N/A	
EE & Tstat MWh (Excl. Opower, DRI, & IEMF): criteria will be the cumulative of the 1st yr incremental MWh during the 3 year plan	\$8.31	\$/MWh
EE Coincident MW (Excl. Opower, DRI, Tstat, & IEMF): criteria will be cumulative of the 1st year MW reduction during the 3 year plan, coincident with system peak	\$114,741.01	\$/MW
Thermostat MW impact: criteria will be cumulative of the MW reduction during 3 year plan, coincident with system peak	\$91,941.81	\$/MW
DR Incentive (DRI) MW of Ramping (growth from year 1 planned to year 3 actual) (year 1 is 10 MW - KCP&L-MO and 20 MW in GMO)	\$75,000.00	\$/MW
Income Eligible Multi-Family (IEMF): criteria will be effective, prudent spend of budget	N/A	
Total Cap Including TD Adjustments		

- Note:
1. Targets based on cumulative savings at the meter
  2. The payout rate will be multiplied by the payout unit up to
  3. MWh & MW targets are rounded to the nearest kWh & kW
  4. Payout rate rounded to the nearest \$0.01

Deleted: The Earnings Opportunity Matrix for Program Year 4 is contained in Exhibit B with the MEEIA Cycle 2 Extension Stipulation.

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DATE OF

ISSUE: April 29, 2024

DATE EFFECTIVE: January 1, 2025

ISSUED BY: Darrin R. Ives, Vice President

1200 Main, Kansas City, MO 64105

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

P.S.C. MO. No. 7 Original Sheet No. 49.1

Canceling P.S.C. MO. No. \_\_\_\_\_ Original Sheet No. \_\_\_\_\_

For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 4)  
Schedule DSIM (Continued)

**DEFINITIONS:** (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 program costs for direct and indirect incentive payments to encourage customer and/or retail partner participation in programs and cost of measures, which are provided at no cost as part of the program.

**Deleted:** 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 4 Plan" consists of the demand-side programs and the DSIM described in the Non-Unanimous Stipulation and Agreement, which became effective following Commission order and approval of the MEEIA Cycle 4 Plan under EO-2023-0369.

**Deleted:** MEEIA Cycle 4 Filing

"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 4 Earnings Opportunity" (EO) means the annual incentive ordered by the Commission based on actual performance verified through EM&V against planned targets. The Combined Companies' Energy Efficiency, Meter and Event Management, Residential Cycle 4 EO for non-demand response programs available in other jurisdictions is 2023-0369. The Energy Efficiency Meter and Event Management Residential Cycle 4 EO for demand response programs is 2023-0369. See tariff sheet No. 49.9 for details of the EO metrics.

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**Deleted:** EO based on budget metrics for all programs excluding Residential Demand Response and Business Demand Response programs for 2025-2028 2027 will be \$31,986,1522,256,437 if 100% achievement of the planned targets are met. EO is capped at \$39,982,690. Potential Earnings Opportunity adjustments are described on Sheet No. 49.8. The Earnings Opportunity Matrix outlining the payout rates, and weightings, and caps can be found at Sheet No. 49.9. The Combined Companies' EO based on budget metrics will be allocated to each jurisdiction by each company's respective contribution to each EO Metric listed in the matrix in tariff Sheet No. 49.9. Evergy Missouri Metro's EO for the Residential Demand Response and Business Demand Response programs will be a combined \$3,248,827 if 100% achievement of the annual planned targets are met.

"Short-Term Borrowing Rate" means the daily one month 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 Metro Revolving Credit Agreement will be utilized. 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, 2025 and each six month period thereafter.

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Issued by: Darrin R. Ives, Vice President

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1200 Main, Kansas City, MO 64105

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

P.S.C. MO. No. 7 Original Sheet No. 49.2

Canceling P.S.C. MO. No. \_\_\_\_\_ Original Sheet No. \_\_\_\_\_

For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 4)  
Schedule DSIM (Continued)

**DETERMINATION OF DSIM RATES:**

The DSIM during each applicable EP is a dollar per kWh rate for each rate schedule calculated as follows:

$$DSIM = [NPC + NTD + NEO + NOA]/PE$$

Where:

NPC = Net Program Costs for the applicable EP, plus the succeeding EP, as defined below:

$$NPC = PPC + PCR$$

PPC = Projected Program Costs is an amount equal to Program Costs projected by the Company to be incurred during the applicable EP, plus the succeeding EP, including any unrecovered Cycle 3 and Cycle 2 Program Costs associated with long-lead projects, final EM&V costs and other true-ups.

PCR = Program Costs Reconciliation is equal to the cumulative difference, if any, between the NPC revenues billed resulting from the application of the DSIM through the end of the previous EP and the actual Program Costs incurred through the end of the previous EP (which will reflect projections through the end of the previous EP due to timing of adjustments). Such amounts shall include monthly interest on cumulative over- or under-balances at the Company's monthly Short-Term Borrowing Rate.

NTD = Net Throughput Disincentive for the applicable EP, plus the succeeding EP, as defined below:

$$NTD = PTD + TDR$$

PTD = Projected Throughput Disincentive is the Company's TD projected by the Company to be incurred during the applicable EP, plus the succeeding EP, including any unrecovered Cycle 3 and Cycle 2 TD. For the detailed methodology for calculating the TD, see Sheet Nos. 49.4 to 49.6.

TDR = Throughput Disincentive Reconciliation is equal to the cumulative difference, if any, between the NTD revenues billed during the previous EP resulting from the application of the DSIM and the Company's TD through the end of the previous EP calculated pursuant to the MEEIA Cycle 4 application, as applicable (which will reflect projections through the end of the previous EP due to timing of adjustments). Such amounts shall include monthly interest on cumulative over- or under- balances at the Company's monthly Short-Term Borrowing Rate.

NEO = Net Earnings Opportunity for the applicable EP, plus the succeeding EP, as defined below:

$$NEO = EO + EOR$$

EO = Earnings Opportunity is equal to the Earnings Opportunity Award monthly amortization multiplied by the number of billing months in the applicable EP, plus the succeeding EP.

MEEIA Cycle 4 monthly amortization shall be determined by dividing the annual Earnings Opportunity Award by the number of billing months from the billing month of the first DSIM after the determination of the annual Earnings Opportunity Award and 12 calendar months following that first billing month.

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

P.S.C. MO. No. 7 Original Sheet No. 49.3  
 Canceling P.S.C. MO. No. \_\_\_\_\_ Original Sheet No. \_\_\_\_\_

For Missouri Retail Service Area

**DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 4)**  
 Schedule DSIM (Continued)

**EOR** = Earnings Opportunity Reconciliation is equal to the cumulative difference, if any, between the NEO revenues billed during the previous EP resulting from the application of the DSIM and the monthly amortization of the EO Award through the end of the previous EP (which will reflect projections through the end of the previous EP due to timing of adjustments). Such amounts shall include monthly interest on cumulative over- or under- balances at the Company's monthly Short-Term Borrowing Rate.

**NOA** = Net Ordered Adjustment for the applicable EP as defined below:

$$NOA = OA + OAR$$

**OA** = Ordered Adjustment is the amount of any adjustment to the DSIM ordered by the Commission as a result of prudence reviews and/or corrections under this DSIM Rider. Such amounts shall include monthly interest at the Company's monthly Short-Term Borrowing Rate.

**OAR** = Ordered Adjustment Reconciliation is equal to the cumulative difference, if any, between the NOA revenues billed during the previous EP resulting from the application of the DSIM and the actual OA ordered by the Commission through the end of the previous EP (which will reflect projections through the end of the previous EP due to timing of adjustments). Such amounts shall include monthly interest on cumulative over- or under-balances at the Company's monthly Short-Term Borrowing Rate.

**PE** = Projected Energy, in kWh, forecasted to be delivered to the customers to which the DSIM Rider applies during the applicable RP, plus the succeeding RP.

The DSIM components and total DSIM applicable to the individual rate schedules shall be rounded to the nearest \$0.00001.

**MEEIA Cycle 4 Program Costs, Throughput Disincentive, and Earnings Opportunity are allocated based on the revenues that each program is applicable to i.e. the class participating in the program and by allocation class allocations for the program year are based on program-year participation.**

**Cost Allocation(s) by Program:**

Program Name	Cost Allocation Description
Modified PAYS™	Residential <sup>3</sup>
Income-Eligible Multi-Family	Residential <sup>3</sup> and Non-Residential by Class kWh Participation <sup>2</sup>
Whole Business Efficiency	Non-Residential by Class kWh Participation <sup>2</sup>
Home Demand Response	Residential <sup>3</sup>
Business Demand Response	Non-Residential by Class kW Participation <sup>4</sup>
Urban Heat Island	Residential <sup>3</sup> and Non-Residential by billed kWh sales by class <sup>5</sup>

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 Issued by: Darrin R. Ives, Vice President

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**Deleted:** Allocation of MEEIA Cycle 4 Program Costs, TD and EO for each rate schedule for the MEEIA Cycle 4 Plan will be allocated as outlined in EO-2023-0369 below:  
**Program Name Cost Allocation Description**  
 Modified PAYS™ Residential \*\*  
 Income-Eligible Multi-Family Residential \*\* and Business, by Class kWh Participation  
 Whole Business Efficiency Business by Class kWh Participation  
 Residential Demand Response Residential \*\*  
 Business Demand Response Business by Class kW Participation (excluding opt-out customers) \*\*\*  
 Urban Heat Island Residential \*\* and Business, by billed kWh sales by class  
 \* Monthly amounts are allocated based on kWh/kW participation program year-to-date; if kWh/kW participation is not available for the program year-to-date, prior year's FERC Form 1 page 304 reported billed kWh by class, net of opt-out will be used.  
 \*\* Residential class allocations will not further allocate by the more granular time-of-use rate schedules.  
 \*\*\* Estimate based on MEEIA 3 cumulative average kW participation by class until actual kW participation by class is known, then actual kW participation by class will be used.

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 Cost Allocation(s) by Program:  
 Program Name Cost Allocation Description  
 Modified PAYS™ Residential  
 Income-Eligible Multi-Family Residential<sup>3</sup> and Non-Residential by Class kWh Participation  
 Whole Business Efficiency Non-Residential by Class kWh Participation  
 Residential Demand Response Residential  
 Business Demand Response Non-Residential by Class kW Participation  
 Urban Heat Island Residential<sup>3</sup> and Non-Residential by billed kWh sales by class

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

P.S.C. MO. No. 7 Original Sheet No. 49.4

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For Missouri Retail Service Area

**DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 4)  
Schedule DSIM (Continued)**

*(This rider shall not be applicable to customers that have satisfied the opt-out provisions contained in Section 393. Section 393.1075.7, RSMo.1075.7, RSMo.)*

*Monthly Throughput Disincentive Dollars (TD\$) shall be calculated as follows: TD\$ = Current Month Year-To-Date Amount \* Current Month Year-To-Date Participation % by Class - (Prior Month Year-To-Date Amount \* Prior Month Year-To-Date Participation % by Class). If KWH participation is not available for the program year-to-date, the most recent available FERC Form 1 open DSM reported total KWH by class shall be used for participation and for year-to-date.*

*Residential class allocations will not further allocate by the peak, off-peak, or super off-peak time periods.*

*Monthly amounts are allocated based on program KWH participation (excluding opt-out customers) by class program year-to-date as follows: Monthly Amount = (Current Month Year-To-Date Amount \* Current Month Year-To-Date Participation % by Class - (Prior Month Year-To-Date Amount \* Prior Month Year-To-Date Participation % by Class)) \* (KWH participation by class for the program year-to-date). The year-to-date program KWH participation by class is used until actual KWH participation by class is known, then actual KWH participation by class will be used. Amounts for program KWH and customer participation will be allocated by class based on the program KWH participation of opt-out customers.*

This DSIM Rider shall not be applicable to customers that have satisfied the opt-out provisions contained in Section 393. Section 393.1075.7, RSMo.1075.7, RSMo.

**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. The Throughput Disincentive Dollars calculated for each program will be allocated to the rate classes (1) Residential and (2) Non-Residential: Small General Service (SGS), (3) Non-Residential: Large General Service (LGS), and (4) Non-Residential: Large Power Service (LPS) as described on Tariff Sheet No. 49.3. The Residential allocation will be calculated by summing the product of MS, NMR, and NTGF for (a) Residential non-Modified PAYS™, subdivided by peak, off-peak, and super off-peak time periods, and (b) Modified PAYS™ for each Residential rate plan, subdivided by peak, off-peak, and super off-peak time periods.

NMR = Net Margin Revenue. Net margin revenue values are shown below. The Company shall file an update to NMR rates by month by rate class/rate plan 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.

**i. Non-Residential**

	January	February	March	April	May	June	July	August	September	October	November	December
SGS Margin less fuel	\$0.06725	\$0.06744	\$0.06912	\$0.07279	\$0.07637	\$0.09959	\$0.09262	\$0.09120	\$0.09078	\$0.07222	\$0.07537	\$0.07078
MGS Margin less fuel	\$0.04380	\$0.04420	\$0.04542	\$0.04847	\$0.05182	\$0.07214	\$0.06748	\$0.06694	\$0.06668	\$0.04747	\$0.05041	\$0.04676
LGS Margin less fuel	\$0.02704	\$0.02727	\$0.02802	\$0.03012	\$0.03130	\$0.04397	\$0.04091	\$0.04114	\$0.03981	\$0.02777	\$0.03053	\$0.02845
LPS Margin less fuel	\$0.00795	\$0.01073	\$0.01059	\$0.01018	\$0.01032	\$0.01276	\$0.01102	\$0.01199	\$0.01154	\$0.00949	\$0.00982	\$0.00996

**ii. Residential non-Modified PAYS™, subdivided by peak, off-peak, and super off-peak time periods**

	January	February	March	April	May	June	July	August	September	October	November	December
RES-Peak Margin less fuel	\$0.10290	\$0.10290	\$0.10290	\$0.10290	\$0.10290	\$0.10390	\$0.10390	\$0.10390	\$0.10390	\$0.10290	\$0.10290	\$0.10290
RES-Off-Peak Margin less fuel	\$0.09180	\$0.09180	\$0.09180	\$0.09180	\$0.09180	\$0.11592	\$0.11592	\$0.11592	\$0.11592	\$0.09180	\$0.09180	\$0.09180
RES-Super Off-Peak Margin less fuel	\$0.07458	\$0.07458	\$0.07458	\$0.07458	\$0.07458	\$0.10949	\$0.10949	\$0.10949	\$0.10949	\$0.07458	\$0.07458	\$0.07458

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 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).

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	January	February	March
SGS Margin less fuel	\$0.06725	\$0.06744	\$0.06912
MGS Margin less fuel	\$0.04380	\$0.04420	\$0.04542
LGS Margin less fuel	\$0.02704	\$0.02727	\$0.02802
LPS Margin less fuel	\$0.00795	\$0.01073	\$0.01059

Deleted: Modified PAYS™, subdivided by peak, off-peak, and super off-peak time periods

Deleted: NMR = Net Margin Revenue. Net Margin revenue values for each class are provided on Tariff Sheet No. 49.9

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Issued by: Darrin R. Ives, Vice President

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

P.S.C. MO. No. 7 Original Sheet No. 49.4.1

Canceling P.S.C. MO. No. \_\_\_\_\_ Revised Sheet No. \_\_\_\_\_

For Missouri Retail Service Area

**DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 4)  
Schedule DSIM (Continued)**

**iii. Modified PAYS™, subdivided by peak, off-peak, and super off-peak time periods**

	January	February	March	April	May	June	July	August	September	October	November	December
RPKA Rate-PeakMargin less fuel	\$0.09489	\$0.09489	\$0.09489	\$0.09489	\$0.09489	\$0.13139	\$0.13139	\$0.13139	\$0.13139	\$0.09489	\$0.09489	\$0.09489
RPKA Rate-Off-PeakMargin less fuel	\$0.09239	\$0.09239	\$0.09239	\$0.09239	\$0.09239	\$0.12139	\$0.12139	\$0.12139	\$0.12139	\$0.09239	\$0.09239	\$0.09239
RPKA Rate-Super Off-PeakMargin less fuel	\$0.08239	\$0.08239	\$0.08239	\$0.08239	\$0.08239	\$0.11139	\$0.11139	\$0.11139	\$0.11139	\$0.08239	\$0.08239	\$0.08239
RTOU Rate-PeakMargin less fuel	\$0.25687	\$0.25687	\$0.25687	\$0.25687	\$0.25687	\$0.31848	\$0.31848	\$0.31848	\$0.31848	\$0.25687	\$0.25687	\$0.25687
RTOU Rate-Off-PeakMargin less fuel	\$0.08885	\$0.08885	\$0.08885	\$0.08885	\$0.08885	\$0.09313	\$0.09313	\$0.09313	\$0.09313	\$0.08885	\$0.08885	\$0.08885
RTOU Rate-Super Off-PeakMargin less fuel	\$0.02720	\$0.02720	\$0.02720	\$0.02720	\$0.02720	\$0.03678	\$0.03678	\$0.03678	\$0.03678	\$0.02720	\$0.02720	\$0.02720
RTOU2 Rate-PeakMargin less fuel	\$0.09356	\$0.09356	\$0.09356	\$0.09356	\$0.09356	\$0.36373	\$0.36373	\$0.36373	\$0.36373	\$0.09356	\$0.09356	\$0.09356
RTOU2 Rate-Off-PeakMargin less fuel	\$0.09356	\$0.09356	\$0.09356	\$0.09356	\$0.09356	\$0.07627	\$0.07627	\$0.07627	\$0.07627	\$0.09356	\$0.09356	\$0.09356
RTOU2 Rate-Super Off-PeakMargin less fuel	\$0.03701	\$0.03701	\$0.03701	\$0.03701	\$0.03701	\$0.07627	\$0.07627	\$0.07627	\$0.07627	\$0.03701	\$0.03701	\$0.03701
RTOU3 Rate-PeakMargin less fuel	\$0.25350	\$0.25350	\$0.25350	\$0.25350	\$0.25350	\$0.33924	\$0.33924	\$0.33924	\$0.33924	\$0.25350	\$0.25350	\$0.25350
RTOU3 Rate-Off-PeakMargin less fuel	\$0.07147	\$0.07147	\$0.07147	\$0.07147	\$0.07147	\$0.10005	\$0.10005	\$0.10005	\$0.10005	\$0.07147	\$0.07147	\$0.07147
RTOU3 Rate-Super Off-PeakMargin less fuel	\$0.00320	\$0.00320	\$0.00320	\$0.00320	\$0.00320	\$0.01035	\$0.01035	\$0.01035	\$0.01035	\$0.00320	\$0.00320	\$0.00320

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	January	February	March
RPKA Rate-PeakMargin less fuel	\$0.09489	\$0.09489	\$0.09489
RPKA Rate-Off-PeakMargin less fuel	\$0.09239	\$0.09239	\$0.09239
RPKA Rate-Super Off-PeakMargin less fuel	\$0.08239	\$0.08239	\$0.08239
RTOU Rate-PeakMargin less fuel	\$0.25687	\$0.25687	\$0.25687
RTOU Rate-Off-PeakMargin less fuel	\$0.08885	\$0.08885	\$0.08885
RTOU Rate-Super Off-PeakMargin less fuel	\$0.02720	\$0.02720	\$0.02720
RTOU2 Rate-PeakMargin less fuel	\$0.09356	\$0.09356	\$0.09356
RTOU2 Rate-Off-PeakMargin less fuel	\$0.09356	\$0.09356	\$0.09356
RTOU2 Rate-Super Off-PeakMargin less fuel	\$0.03701	\$0.03701	\$0.03701
RTOU3 Rate-PeakMargin less fuel	\$0.25350	\$0.25350	\$0.25350
RTOU3 Rate-Off-PeakMargin less fuel	\$0.07147	\$0.07147	\$0.07147
RTOU3 Rate-Super Off-PeakMargin less fuel	\$0.00320	\$0.00320	\$0.00320

NTGF = Net to Gross Factors by MEEIA Cycle 4 programs are as follows:

Factors by MEEIA Cycle 4 program are as follows:

Program	NTG
Whole Business Efficiency	0.70
Business Demand Response	N/A
Modified PAYS™	1.00
Income-Eligible Multi-Family	1.00
Home Demand Response	N/A
Urban Heat Island	N/A

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 Deleted: Hard-to-Reach Businesses  
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**EVERGY METRO, INC. d/b/a EVERGY MISSOURI METRO**

P.S.C. MO. No. 7 Original Sheet No. 49.5

Canceling P.S.C. MO. No. \_\_\_\_\_ Original Sheet No. \_\_\_\_\_

For Missouri Retail Service Area

**DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 4)  
Schedule DSIM (Continued)**

**Throughput Disincentive Calculation: (continued)**

**MS =** The sum of all Programs' Monthly Savings in kWh, for a given month, grouped by Non-Residential (1) SGS, (2) MGS, (3) LGS, or (4) LPS rate class; (5) Residential non-Modified PAYS™, subdivided by peak, off-peak, and super off-peak time periods; and (6) Modified PAYS™ for each Residential rate plan, subdivided by peak, off-peak, and super off-peak time periods. The Monthly Savings in kWh for each Program shall be determined by the formula:

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

**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 4. 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 4, 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, subdivided by peak, off-peak and super off-peak and end use category for residential programs, as follows:

Program Name	End Use Category	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
PAYS Program-Peak	HVAC	0.77%	0.62%	0.40%	0.11%	0.54%	3.00%	4.39%	4.11%	2.16%	0.19%	0.25%	0.72%	17.27%
PAYS Program-Off-Peak	HVAC	5.71%	4.73%	3.12%	1.26%	0.81%	8.95%	12.91%	12.50%	8.13%	0.58%	2.47%	4.82%	65.98%
PAYS Program-Super Off-Peak	HVAC	2.91%	2.41%	1.88%	0.95%	0.13%	0.54%	1.50%	1.36%	0.83%	0.37%	1.40%	2.44%	16.75%
PAYS Program-Peak	Other	1.72%	1.54%	1.49%	1.51%	1.17%	1.08%	1.05%	0.84%	1.12%	1.41%	1.27%	1.49%	15.66%
PAYS Program-Off-Peak	Other	8.24%	7.40%	7.71%	6.19%	5.25%	4.68%	4.45%	3.79%	4.71%	5.61%	6.85%	7.04%	71.93%
PAYS Program-Super Off-Peak	Other	1.07%	0.97%	1.00%	1.29%	1.14%	1.02%	0.99%	0.87%	1.02%	1.17%	0.90%	0.97%	12.42%
Fast Track Program-Peak	HVAC	0.00%	0.00%	0.00%	0.00%	0.87%	4.83%	7.08%	6.63%	3.48%	0.29%	0.00%	0.00%	23.19%
Fast Track Program-Off-Peak	HVAC	0.00%	0.00%	0.00%	0.03%	1.13%	14.43%	20.81%	20.15%	13.10%	0.31%	0.00%	0.00%	69.95%
Fast Track Program-Super Off-Peak	HVAC	0.00%	0.00%	0.00%	0.00%	0.00%	0.88%	2.42%	2.19%	1.37%	0.00%	0.00%	0.00%	6.86%
Fast Track Program-Peak	Other	1.67%	1.53%	1.51%	1.53%	1.14%	1.07%	1.02%	0.76%	1.07%	1.34%	1.21%	1.37%	15.24%
Fast Track Program-Off-Peak	Other	8.60%	7.77%	8.19%	6.47%	5.29%	4.75%	4.43%	3.57%	4.71%	5.67%	7.09%	7.11%	73.64%
Fast Track Program-Super Off-Peak	Other	0.92%	0.83%	0.88%	1.24%	1.05%	0.95%	0.91%	0.75%	0.95%	1.08%	0.77%	0.79%	11.12%
Income Eligible Program-Peak	HVAC	0.00%	0.00%	0.00%	0.00%	0.87%	4.83%	7.08%	6.63%	3.48%	0.29%	0.00%	0.00%	23.19%
Income Eligible Program-Off-Peak	HVAC	0.00%	0.00%	0.00%	0.03%	1.13%	14.43%	20.81%	20.15%	13.10%	0.31%	0.00%	0.00%	69.95%
Income Eligible Program-Super Off-Peak	HVAC	0.00%	0.00%	0.00%	0.00%	0.00%	0.88%	2.42%	2.19%	1.37%	0.00%	0.00%	0.00%	6.86%
Income Eligible Program-Peak	Other	1.81%	1.56%	1.51%	1.50%	1.27%	1.21%	1.25%	1.10%	1.33%	1.64%	1.47%	1.72%	17.38%
Income Eligible Program-Off-Peak	Other	7.12%	6.30%	6.70%	5.87%	5.53%	5.19%	5.27%	4.78%	5.37%	5.94%	6.50%	6.55%	71.13%
Income Eligible Program-Super Off-Peak	Other	0.99%	0.89%	0.97%	1.06%	1.02%	0.93%	0.95%	0.89%	0.95%	1.01%	0.88%	0.94%	11.49%
Whole Business Efficiency Program		3.73%	3.41%	6.19%	5.26%	7.01%	15.57%	18.02%	16.91%	10.62%	4.79%	4.77%	3.72%	100.00%

**Deleted: CALCULATION OF THROUGHPUT DISINCENTIVE: (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:¶

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Program Name	End Use Category	JAN	FEB
Modified PAYS™ Program-Peak	HVAC	outstanding	outstanding
Modified PAYS™ Program-Off-Peak	HVAC	outstanding	outstanding
Modified PAYS™ Program-Super Off-Peak	HVAC	outstanding	outstanding
Modified PAYS™ Program-Peak	Other	outstanding	outstanding
Modified PAYS™ Program-Off-Peak	Other	outstanding	outstanding
Modified PAYS™ Program-Super Off-Peak	Other	outstanding	outstanding
Income Eligible Program-Peak	HVAC	outstanding	outstanding
Income Eligible Program-Off-Peak	HVAC	outstanding	outstanding
Income Eligible Program-Super Off-Peak	HVAC	outstanding	outstanding
Income Eligible Program-Peak	Other	outstanding	outstanding
Income Eligible Program-Off-Peak	Other	outstanding	outstanding
Income Eligible Program-Super Off-Peak	Other	outstanding	outstanding
Whole Business Efficiency Program		7.46%	6.75%
Home Demand Response Program-Peak		0.00%	0.00%
Home Demand Response Program-Off-Peak		0.00%	0.00%
Home Demand Response Program-Super Off-Peak		0.00%	0.00%
Business Demand Response Program		4.24%	3.87%
UHI Mitigation Program		9.81%	8.91%

Program Name	End Use Category	JAN	FEB
Whole Home Efficiency Program-Peak	HVAC	0.20%	0.1
Whole Home Efficiency Program-Off-Peak	HVAC	1.49%	1.1
Whole Home Efficiency Program-Super Off-Peak	HVAC	0.76%	0.1
Whole Home Efficiency Program-Peak	Other	1.65%	1.1
Whole Home Efficiency Program-Off-Peak	Other	6.87%	6.1
Whole Home Efficiency Program-Super Off-Peak	Other	0.77%	0.1
Income Eligible Program-Peak	HVAC	0.43%	0.1
Income Eligible Program-Off-Peak	HVAC	3.18%	2.1
Income Eligible Program-Super Off-Peak	HVAC	1.62%	1.1
Income Eligible Program-Peak	Other	1.67%	1.1
Income Eligible Program-Off-Peak	Other	7.29%	6.1
Income Eligible Program-Super Off-Peak	Other	1.22%	1.1
Whole Business Efficiency Program		7.46%	6.1
Hard-to-Reach Businesses Program		8.32%	7.1
Home Demand Response Program-Peak		0.00%	0.1
Home Demand Response Program-Off-Peak		0.00%	0.1
Home Demand Response Program-Super Off-Peak		0.00%	0.1
Business Demand Response Program		4.24%	3.1
UHI Mitigation Program		9.81%	8.1
Pilots		8.33%	8.1

¶ Revised Loadshape table to come¶

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1200 Main, Kansas City, MO 64105

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

P.S.C. MO. No. 7 Original Sheet No. 49.6  
Canceling P.S.C. MO. No. \_\_\_\_\_ Original Sheet No. \_\_\_\_\_  
For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 4)  
Schedule DSIM (Continued)

**CALCULATION OF THROUGHPUT DISINCENTIVE: (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 4, Year 1 programs, for Measures not listed under those programs listed in (i) 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 4, Year 1 programs, for Measures not listed under those programs listed in (ii) 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 4).
- iii. For Custom Measures in MEEIA Cycle 4 programs: Whole Business Efficiency, **Modified PAYS<sup>TM</sup>**, 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 4

CM = Current calendar month

PM = Prior calendar month

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

Programs – MEEIA Cycle 4 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 4.

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

P.S.C. MO. No. 7 Original Sheet No. 49.7

Canceling P.S.C. MO. No. \_\_\_\_\_ Original Sheet No. \_\_\_\_\_

For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 4)  
Schedule DSIM (Continued)

**EARNINGS OPPORTUNITY ADJUSTMENT:**

The annual MEEIA Cycle 4 EO Award for 2025-2027 shall be calculated using applicable actual costs/MW applied to the metrics, in tariff Sheet No. 49.9. The Combined Companies' MEEIA Cycle 4 EO for non-demand response programs available in billed jurisdiction is \$0,986,437. The Combined Companies' EO for non-demand response programs will be allocated to each jurisdiction by respective program cost spend. The Evergy Missouri Metro Schedule Cycle 4 EO for non-demand response programs is \$3,275,301.

The Modified PAYS™ Earnings Opportunity Award for 2025-2028 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) 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 rate class/rate plan 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.

**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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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.¶

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.¶

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' EO will be allocated to each jurisdiction by each company's respective contribution to each EO Metric listed in the matrix in tariff Sheet No. 49.9.¶

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

P.S.C. MO. No. 7 Original Sheet No. 49.9  
 Canceling P.S.C. MO. No. \_\_\_\_\_ Original Sheet No. \_\_\_\_\_  
 For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 4)  
 Schedule DSIM (Continued)

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

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

	January	February	March	Apr
RES-Peak Margin less fuel	\$0.10290	\$0.10290	\$0.10290	\$0.1
RES-Off-Peak Margin less fuel	\$0.09180	\$0.09180	\$0.09180	\$0.0
RES-Super Off-Peak Margin less fuel	\$0.07458	\$0.07458	\$0.07458	\$0.0
SGS Margin less fuel	\$0.06725	\$0.06744	\$0.06912	\$0.0
MGS Margin less fuel	\$0.04380	\$0.04420	\$0.04542	\$0.0
LPS Margin less fuel	\$0.02704	\$0.02727	\$0.02802	\$0.0
LPS Margin less fuel	\$0.00795	\$0.01073	\$0.01059	\$0.0

**Net margin revenue rates for Modified PAYSTM throughput disincentive calculation:**

	January	February	March
RPKA Rate-PeakMargin less fuel	\$ 0.09489	\$ 0.09489	\$ 0.09489
RPKA Rate-Off-PeakMargin less fuel	\$ 0.09239	\$ 0.09239	\$ 0.09239
RPKA Rate-Super Off-PeakMargin less fuel	\$ 0.08239	\$ 0.08239	\$ 0.08239
RTOU Rate-PeakMargin less fuel	\$ 0.25687	\$ 0.25687	\$ 0.25687
RTOU Rate-Off-PeakMargin less fuel	\$ 0.08885	\$ 0.08885	\$ 0.08885
RTOU Rate-Super Off-PeakMargin less fuel	\$ 0.02720	\$ 0.02720	\$ 0.02720
RTOU2 Rate-PeakMargin less fuel	\$ 0.09356	\$ 0.09356	\$ 0.09356
RTOU2 Rate-Off-PeakMargin less fuel	\$ 0.09356	\$ 0.09356	\$ 0.09356
RTOU2 Rate-Super Off-PeakMargin less fuel	\$ 0.03701	\$ 0.03701	\$ 0.03701
RTOU3 Rate-PeakMargin less fuel	\$ 0.25350	\$ 0.25350	\$ 0.25350
RTOU3 Rate-Off-PeakMargin less fuel	\$ 0.07147	\$ 0.07147	\$ 0.07147
RTOU3 Rate-Super Off-PeakMargin less fuel	\$ 0.00320	\$ 0.00320	\$ 0.00320

Proposed EO Metric	Unit	\$/unit	Cumulative Cap	P11 Cumulative Budget/MWh/MW Metrics		P11 Cumulative EO	
				Target	Cap	Target	Cap
<b>RE Education/Pilot Budget Spend:</b> Includes Income Eligible, Urban Heat Island, Home, Hard-to-Reach, Business and Demand Response Education and Pilot programs.	\$/MWh/EOU	\$0.11	125%	9,611,149	12,013,936	\$1,067,472	\$1,334.1
<b>RE MWh:</b> criteria will be the evaluated 1st yr incremental MWh savings. Includes Residential and Business programs and excludes Income Eligible and Pilot programs.	\$/MWh	\$13.21	125%	79,041	98,803	\$1,044,078	\$1,305.6
<b>RE Coincident MWh:</b> criteria will be the evaluated incremental MW reduction, coincident with system peak. Includes Residential and Business programs and excludes Home and Business Demand Response, Income Eligible and Pilot programs.	\$/MW	\$125,854.28	125%	19	23.93	\$2,409,415	\$3,011.2
<b>Demand Response:</b> criteria will be cumulative evaluated MW enrolled. Includes Home and Business Demand Response programs.	\$/MW	\$18,041.70	125%	147	183.49	\$2,648,409	\$3,310.5
						\$7,169,374	\$8,961.3

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

P.S.C. MO. No. 7 Original Sheet No. 49.10  
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 For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 4)  
 Schedule DSIM (Continued)

Combined Companies' Proposed EO Metric (per program year)	Program Yr. 1	Program Yr. 2	Program Yr. 3	Total Cycle 4
<b>Income Eligible Multi-Family Program: 15% of incentive program costs</b>				
Budget incentive program costs <sup>2</sup>	\$ 1,657,826	\$ 1,657,825	n/a	\$ 3,315,651
Percent of incentive program costs	15.00%	15.00%	n/a	15.00%
IEMF potential EO	\$ 248,674	\$ 248,674	n/a	\$ 497,348
<b>Modified PAYS™ Program: 15% of incentive program costs</b>				
Budget incentive program costs <sup>2</sup>	\$ 2,666,458	\$ 2,666,459	n/a	\$ 5,332,917
Percent of incentive program costs	15.00%	15.00%	n/a	15.00%
Modified PAYS™ potential EO	\$ 399,969	\$ 399,969	n/a	\$ 799,938
<b>Whole Business Efficiency Program: 15% of incentive program costs</b>				
Budget incentive program costs <sup>2</sup>	\$ 2,342,178	\$ 2,342,177	n/a	\$ 4,684,355
Percent of incentive program costs	15.00%	15.00%	n/a	15.00%
WBE potential EO	\$ 351,327	\$ 351,327	n/a	\$ 702,654
<b>Urban Heat Island Program: 10% of total program costs</b>				
Budget total program costs <sup>2</sup>	\$ 990,330	\$ 857,580	\$ 717,080	\$ 2,564,990
Percent of incentive program costs	10.00%	10.00%	10.00%	15.00%
UHI potential EO	\$ 99,033	\$ 85,758	\$ 71,708	\$ 256,499
<b>Combined Companies' total program potential EO</b>	<b>\$ 1,099,003</b>	<b>\$ 1,085,728</b>	<b>\$ 71,708</b>	<b>\$ 2,256,439</b>
Evergy Missouri Metro-specific Proposed EO Metric (per program year)	Program Yr. 1	Program Yr. 2	Program Yr. 3	Total Cycle 4
<b>Demand Response Programs (Residential and Non-Residential): \$10,487.27 per evaluated MW program participation</b>				
Budget evaluated MW program participation <sup>2</sup>	86.31398	106.29620	119.70193	312.31211
Amount per evaluated MW program participation	\$10,487.27	\$10,487.27	\$10,487.27	\$10,487.27
Total Demand Response potential EO <sup>3</sup>	\$ 905,198	\$ 1,114,757	\$ 1,255,346	\$ 3,275,301
<b>Evergy Missouri Metro total program potential EO</b>	<b>\$ 905,198</b>	<b>\$ 1,114,757</b>	<b>\$ 1,255,346</b>	<b>\$ 3,275,301</b>

<sup>1</sup> Incentive program costs - Program costs for direct or indirect incentive payments to encourage customer and/or retail partner participation in programs and the cost of measures, which are provided at no cost as part of the program.  
<sup>2</sup> The EO included in the DSIM Rider will be based on applicable actual costs or actual MW.  
<sup>3</sup> Demand Response potential EO is subject to a 65% per year vesting floor and a 100% cap. For Business Demand Response, no single customer can account for more than 30% of annual MW for the jurisdiction.

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<b>Combined Companies' Proposed EO Metric (per program year)</b>
<b>Income Eligible Multi-Family Program: 15% of incentive program costs</b>
Budget incentive program costs
Percent of incentive program costs
IEMF potential EO
<b>Modified PAYS™ Program: 15% of incentive program costs</b>
Budget incentive program costs
Percent of incentive program costs
Modified PAYS™ potential EO
<b>Whole Business Efficiency Program: 15% of incentive program costs</b>
Budget incentive program costs
Percent of incentive program costs
WBE potential EO
<b>Urban Heat Island Program: 10% of total program costs</b>
Budget total program costs
Percent of incentive program costs
UHI potential EO
<b>Combined Companies' total program potential EO</b>
<b>Evergy Missouri Metro-specific Proposed EO Metric (per program year)</b>
<b>Demand Response Programs (Residential and Non-Residential): \$10,487.27 per evaluated MW program participation</b>
Budget evaluated MW program participation
Amount per evaluated MW program participation
Total Demand Response potential EO <sup>2</sup>
<b>Evergy Missouri Metro total program potential EO</b>

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