

**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

**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.

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.

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

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

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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.

"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.

"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' (Evergy Missouri Metro and Evergy Missouri West) potential Cycle 4 EO for non-demand-response programs available in either jurisdiction is \$2,256,439. The Evergy Missouri Metro potential Cycle 4 EO for demand-response programs is \$3,275,301. See tariff Sheet No. 49.9 for details of the EO metrics..

"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.

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

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

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

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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 class(es)<sup>1</sup> that each program is applicable to (i.e. the class participating in the program) and by jurisdiction. Class allocations for the program year are based on program-year participation.

Cost Allocation(s) by Program:

| <u>Program Name</u>          | <u>Cost Allocation Description</u>   |
|------------------------------|--|
| 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>2</sup> |

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

P.S.C. MO. No. 7

Original Sheet No. 49.4

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

Original Sheet No. \_\_\_\_\_

For Missouri Retail Service Area

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

<sup>1</sup> The participating rate classes are: (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).

<sup>2</sup> Monthly amounts are allocated based on kWh participation 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) . If kWh participation is not available for the program year-to-date, the most recent available FERC Form 1 page 304 reported billed kWh by class (excluding opt-out customers), will be used.

<sup>3</sup> Residential class allocations will not further allocate by the more granular time-of-use rate schedules.

<sup>4</sup> Monthly amounts are allocated based on program kW 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). If the kW participation is not available for the program year-to-date, the prior year's program kW participation by class is used until actual kW participation by class is known, then actual kW participation by class will be used. Amounts attributable to opt-out customer participation will be allocated by class based on the program kW participation of non-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 | \$0.16350 | \$0.16350 | \$0.16350 | \$ 0.16350 | \$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 | \$0.10349 | \$0.10349 | \$0.10349 | \$ 0.10349 | \$0.07458 | \$ 0.07458 | \$ 0.07458 |

Issued: October 15, 2024  
Issued by: Darrin R. Ives, Vice President

Effective: January 1, 2025  
1200 Main, Kansas City, MO 64105

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

**P.S.C. MO. No.** 7

Original Sheet No. 49.4.1

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

Revised Sheet No. \_\_\_\_\_

For Missouri Retail Service Area

**DEMAND SIDE 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 |

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

Factors by MEEIA Cycle 4 program are as follows:

| <b>Program</b>               | <b>NTG</b> |
|------------------------------|------------|
| 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        |

**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

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| <p>DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 4)<br/>Schedule DSIM (Continued)</p> |
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**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%  | 0.85%  | 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% |

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

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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 (iii) 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 (iii) 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™, 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**

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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 potential Cycle 4 EO for non-demand-response programs available in either jurisdiction is \$2,256,439. The Combined Companies EO for non-demand-response programs will be allocated to each jurisdiction by respective program cost spend. The Evergy Missouri Metro potential Cycle 4 EO for demand-response programs is \$3,275,301.

The Modified PAYS™ Earnings Opportunity Award for 2025-2026 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.

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

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 For Missouri Retail Service Area

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

**DISCONTINUING THE DSIM:**

The Company reserves the right to discontinue the entire MEEIA Cycle 4 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 of any unrecovered Program Costs and TD.

**DEMAND SIDE INVESTMENT MECHANISM CHARGE:**

Effective upon Commission approval in Case No. EO-2023-0369 MEEIA Cycle 4 Filing.

DSIM COMPONENTS AND TOTAL DSIM

| Rate Schedule                             | Cycle        | NPC/PE<br>(\$/kWh) | NTD/PE<br>(\$/kWh) | NEO/PE<br>(\$/kWh) | NOA/PE<br>(\$/kWh) | Total DSIM<br>(\$/kWh) |
|---|--------------|--------------------|--------------------|--------------------|--------------------|------------------------|
| <b>Residential<br/>Service</b>            | Cycle 2      |                    |                    |                    |                    |                        |
|   | Cycle 3      |                    |                    |                    |                    |                        |
|   | Cycle 4      |                    |                    |                    |                    |                        |
|   | <b>Total</b> |                    |                    |                    |                    |                        |
| <b>Non-Residential<br/>Service - SGS</b>  | Cycle 2      |                    |                    |                    |                    |                        |
|   | Cycle 3      |                    |                    |                    |                    |                        |
|   | Cycle 4      |                    |                    |                    |                    |                        |
|   | <b>Total</b> |                    |                    |                    |                    |                        |
| <b>Non- Residential<br/>Service - MGS</b> | Cycle 2      |                    |                    |                    |                    |                        |
|   | Cycle 3      |                    |                    |                    |                    |                        |
|   | Cycle 4      |                    |                    |                    |                    |                        |
|   | <b>Total</b> |                    |                    |                    |                    |                        |
| <b>Non- Residential<br/>Service - LGS</b> | Cycle 2      |                    |                    |                    |                    |                        |
|   | Cycle 3      |                    |                    |                    |                    |                        |
|   | Cycle 4      |                    |                    |                    |                    |                        |
|   | <b>Total</b> |                    |                    |                    |                    |                        |
| <b>Non- Residential<br/>Service - LPS</b> | Cycle 2      |                    |                    |                    |                    |                        |
|   | Cycle 3      |                    |                    |                    |                    |                        |
|   | Cycle 4      |                    |                    |                    |                    |                        |
|   | <b>Total</b> |                    |                    |                    |                    |                        |

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

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

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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 |
|---|---------------|---------------|---------------|---------------|
|---|---------------|---------------|---------------|---------------|

**Income Eligible Multi-Family Program: 15% of incentive program costs**

|   |                   |                   |            |                   |
|---|-------------------|-------------------|------------|-------------------|
| 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%            |
| <b>IEMF potential EO</b>                    | <b>\$ 248,674</b> | <b>\$ 248,674</b> | <b>n/a</b> | <b>\$ 497,348</b> |

**Modified PAYS™ Program: 15% of incentive program costs**

|   |                   |                   |            |                   |
|---|-------------------|-------------------|------------|-------------------|
| 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%            |
| <b>Modified PAYS™ potential EO</b>          | <b>\$ 399,969</b> | <b>\$ 399,969</b> | <b>n/a</b> | <b>\$ 799,938</b> |

**Whole Business Efficiency Program: 15% of incentive program costs**

|   |                   |                   |            |                   |
|---|-------------------|-------------------|------------|-------------------|
| 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%            |
| <b>WBE potential EO</b>                     | <b>\$ 351,327</b> | <b>\$ 351,327</b> | <b>n/a</b> | <b>\$ 702,654</b> |

**Urban Heat Island Program: 10% of total program costs**

|   |                  |                  |                  |                   |
|---|------------------|------------------|------------------|-------------------|
| 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%            |
| <b>UHI potential EO</b>                 | <b>\$ 99,033</b> | <b>\$ 85,758</b> | <b>\$ 71,708</b> | <b>\$ 256,499</b> |

**Combined Companies' total program potential EO**

|                     |                     |                  |                     |
|---------------------|---------------------|------------------|---------------------|
| <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 |
|--|---------------|---------------|---------------|---------------|
|--|---------------|---------------|---------------|---------------|

**Demand Response Programs (Residential and Non-Residential): \$10,487.27 per evaluated MW program participation**

|  |                   |                     |                     |                     |
|--|-------------------|---------------------|---------------------|---------------------|
| 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         |
| <b>Total Demand Response potential EO<sup>3</sup></b>  | <b>\$ 905,198</b> | <b>\$ 1,114,757</b> | <b>\$ 1,255,346</b> | <b>\$ 3,275,301</b> |

**Evergy Missouri Metro total program potential EO**

|                   |                     |                     |                     |
|-------------------|---------------------|---------------------|---------------------|
| <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.

**KANSAS CITY POWER & LIGHT COMPANY**

P.S.C. MO. No. 7 2<sup>nd</sup>

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Sheet No. 49A

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For Missouri Retail Service  
Area

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**KANSAS CITY POWER & LIGHT COMPANY**

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**KANSAS CITY POWER & LIGHT COMPANY**

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

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**KANSAS CITY POWER & LIGHT COMPANY**

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**KANSAS CITY POWER & LIGHT COMPANY**

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**KANSAS CITY POWER & LIGHT COMPANY**

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

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**KANSAS CITY POWER & LIGHT COMPANY**

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Revised

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**KANSAS CITY POWER & LIGHT COMPANY**

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**KANSAS CITY POWER & LIGHT COMPANY**

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**KANSAS CITY POWER & LIGHT COMPANY**

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