THE EMPIRE DISTRICT ELECTRIC COMPANY d.b.a. LIBERTY

P.S.C. Mo. No. 6 Sec. A 3rd Revised Sheet No. 1

Canceling P.S.C. Mo. No. 6 Sec. A 2nd Revised Sheet No. 1

For ALL TERRITORY

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DESCRIPTION OF MISSOURI
SERVICE TERRITORY

Christian County[1,2]
All of County

Dade County

Township	Range	Sections
30	25	1-36
30	26	1-36
30	27	1-36
30	28	1-36
30	29	1, 12, 13, 24, 25, 36
31	25	1-36
31	26	1-36
31	27	1-5, 8-36, part of 7
31	28	13-36, parts of 7-12
31	29	13, 24, 25, 36, part of 12
32	25	1-36
32	26	1-36
32	27	1-5, 8-17, 20-29, 32-36
33	25	25-36
33	26	25-36
33	27	25-29, 32-36

Dallas County

Township	Range	Sections
31	20	1-12
32	19	1-18
32	20	1-36
33	19	1-36
33	20	1-36
34	19	1-36
34	20	1-36
35	19	1-36
35	20	1-36
36	19	1-36
36	20	1-36

[1] The Company's right and obligation to serve in Christian County is subject to the terms of the Territorial Agreements between the Company and Ozark Electric Cooperative approved in EO-2011-0085.

[2] The Company's right and oblivation to serve in Christian County is subject to the terms of the Territorial Agreements between the Company and White River Valley Electric Cooperative approved in EO-2012-0192.

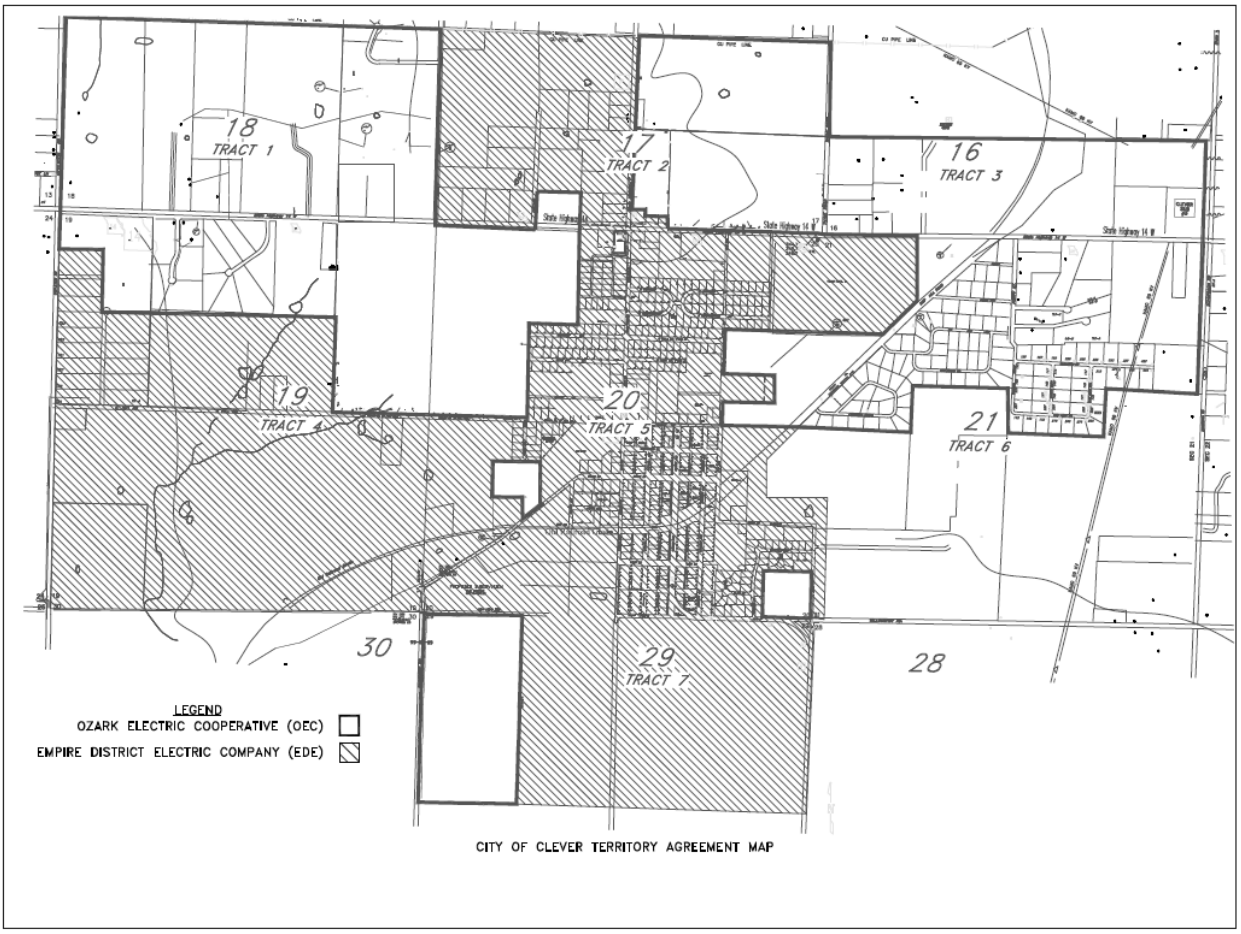
THE EMPIRE DISTRICT ELECTRIC COMPANY d.b.a. LIBERTY

P.S.C. Mo. No. 6 Sec. B 2nd Revised Sheet No. 20b

Canceling P.S.C. Mo. No. 6 Sec. B 1st Revised Sheet No. 20b

For ALL TERRITORY

CITY OF CLEVER IN CHRISTIAN COUNTY



CLEVER, MO (As described in case EO-2011-0085)

Exclusive Service Area of Ozark

Ozark Electric Cooperative Territory

Tract 1 S18 T27 R23
S ½

Tract 2 S17 T27 R23
N ½ SE ¼ and SE ¼ SE ¼ and E ½ SW ¼ SE ¼ and NW ¼ SW ¼ SE ¼ and N ½ SW ¼ SW ¼ SE ¼ and N ½ E ½ S ½ SW ¼ SW ¼ SE ¼ and N ½ SE ¼ SW ¼ SW ¼ SW ¼ SE ¼ and S ½ SW ¼ SE ¼ SW ¼ and S ½ N ½ SW ¼ SE ¼ SW ¼ and SE ¼ SE ¼ SW ¼ SW ¼ SE ¼

Tract 3 S16 T27 R23
S ½ S

DATE OF ISSUE January 21, 2026 DATE EFFECTIVE February 20, 2026
ISSUED BY Charlotte Emery, Senior Director Rates and Regulatory Affairs, Joplin, MO

CITY OF CLEVER IN CHRISTIAN COUNTY

Tract 4 S19 T27 R23
NE ¼ NW ¼ and E ½ NW ¼ NW ¼ and N ½ NW ¼ NW ¼ NW ¼ and N ½ S ½ NW ¼ NW ¼ NW ¼ and N½ NE ¼ and SE ¼ NE ¼

Tract 5 S20 T27 R23
E ½ NE ¼ NE ¼ NE ¼ NW ¼ and W ½ NW ¼ and W ½ NE ¼ NW ¼

E ½ SE ¼ NE ¼ and S ½ SW ¼ SE ¼ NE ¼ and NW ¼ SE ¼ NE ¼ and SE ¼ SE ¼ SE ¼

SE ¼ SW ¼ NE ¼ NW ¼ SW ¼ and S ½ SE ¼ NE ¼ NW ¼
SW ¼ and E ½ NW ¼ SE ¼ NW ¼ SW ¼ and NE ¼ SE ¼ NW ¼ SW ¼ and W ½ W ½ SW ¼ NE ¼ SW ¼ lying North of Old Wire Road

Tract 6 S21 T27 R23
SW ¼ NW ¼ and NE ¼ NW ¼ and N ½ SE ¼ NW ¼ and W ½ NE ¼ and NE ¼ NE ¼ and N ½ SE ¼ NE ¼ and SE ¼ NW ¼ NW ¼ South and East of Mop Road

Tract 7 S29 T27 R23
W ½ NW ¼

Exclusive Service Area of Empire

Empire District Electric Company Territory

Tract 1 S18 T27 R23
None

Tract 2 S17 T27 R23
W ½ SW ¼ and NE ¼ SW ¼ and E ½ SE ¼ SW ¼ and NW ¼ SE ¼ SW ¼ and N ½ N ½ SW ¼ SE ¼ SW ¼ and N ½ S ½ N ½ SW ¼ SE ¼ SW ¼ and S ½ S ½ SW ¼ SW ¼ SE ¼ and N ½ SW ¼ SW ¼ SW ¼ SE ¼

Tract 3 S16 T27 R23
None

Tract 4 S19 T27 R23
S ½ and SW ¼ NE ¼ and S ½ NW ¼ and SW ¼ NW ¼ NW ¼ and S ½ S ½ NW ¼ NW ¼ NW ¼

Tract 5 S20 T27 R23
SE ¼ NE ¼ NW ¼ and S ½ NE ¼ NE ¼ NW ¼ and NW ¼ NE ¼ NE ¼ NW ¼ and W ½ NE ¼ NE ¼ NE ¼ NW ¼ and SE ¼ NW ¼

W ½ NE ¼ and NE ¼ NE ¼ and N ½ SW ¼ SE ¼ NE ¼

S ½ SW ¼ and W ½ NW ¼ SW ¼ and N ½ NE ¼ SW ¼ and NE ¼ NW ¼ SW ¼ and S ½ SE ¼ NW ¼ SW ¼ and W ½ NW ¼ SE ¼ NW ¼ SW ¼

E ½ NE ¼ SW ¼ and N ½ NW ¼ NE ¼ SW ¼ and NW ¼ SW ¼ NW ¼ NE ¼ SW ¼ and E ½ SW ¼ NW ¼

CITY OF CLEVER IN CHRISTIAN COUNTY

SE ¼ NW ¼ NE ¼ SW ¼ and E ½ SW ¼ NE ¼ SW ¼ and S ½ NE ¼ NE ¼ SW ¼ and NW ¼ SW ¼ SE ¼ NW ¼ SW ¼ and SW ¼ SW ¼ SW ¼ NE ¼ SW ¼ lying South of Old Wire Road

W ½ SE ¼ and SW ¼ SE ¼ SE ¼ and N ½ SE ¼ SE ¼ and W ½ NE ¼ SE ¼ and S ½ SE ¼ NE ¼ SE ¼ and NE ¼ NE ¼ SE ¼ North of Mop Road

Tract 6 S21 T27 R23
NW ¼ NW ¼ North and West of Mop Road and W ½ W ½ W ½ SW ¼ SW ¼ and W ½ W ½ SW ¼ NW ¼ SW ¼

Tract 7 S29 T27 R23
E ½ NW ¼ and NE ¼

SERVICE AREA AGREEMENT BETWEEN OZARK ELECTRIC AND EMPIRE DISTRICT ELECTRIC COMPANY

EO-2019-0381

In accordance with the Third Territorial Agreement between The Empire District Electric Company and Ozark Electric Cooperative dated June 7, 2019 and approved by the Commission in a Report and Order in Case No. EO-2019-0381, issued on July 31, 2019, effective August 30, 2019 the area within the boundaries described on this sheet, will become the exclusive service area of Ozark Electric Cooperative pursuant to the terms of that Third Territorial Agreement. Under its terms, Empire will not be permitted to provide retail electric service within the parcel of land located within the city limits of Ozark, Missouri in Christian County, Missouri, and it will be exclusively served electrically by Ozark Electric.

The metes and bounds description of the parcel is as follows:

PROPERTY DESCRIPTION OF THE KISSEE REPEATER STATION PARCEL (2526.5 Sq Ft, 0.058 ACRES): A PART OF THE NORTHEAST QUARTER (NEl/4) OF THE SOUTHWEST QUARTER (SWl/4) OF SECTION 3, TOWNSHIP TWENTY-SEVEN NORTH (T27N), RANGE TWENTY-ONE WEST (R21W) OF THE 5th PRINCIPAL MERIDIAN IN CHRISTIAN COUNTY, MISSOURI, THAT IS MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT AN IRON PIN WITH AN ALUMINUM CAP SET AT THE NORTHWEST CORNER OF SAID SECTION 3; THENCE S01°07'59"E, ALONG THE WEST LINE OF SAID SECTION 3, A DISTANCE OF 1488.40 FEET TO THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 3; THENCE CONTINUING S01°07'59"E, ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 3, A DISTANCE OF 1323.02 FEET TO THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 3, (SAID CORNER ALSO BEING THE WEST QUARTER CORNER OF SAID SECTION 3); THENCE N89°35'40"E, ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 3, A DISTANCE OF 1319.11 FEET TO THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 3; THENCE S01°11'20"E, ALONG THE WEST LINE OF SAID NEl/4 OF THE SWl/4 OF SAID SECTION 3, A DISTANCE OF 43.61 FEET TO THE POINT OF INTERSECTION OF THE WEST LINE OF SAID NEl/4 OF THE SWl/4 OF SAID SECTION 3 WITH THE SOUTH BOUNDARY LINE OF MODOT HIGHWAY "J"; THENCE S01°11'20"E, ALONG THE WEST LINE OF SAID NEl/4 OF THE SWl/4 OF SAID SECTION 3, A DISTANCE OF 16.52 FEET TO A 5/8"Dia. IRON PIN (PLS-2199) SET 56.51 FEET RIGHT OF MODOT HWY CENTERLINE STATION 207+72.05, SAID POINT BEING AT THE SOUTHWEST CORNER OF A TRIANGULAR PARCEL THAT WAS ACQUIRED BY MODOT BY GENERAL WARRANTY DEED DATED 11 JULY 2014 THAT IS RECORDED IN THE CHRISTIAN COUNTY RECORDER DEED RECORDS IN BOOK 2014 AT PAGE 8486, AND SAID SET IRON PIN MARKS THE TRUE POINT OF BEGINNING OF THE KISSEE REPEATER STATION PARCEL; THENCE S01°11 '20"E, ALONG THE WEST LINE OF SAID NEl/4 OF THE SWl/4 OF SAID SECTION 3, A DISTANCE OF 33.88 FEET TO A

5/8"Dia. IRON PIN (PLS-2199) SET IN SAID LINE AT THE SOUTHWEST CORNER OF THE KISSEE REPEATER STATION PARCEL; THENCE N87°34'16"E, ALONG THE SOUTH LINE OF SAID KISSEE REPEATER STATION PARCEL, A DISTANCE OF 53.00 FEET TO A 5/8"Dia. IRON PIN (PLS-2199) SET AT THE SOUTHEAST CORNER OF SAID KISSEE REPEATER STATION PARCEL; THENCE N0l°16'42" W, ALONG THE EAST LINE OF SAID KISSEE REPEATER STATION PARCEL, A DISTANCE OF 51.74 FEET TO A 5/8"Dia. IRON PIN (PLS-2199) THAT IS SET 40 FEET RIGHT OF MODOT HWY "J" CENTERLINE STATION 208+25.66 IN THE SOUTH BOUNDARY LINE OF MODOT HIGHWAY "J" AT THE NORTHEAST CORNER OF SAID KISSEE REPEATER STATION PARCEL; THENCE WESTERLY ALONG THE SOUTHERLY BOUNDARY LINE OF MODOT HIGHWAY "J" THAT IS ALONG A 12317.68 FEET RADIUS CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 00°08'49", A CHORD DISTANCE OF 31.58 FEET, A CHORD BEARING OF S86°04'75"W, AN ARC LENGTH OF CURVE DISTANCE OF 31.58 FEET TO A 5/8"Dia. IRON PIN (PLS-2199) SET IN SAID MODOT HIGHWAY "J" SOUTHERLY BOUNDARY LINE THAT IS 40 FEET RIGHT OF MODOT CENTERLINE STATION 207+94.19; THENCE S49°29'55"W, ALONG THE SOUTHEASTERLY SIDE OF A (176.4 Sq Ft, 0.004 ACRE) TRIANGULAR PARCEL ACQUIRED BY MODOT BY GENERAL WARRANTY DEED DATED 11 JULY 2014 THAT IS RECORDED IN THE CHRISTIAN COUNTY RECORDER DEED RECORDS IN BOOK 2014 AT PAGE 8486, A DISTANCE OF 27.62 FEET TO THE ABOVE MENTIONED TRUE POINT OF BEGINNING. SAID KISSEE REPEATER STATION PARCEL CONTAINS (2526.5 Sq Ft, 0.058 ACRES) AND IS SUBJECT TO ANY EASEMENTS, RESTRICTIONS AND ENCUMBRANCES OF RECORD, IF ANY. ALSO, THIS KISSEE REPEATER STATION PARCEL IS SUBJECT TO AND IS TOGETHER WITH "RIGHT-OF-WAY AND EASEMENTS ACCESS RIGHTS" TO AND FROM A 50 FEET BY 50 FEET SQUARE TRACT OF LAND HAVING TERMS AND CONDITIONS STIPULATED IN ONE CHRISTIAN COUNTY, MISSOURI CIRCUIT COURT CASE No. 3240 DATED THE 13th DAY OF MAY, 1964 BY JUDGMENT DECREE IN FAVOR OF SOUTHWESTERN BELL TELEPHONE COMPANY THAT IS RECORDED IN BOOK 140 AT PAGE 49 IN THE CHRISTIAN COUNTY, MISSOURI RECORDER DEED RECORDS. SAID KISSEE REPEATER STATION PARCEL IS AS SHOWN ON SURVEY JOB No. 19-0411-7 BY D. NELSON MACKEY, PLS-2199, AND SAID SURVEY IS INCORPORATED FULLY HEREIN BY REFERENCE.

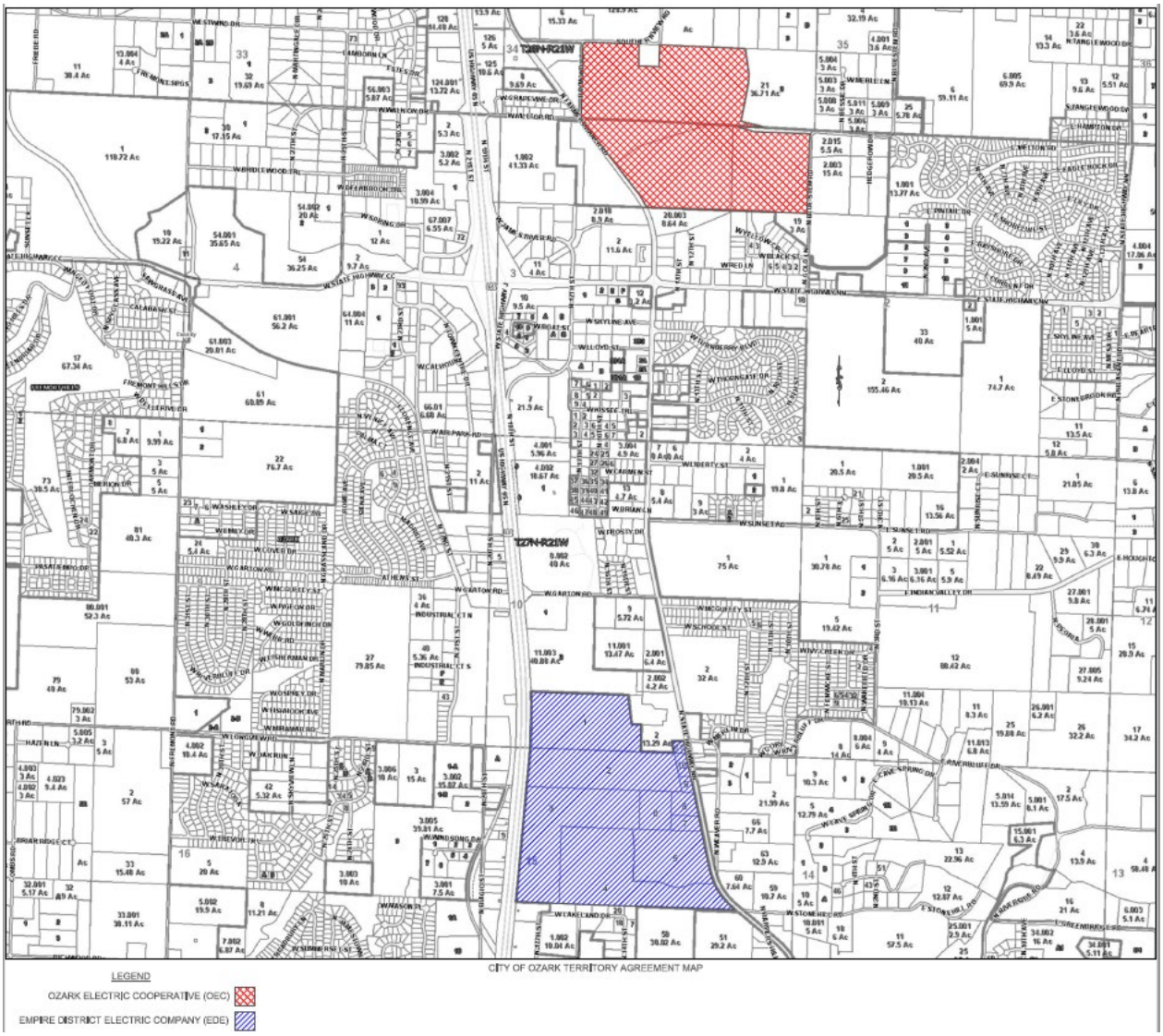
THE EMPIRE DISTRICT ELECTRIC COMPANY d.b.a. LIBERTY

P.S.C. Mo. No. 6 Sec. B 1st Revised Sheet No. 20g

Canceling P.S.C. Mo. No. 6 Sec. B Original Sheet No. 20g

For ALL TERRITORY

SERVICE AREA AGREEMENT BETWEEN OZARK ELECTRIC AND EMPIRE DISTRICT ELECTRIC COMPANY



EXCLUSIVE SERVICE TERRITORY OF THE EMPIRE DISTRICT ELECTRIC COMPANY

EO-2025-0253

In accordance with the 1st addendum to the Third Territorial Agreement between The Empire District Electric Company and Ozark Electric Cooperative, the service area of Empire District Electric Company boundaries are described on this map and the following tariff sheets.

The metes and bounds description of the parcel is as follows:

Parcel 1 Jai Ganesh, Inc
Book: 2021 Page: 19875
ID: 110210000000011000

PROPERTY DESCRIPTION OF TRACT 8-B:
A PART OF THE SOUTHWEST QUARTER (SW¼} OF SECTION TEN (10}, AND A PART OF THE NORTH HALF (N½} OF THE NORTH HALF (N½) OF THE NORTHEAST QUARTER (NE¼} AND THE NORTH HALF (N½} OF THE NORTHWEST QUARTER (NW¼} OF SECTION FIFTEEN (15}, TOWNSHIP TWENTY-SEVEN (27} NORTH, RANGE TWENTY-ONE (21} WEST OF THE 5TH P.M. IN CHRISTIAN COUNTY, MISSOURI, DESCRIBED AS FOLLOWS: COMMENCING AT AN EXISTING IRON PIN SET AT THE SOUTHEAST CORNER OF SAID SECTION TEN (10); THENCE NORTH 87°56'40" WEST, ALONG THE SOUTH LINE OF SAID SECTION TEN (10}, 2077.80 FEET TO AN IRON PIN (PLS-002199} SET AT THE POINT OF BEGINNING; THENCE SOUTH 11 °18'50" EAST, 678.78 FEET TO AN IRON PIN (PLS-002199) SET ON THE SOUTH LINE OF SAID NORTH HALF (N½} OF THE NORTH HALF (N½} OF THE NORTHEAST QUARTER (NE¼} OF SECTION FIFTEEN (15}; THENCE NORTH 87°56'14" WEST, ALONG SAID SOUTH LINE OF THE NORTH HALF (N½} OF THE NORTH HALF (N½} OF THE NORTHEAST QUARTER (NE¼) OF SECTION FIFTEEN (15}, 721.86 FEET TO AN IRON PIN (PLS-002199} SET AT THE SOUTHWEST CORNER OF SAID NORTH HALF (N½} OF THE NORTH HALF (N½} OF THE NORTHEAST QUARTER (NE¼) OF SECTION FIFTEEN (15}; THENCE NORTH 87°56'59" WEST, ALONG THE SOUTH LINE OF SAID NORTH HALF (N½} OF THE NORTH HALF (N½} OF THE NORTHWEST QUARTER (NW¼} OF SECTION FIFTEEN (15), 1921.61 FEET TO AN IRON PIN (PLS-002199} SET ON THE EAST BOUNDARY LINE OF U.S. HIGHWAY 65; THENCE NORTH 05°18'19" EAST, ALONG SAID EAST BOUNDARY LINE OF U.S. HIGHWAY 65, 237.27 FEET TO A POINT 125.00 FEET LEFT OF U.S. HIGHWAY 65 CENTERLINE STATION 165+93.1; THENCE NORTHEASTERLY AND NORTHERLY ALONG SAID EAST BOUNDARY LINE OF U.S. HIGHWAY 65 ALONG A CURVE TO THE LEFT HAVING AN ARC LENGTH OF 1421.16 FEET, A RADIUS OF 11583.97 FEET, THROUGH A CENTRAL ANGLE OF 07°01'45", (HAVING A CHORD BEARING OF NORTH 01 °47'26" EAST AND CHORD LENGTH OF 1420.27 FEET}, TO A POINT 125.00 FEET LEFT OF U.S. HIGHWAY 65 CENTERLINE STATION 151+87.28; THENCE LEAVING U.S. HIGHWAY 65 EAST BOUNDARY LINE AND RUN THENCE SOUTH 86°24'45" EAST, 1472.03 FEET TO AN IRON PIN (PLS-002199}; THENCE SOUTH 87°56'59" EAST, 200.00 FEET TO AN IRON PIN (PLS-002199}; THENCE SOUTH 05°48'06" EAST, 966.44 FEET TO AN IRON PIN (PLS- 002199} SET IN THE SOUTH LINE OF SAID SECTION TEN (10}; THENCE SOUTH 87°57'40" EAST, 103.86 FEET TO AN IRON PIN (PLS-1252} SET AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER (SW¼} OF THE SOUTHEAST QUARTER (SE¼} OF SAID SECTION TEN (10}; THENCE SOUTH 87°56'40" EAST, ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER (SW¼} OF THE SOUTHEAST

QUARTER (SE¼} OF SAID SECTION TEN (10}, 572.16 FEET TO THE POINT OF BEGINNING.
ALSO, THE ABOVE DESCRIBED TRACT 8-B IS TOGETHER WITH A 65 FEET WIDE PRIVATE NON-EXCLUSIVE, JOINT USE RIGHTS, INGRESS AND EGRESS PERPETUAL ROAD EASEMENT THAT IS LOCATED IN THE SOUTH 65 FEET OF THE EAST 326.06 FEET OF TRACT 8-A AS DESCRIBED (WITHIN EXHIBIT "A"} AND SHOWN ON SURVEY JOB NO. 16-0430-12, DWG NO 0430-12-1, DATED 06-18-2016 BY PLS-002199, AND SAID ROAD EASEMENT IS MORE PARTICULARLY DESCRIBED IN EXHIBIT "C" AS SHOWN ON SAID SURVEY JOB NON. 16-0430-12, DATED 06-18-2016 BY PLS-002199, SAID TRACT 8-B AND SAID DESCRIBED 65 FEET WIDE PRIVATE, NON-EXCLUSIVE JOINT USE RIGHTS, INGRESS AND EGRESS PERPETUAL ROAD EASEMENT ARE SUBJECT TO EASEMENTS, RESTRICTIONS AND ENCUMBRANCES OF RECORD, IF ANY. SAID TRACT 8-B AND SAID 65 FEET WIDE PRIVATE ROAD EASEMENT ARE AS SHOWN ON SURVEY JOB NO. 16-0430-12, DWB NO. 0430-12-1, DATED 06-18-2016 BY D. NELSON MACKEY, PLS-002199, AND SAID SURVEY IS INCORPORATED FULLY HEREIN BY REFERENCE.

Parcel 2 Jai Ganesh, Inc.
Book: 2021 Page: 19875
ID: 110515000000007000

PROPERTY DESCRIPTION OF TRACT 8-A:
A PART OF THE SOUTHWEST QUARTER (SW¼) OF SECTION TEN (10), TOWNSHIP TWENTY-SEVEN (27) NORTH, RANGE TWENTY-ONE (21) WEST OF THE 5TH P.M. IN CHRISTIAN COUNTY, MISSOURI, DESCRIBED AS FOLLOWS:
COMMENCING AT AN EXISTING IRON PIN SET AT THE SOUTHEAST CORNER OF SAID SECTION TEN (10); THENCE NORTH 87°56'40" WEST, ALONG THE SOUTH LINE OF SAID SECTION TEN {10), 2077.80 FEET TO AN IRON PIN (PLS-002199); THENCE NORTH 87°56'40" WEST, ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER (SW¼) OF THE SOUTHEAST QUARTER (SE¼) OF SAID SECTION TEN (10), 572.16 FEET TO AN IRON PIN (PLS-1252) SET AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER (SW¼) OF THE SOUTHEAST QUARTER (SE¼) OF SAID SECTION TEN (10); THENCE NORTH 87°57'40" WEST, 103.86 FEET TO AN IRON PIN (PLS-002199) SET IN THE SOUTH LINE OF SAID SECTION TEN (10); THENCE NORTH 05°48'06" WEST, 966.44 FEET TO AN IRON PIN (PLS-002199) SET AT THE POINT OF BEGINNING; THENCE NORTH 87°56'59" WEST, 200.00 FEET TO AN IRON PIN (PLS-002199); THENCE NORTH 86°24'45" WEST, 1472.03 FEET TO AN IRON PIN (PLS-002199) SET ON THE EASTERLY BOUNDARY LINE OF U.S. HIGHWAY 65 AT A POINT 125.00 FEET LEFT OF U.S. HIGHWAY 65 CENTERLINE STATION 151+87.28; THENCE NORTHERLY AND NORTHWESTERLY ALONG SAID EAST BOUNDARY LINE OF U.S. HIGHWAY 65 ALONG A CURVE TO THE

LEFT HAVING AN ARC LENGTH OF 327.14 FEET, A RADIUS OF 11583.97 FEET, THROUGH A CENTRAL ANGLE OF 01°37'05", (HAVING A CHORD BEARING OF NORTH
02°31'59" WEST AND CHORD LENGTH OF 327.13 FEET), TO A POINT 125.00 FEET LEFT OF U.S. HIGHWAY 65 CENTERLINE STATION 148+51.89; THENCE NORTHWESTERLY ALONG SAID EAST BOUNDARY LINE OF U.S. HIGHWAY 65 ALONG A CURVE TO THE LEFT HAVING AN ARC LENGTH OF 347.62 FEET, A RADIUS OF 11,583.97 FEET, THROUGH A CENTRAL ANGLE OF 01°43'10",
(HAVING A CHORD BEARING OF NORTH 04°12'06" WEST AND CHORD LENGTH OF 347.61 FEET), TO A POINT 125.00 FEET LEFT OF U.S. HIGHWAY 65 CENTERLINE STATION 145+19.80; THENCE NORTH 05°03'41" WEST, ALONG SAID EAST BOUNDARY LINE OF U.S. HIGHWAY 65, 815.80 FEET TO A POINT 125.00 FEET LEFT OF U.S. HIGHWAY 65 CENTERLINE STATION 137+04; THENCE NORTH 44°58'52" EAST, ALONG SAID EAST BOUNDARY LINE OF U.S. HIGHWAY 65, 193.08 FEET A POINT 273.00 FEET LEFT OF U.S. HIGHWAY 65 CENTERLINE STATION 135+80; THENCE NORTH 05°03'41" WEST, ALONG SAID EAST BOUNDARY LINE OF U.S. HIGHWAY 65, 27.09 FEET TO A COTTON PICKER SPINDLE SET ON THE NORTH LINE OF SAID SOUTH HALF (S½) OF SECTION TEN (10); THENCE SOUTH 87°57'29" EAST, ALONG THE NORTH LINE OF SAID SOUTH HALF (S½) OF SECTION TEN (10), 1068.39 FEET TO A COTTON PICKER SPINDLE; THENCE SOUTH 01°25'32" WEST, 560.01 FEET TO AN IRON PIN (PLS-002199); THENCE SOUTH 87°57'29" EAST, 9.43 FEET TO AN IRON PIN (PLS-2007017965); THENCE SOUTH 01°30'31" WEST, 706.39 FEET TO AN IRON PIN (PLS-2007017968); THENCE SOUTH 87°57'29" EAST, 738.98 FEET TO AN IRON PIN (PLS- 2007017965); THENCE SOUTH 01°23'54" WEST, 357.84 FEET TO AN IRON PIN (PLS- 2007017965); THENCE SOUTH 01°2315411 WEST, 65.00 FEET TO AN IRON PIN (PLS-207017965); THENCE NORTH 87°5615911 WEST, 126.06 FEET TO THE POINT OF BEGINNING.
AND IS MORE PARTICULARLY DESCRIBED IN EXHIBIT 11C" AS SHOWN ON SURVEY JOB NO. 16- 0430-12, DATED 06-18-2016 BY PLS-002199, SAID TRACT 8-A AND SAID DESCRIBED 65 FEET WIDE PRIVATE, NON-EXCLUSIVE, JOINT USE RIGHTS, INGRESS AND EGRESS PERPETUAL ROAD EASEMENT ARE SUBJECT TO EASEMENTS, RESTRICTIONS AND ENCUMBRANCES OF RECORD, IF ANY. SAID TRACT 8-A AND SAID 65 FEET WIDE PRIVATE ROAD EASEMENT ARE SHOWN ON SURVEY JOB NO. 16-0430-12, DWG. NO. 0430-12-1, DATED 06-18-2016 BY D. NELSON MACKEY, PLS-002199, AND SAID SURVEY IS INCORPORATED FULLY HEREIN BY REFERENCE.

Parcel 3 Tamarack Properties, LLC
Book: 384 Page: 7836
ID: 110515000000009000

All of that part of the Southwest Quarter of the Northwest Quarter (SW1/4 NW1/4), and all of that part of the South Half of the North Half of the Northwest Quarter (S1/2 N1/2

NW1/4) of Section 15, Township 27n, Range 21W of the 5th P.M. in Christian County, Missouri, lying East of New U.S. Highway #65 as now located. All of said lands being more particularly described as follows:
Beginning at an Iron Pin set at the N¼ corner, said Sec. 15, thence S1° 05'27"W along the East line of the NE¼ of the NW¼, said Sec. 15, a distance of 660.25 feet to an Iron Pin set at the NE corner of the S1/2 of the NE¼ of the NW¼ said Sec, 15, and said Iron Pin marks the true point of beginning; and commencing at said true point of beginning, thence N88°22'45"W along the North line of the S1/2 of the NE¼ of the NW¼, said Sec. 15, a distance of 1325.96 feet to an Iron Pin set at the NW corner of the S1/2 of the NE1/4 of the NW¼, said Sec. 15; thence N8S° 22'45"W along the North line of the S1/2 of the NW1/4 of the NW¼ said Sec. 15, a distance of 594.08 feet to an Iron Pin set at the point of intersection of said line with the Easterly Right-of-way line of U.S.Highway No. 65; thence S4°52'30"W along the Easterly Right-of-way line of U.S. Highway No. 65, a distance of 660.90 feet to an Iron Pin set at the point of intersection of said Right-of-way line with the South line of the S1/2 of the of the NW1/4 of the NW¼ said Sec. 15; thence S4° 52'30"W along the Easterly Right-of-way line of U.S.Highway No. 65 a distance of 1321.74 feet to an Iron Pin set at the point of intersection o£ said Right-of-way line with the South line of the SW¼ of the NW¼, said Sec.15; thence S88°20'42"E along the South line of the SW¼ of the NW¼ said Sec. 15, a distance of 722.27 feet to an Iron Pin set at the SW corner of the SE¼ o£ the NW¼, said Sec.15; thence N1°10'05"E along the East line of the SW¼ of the NW¼, said Sec. 15, a distance of 1319.96 feet to an Iron Pin set at the SW corner of the S1/2 of the NE1/4 or the NW¼ said Sec.15; thence S88°22'04"E along the South line of the S1/2 of the NE¼ of the NW¼ said Sec.15, a distance of 1326.85 feet to an Iron Pin set at the SE corner of the NE1/4 of the NW¼ said Sec. 15; thence Nl°05"27"E along the East line of the S1/2 of the NE1/4 of the NW1/4, said Sec.15, a distance of 660.25 feet to the above mentioned true point of beginning containing 50.012 acres. Subject to Easements of record. Said lands are shown on survey Job No. 88-1867-1 dated 8/9/1988 by LS-1252 which consists of one 20.100 acre tract, one 9.323 acre tract and one 20.589 acre tract. Reference Deed is dated April 12, 1963 and is recorded in Book 138 at Page 44 in the Recorder's Office in the Courthouse at Ozark, Christian County, Missouri.

Parcel 4 Tamarack Properties, LLC
Book: 384 Page: 7839
ID: 110515000000061000

All that part of the Southeast Quarter of the Northwest Quarter lying South and West of a ravine. (The said ravine cutting off approximately 2 acres in a "V" shape along the North and East side of said 40). Also the South 12 acres of the Southwest Quarter of the Northeast Quarter all in Section 15, Township 27, Range 21.
ALSO: All that part of the Southwest Quarter of the Southeast Quarter of the Northeast Quarter of Section 15, Township27,Range 21,lying South and West of former U.S. Highway No. 65 (Now NN) (Except: 10 feet off the South side thereof deeded for road purposes).

Parcel 5 Tree Sprout, LLC

Book: 2014 Page: 11199
ID: 110515000000062000

THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER (EXCEPT THE SOUTH TWELVE (12) ACRES THEREOF), IN SECTION 15, TOWNSHIP 27, RANGE 21, IN CHRISTIAN COUNTY, MISSOURI, EXCEPT ANY PART THEREOF TAKEN, DEEDED OR USED FOR ROAD OR HIGHWAY PURPOSES.

Parcel 6 Phillips Homes of Ozark, LLC
Book: 2016 Page 16118 (Survey recorded in Book: V Page: 4790)
ID: 110515000000008000

Commencing at a found 5/8" rebar marking the Northwest corner of the South Half of the Northwest Quarter of the Northeast Quarter of Section 15; thence S 88°22'02" E, 544.58 feet; thence S 1°12'55" W, 660.22 feet; thence N 88°21'17" W, 544.58 feet; thence N 1°12'55 E, 659.94 feet to the point of beginning.

Parcel 7 Morris, Christa Lynn & William James
Book: 2023 Page: 10159
ID: 110515000000008002

A portion of the South Half of the Northwest Quarter of the Northeast Quarter of Section 15, Township 27 North, Range 21 West, Christian County, Missouri, being more particularly described as follows:
Commencing at the Northwest corner of said South Half of the Northwest Quarter of the Northeast Quarter of Section 15; thence South 88 degrees 23 minutes 02 seconds East along the North line of said South Half of the Northwest Quarter of the Northeast Quarter a distance of 544.58 feet; thence South 1 degrees 12 minutes 55 seconds West parallel with the West line of said South Half of the South Half of the Northwest Quarter of the Northeast Quarter a distance of 407 .31 feet to the point of beginning of the portion herein being described; thence South 88 degrees 21 minutes 17 seconds East parallel with the South line of said South half of the Northwest Quarter of the Northeast Quarter a distance of 487.53 feet to an intersection with the Westerly right-of-way line of Missouri State Highway - NN; thence South 11 degrees 45 minutes 38 seconds East along said Westerly right-of-way line a distance of 259.99 feet to an intersection with the South line of said South Half of the Northwest Quarter of the Northeast Quarter; thence North 88 degrees 21 minutes 17 seconds West along said South line a distance of 545.91 feet; thence North 1 degrees 12 minutes 55 seconds East parallel with the West line of said South Half of the Northwest Quarter of the Northeast Quarter a distance of 252.91 feet to the point of beginning of the portion herein described, containing 3.00 acres, subject to right-of-ways, easements and restrictions of record.

Parcel 8 Jadee Dale Phillips Trust
Book: 2024 Page: 1792

ID: 110515000000008001

A Portion of the South Half of the Northwest Quarter of the Northeast Quarter of Section 15, Township 27 North, Range 21 West, Christian County, Missouri, being more particularly described as follows:
Commencing at the Northwest Comer of said South Half of the Northwest Quarter of the Northeast Quarter of Section 15; thence South 88°23'02"East along the North Line of said South Half of the Northwest Quarter of the Northeast Quarter a distance of 544.58 feet to the Point of Beginning of the portion herein being described; thence continue South 88°23'02" East along said North line a distance of 393.46feet to an intersection with the Westerly Right-of-Way Line of Missouri State Highway - NN; thence South 11 °45 '38" East along said Westerly Right-of-Way Line a distance of 418.91 feet; thence North 88°21 '17" West Parallel with the South Line of said South Half of the Northwest Quarter of the Northeast Quarter a distance of 487.53 feet; thence North 1°12'55" East Parallel with the West Line of said South Half of the Northwest Quarter of the Northeast Quarter a distance of 407.31 feet to the Point of Beginning of the portion herein described, containing 4.12 Acres, Subject to Right-Of-Ways, Easements and Restrictions of Record.

Parcel 9 Adams, Brett A and Amber M
Book: 2021 Page: 15596
ID: 110515000000006000

A PART OF THE NORTH HALF (N½) OF THE NORTHWEST QUARTER (NW1/,.) OF THE NORTHEAST QUARTER (NE¼) OF SECTION FIFTEEN (15), TOWNSHIP TWENTY-SEVEN (27), RANGE TWENTY-ONE (21) DESCRIBED AS FOLLOWS: BEGINNING AT A POINT 539.57 FEET WEST OF THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER
(SW¼) OF THE SOUTHEAST QUARTER (SE¼) OF SECTION TEN (10), TOWNSHIP TWENTY-SEVEN (27), RANGE TWENTY-ONE (21) AND POINT BEING ON THE SOUTH LINE OF SECTION TEN (10), TOWNSHIP TWENTY-SEVEN (27), RANGE TWENTY-ONE (21) AND THE WEST RIGHT-OF-WAY LINE OF OLD HIGHWAY #65 (STATE HWY. NN) THENCE SOUTHEASTERLY ALONG THE WEST RIGHT-OF-WAY LINE OF STATE HWY. NN 400 FEET FOR A POINT OF BEG.; THENCE SOUTHEASTERLY ALONG THE WEST LINE OF SAID HWY. NN 273 FEET MORE OR LESS TO THE NORTH LINE OF THE SOUTH HALF
(S½) OF THE NORTHWEST QUARTER (NW¼) OF THE NORTHEAST QUARTER (NE¼) OF SECTION FIFTEEN (15), TOWNSHIP TWENTY-SEVEN (27), RANGE TWENTY-ONE (21); THENCE WEST 217 FEET; THENCE NORTHWESTERLY PARALLEL WITH THE WEST RIGHT-OF-WAY LINE OF STATE HWY. NN 272 FEET; THENCE EAST TO THE POINT OF BEGINNING. ALL IN CHRISTIAN COUNTY, MISSOURI.

Parcel 10 Tracy, Brandon L and Ashley G
Book: 2021 Page: 6166
ID: 110515000000005000

A PART OF THE NORTH HALF {N½) OF THE NORTHWEST QUARTER {NW¼) OF THE NORTHEAST QUARTER (NE¼) OF SECTION FIFTEEN (15), TOWNSHIP TWENTY-SEVEN (27), RANGE TWENTY-ONE (21), DESCRIBED AS FOLLOWS:
BEGINNING 539.37 FEET WEST OF THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER (SW¼) OF THE SOUTHEAST QUARTER (SE¼) OF SECTION TEN (10), TOWNSHIP TWENTY-SEVEN (27), RANGE TWENTY-ONE (21}, SAID POINT BEING ON THE SOUTH LINE OF SECTION TEN (10), TOWNSHIP TWENTY-SEVEN (27), RANGE TWENTY-ONE (21), AND THE WEST RIGHT-OF-WAY LINE OF OLD HIGHWAY #65 (STATE HIGHWAY NN}; THENCE WEST 215 FEET; THENCE SOUTHEASTERLY PARALLEL WITH THE WEST RIGHT-OF-WAY LINE OF SAID "OLD" HIGHWAY #65 (STATE HIGHWAY NN) 671 FEET MORE OR LESS TO THE NORTH LINE OF SOUTH HALF (S½) OF THE NORTHWEST QUARTER (NW¼} OF THE NORTHEAST QUARTER (NE¼) OF SECTION FIFTEEN (15), TOWNSHIP TWENTY-SEVEN (27), RANGE TWENTY-ONE (21}; THENCE EAST 217 FEET; THENCE NORTHWESTERLY ALONG SAID WEST RIGHT-OF-WAY LINE OF SAID STATE HIGHWAY 673 FEET, MORE OR LESS, TO THE POINT OF BEGINNING, (EXCEPT BEGINNING AT POINT 539.57 FEET WEST OF THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER (SW¼) OF THE SOUTHEAST QUARTER (SE¼) OF SECTION TEN (10), TOWNSHIP TWENTY-SEVEN (27), RANGE TWENTY-ONE (21), SAID POINT BEING ON THE SOUTH LINE OF SECTION TEN (10), TOWNSHIP TWENTY-SEVEN (27), RANGE TWENTY-ONE (21), AND THE WEST RIGHT-OF-WAY LINE OF OLD HIGHWAY #65 {STATE HIGHWAY NN); THENCE SOUTHEASTERLY ALONG THE WEST RIGHT-OF-WAY LINE OF STATE HIGHWAY NN 400 FEET FOR A POINT OF BEGINNING; THENCE SOUTHEASTERLY ALONG THE WEST LINE OF SAID HIGHWAY NN 273 FEET, MORE OR LESS, TO THE NORTH LINE OF THE SOUTH HALF (S½} OF THE NORTHWEST QUARTER (NW¼) OF THE NORTHEAST QUARTER (NE¼) OF SECTION FIFTEEN (15), TOWNSHIP TWENTY-SEVEN (27), RANGE TWENTY-ONE (21); THENCE WEST 217 FEET; THENCE NORTHWESTERLY PARALLEL WITH THE WEST RIGHT-OF-WAY LINE OF STATE HWY NN 272 FEET; THENCE EAST TO POINT OF BEGINNING.

Parcel 11 Weaver Hills, LLC
Book: 2015 Page: 13231
ID: 110210004003004000

BEGINNING 539.57 FEET WEST OF THE SE CORNER OF THE SW¼ OF THE SE¼ OF SECTION 10, TOWNSHIP 27, RANGE 21; SAID BEGINNING POINT BEING ON THE SOUTH LINE OF SECTION 10, TOWNSHIP 27, RANGE 21; AND

SERVICE AREA AGREEMENT BETWEEN OZARK ELECTRIC AND EMPIRE DISTRICT ELECTRIC COMPANY

THE WEST R/W LINE OF OLD HWY #65 (STATE HWY NN): THENCE NORTHWESTERLY ON AN INTERIOR ANGLE OF 77°00' ALONG SAID WEST R/W LINE 219' THENCE WEST ON AN EXTERIOR ANGLE OF 80°30' 213.3'; THENCE SOUTHEASTERLY PARALLEL TO THE WEST R/W LINE OF SAID OLD US HWY 65 (STATE HWY NN), 206': THENCE EAST 215' TO THE POINT OF BEGINNING, ALL IN CHRISTIAN COUNTY, MISSOURI.

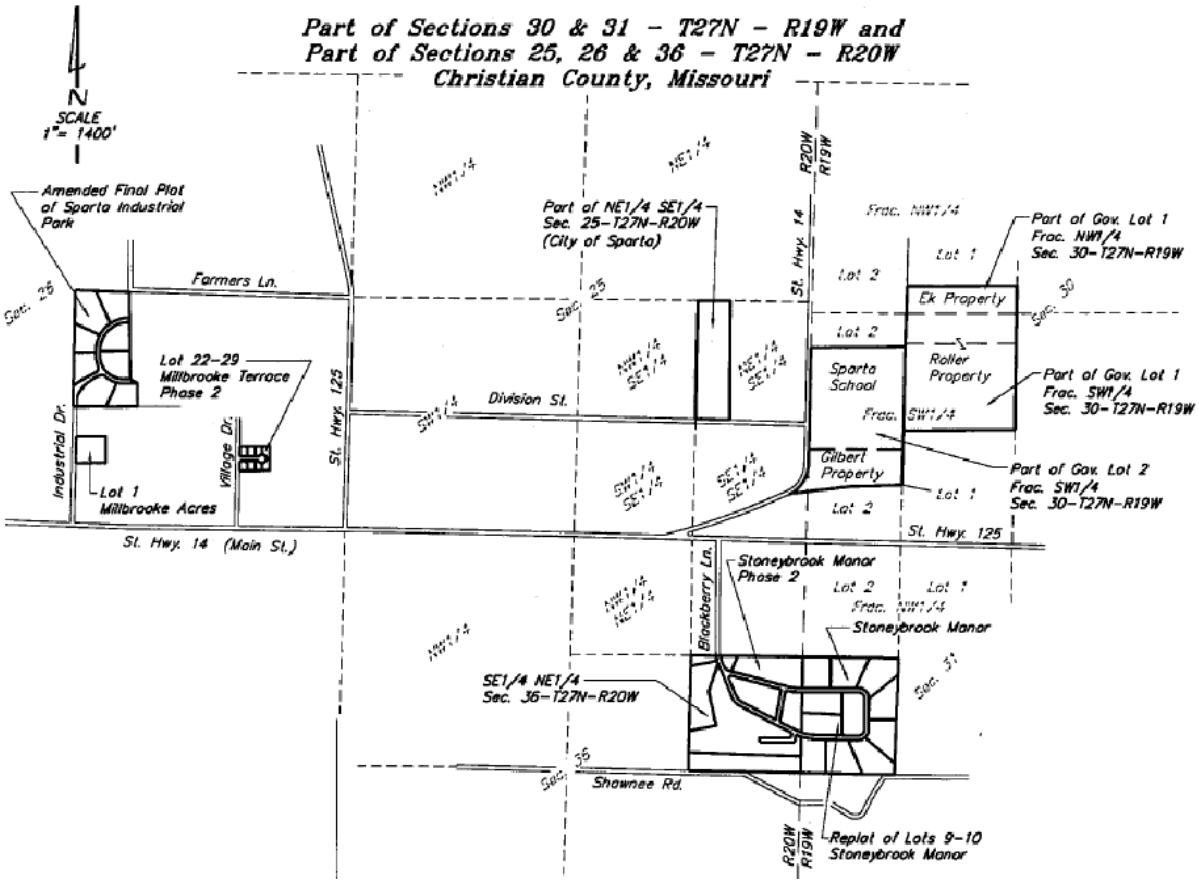
THE EMPIRE DISTRICT ELECTRIC COMPANY d.b.a. LIBERTY

P.S.C. Mo. No. 6 Sec. B 1st Revised Sheet No. 23

Canceling P.S.C. Mo. No. 6 Sec. B Original Sheet No. 23

For ALL TERRITORY

CITY OF SPARTA IN CHRISTIAN COUNTY



Sparta, Missouri (As described in Case EO-2012-0192)

Land in Section 25, Township 27 North, Range 20 West

City of Sparta, school sewer plant Book 2009 Page 5605

A part of the Northeast Quarter of the Southeast Quarter of Section 25, Township 27 North, Range 20 West, of the 5th Principal Meridian, Christian County, Missouri, described as follows: Commencing from an iron pin (PLS-2199) set at the Southwest corner of said Northeast Quarter of the Southeast Quarter; thence North 1°16'48" East along the west line of said Northeast Quarter of the Southeast Quarter, 25.00 feet to an iron pin set at the point of intersection of said west line with the north right-of-way line of a county road currently known as Division Street and said iron pin marks the true point of beginning; thence continuing North 1°16'48" East along the west line of said Northeast Quarter of the Southeast Quarter, 1307.35 feet to an iron pin set at the Northwest corner of said Northeast Quarter of the Southeast Quarter; thence South 88°49'48" East along the north line of said Northeast Quarter of the Southeast Quarter, 400.00 feet to an iron pin; thence South 1°16'48" West, 1307.53 feet to an iron pin set at the point of intersection of said line with the north right-of-way line of a county road currently known as

Division Street; thence North 88º49'48" West along said north right-of-way line of said Division Street, 400.00 feet to the above mentioned true point of beginning.

Land in Section 26, Township 27 North, Range 20 West

All of MILLBROOKE TERRACE PHASE 2, except Lot 30, being a subdivision in the City of Sparta, Christian County, Missouri, and being a part of the Southeast Quarter of the Southeast Quarter of Section 26, Township 27 North, Range 20 West, as recorded in Book "H" at Page 488, official records of Christian County, Missouri.

All of Lots 2, 3, 4, 5, 6, and 7 of the AMENDED FINAL PLAT OF SPARTA INDUSTRIAL PARK, a subdivision in the City of Sparta, Christian County, Missouri, as per plat recorded in Plat Book "H" at Page 160, official records of Christian County, Missouri.

All of Lot 1 of MILLBROOKE ACRES, a subdivision in the City of Sparta, Christian County, Missouri, as per plat recorded in Plat Book "G" at Page 836, official records of Christian County, Missouri.

Land in Section 31, Township 27 North, Range 19 West and Section 36, Township 27 North, Range 20 West

All of STONEYBROOK MANOR, a subdivision in the South Half of Lot 2 of the Northwest Quarter of Section 31, Township 27 North, Range 19 West, Christian County, Missouri, as recorded in Plat Book "G" at Page 731, official records of Christian County, Missouri.
All of the REPLAT OF LOTS 9 AND 10 OF STONEYBROOK MANOR, a subdivision being said Lots 9 and 10 and being part of the Southeast Quarter of the Northeast Quarter of Section 36, Township 27 North, Range 20 West, as recorded in Plat Book "G" at Page 809, official records of Christian county, Missouri.

All of the Southeast Quarter of the Northeast Quarter of Section 36, Township 27 North, Range 20 West, Christian County, Missouri, including STONEYBROOK MANOR PHASE 2, a subdivision in the City of Sparta, Christian county, Missouri, as recorded in Plat Book "G" at Page 908, official records of Christian County, Missouri.

Land in Section 30 Twp 27N R19W Christian County (Sparta)

Sparta School (Book 2004 Page 6035- Survey Reference Book V Pg 3207)
A tract of land being a part of Government Lot 2 of the Fractional Southwest Quarter of Section 30, Township 27 North, Range 19 West, Christian County, Missouri, described as follows: Commencing at the Northwest corner of Government Lot 2 of the Fractional Southwest Quarter of said Section 30; thence South 88º40'43" East along the north line thereof a distance of 31.70 feet to the east right-of-way line of Missouri State Highway 14; thence South 1º16'42" West along said right-of-way line a distance of 425.57 feet to the Point of Beginning; thence South 89º04'08" East, along the south line of a tract of land as recorded in Deed Book 318 at Page 9255, official records of Christian County, Missouri, a distance of 1107.53 feet to the east line of said Government Lot 2; thence South 1°02'06" West along said east line a distance of 1183.73 feet; thence South 88º57’54” East a distance of 1112.54 feet to the east right-of-way line of Missouri State Highway 14; thence North 1º16'42" East along said east right-of-way line a distance of 1181.73 feet to the Point of Beginning.

CITY OF SPARTA IN CHRISTIAN COUNTY

Gilbert Properties LLC (Book 2007 Page 16540 – Survey Reference Book "V" Page 3207)

A tract of land being a part of the South Half of Lot 2 of the Fractional Southwest Quarter of Section 30, Township 27 North, Range 19 West in Christian County, Missouri, being more particularly described as follows: commencing at the Northwest corner of the North Half of Lot 2 of the Fractional Southwest Quarter of said section 30; thence south 88°40'43" East along with the north Line of the North Half of Lot 2 of the Fractional Southwest Quarter of said Section 30, 31.70 feet to a point on the east right-of-way line of Missouri State Highway 14; thence South 1º16'42" West, along said east right-of-way line 425.57 feet; thence south 89º04'08" East, along the south line of a tract of land recorded in Deed Book 318 Page 9255, Christian County Recorders Office, 1107.53 feet (1107.59 feet deed) to a point on the east line of said North Half of Lot 2 of the Fractional Southwest Quarter; thence south 1º02'06" west, along the east line of Lot 2 of the Fractional Southwest Quarter of said Section 30, 1183.73 feet to a Point of Beginning; thence south 1°02'06" west along said line, 386.93 feet; thence southwesterly along a curve to the left having a central angle of 15º09'37", a radius of 3,465.79 feet, an arc length of 917.03 feet, a chord bearing of South 86º12'22" West, and a chord length of 914.36 feet thence North 89º19'51" west, 340.75 feet to the east right-of-way of Missouri State Highway 14; thence along a curve to left along said right-of-way having a central angle of 47º58'44", a radius of 415.41 feet, an arc length of 347.86 feet, a chord bearing of North 25º16'04" East, and a chord length of 337.79 feet; thence North 1º16'42" East along said right-of-way, 158.05 feet thence south 88º57'54" East, 1112.54 feet to the Point of Beginning. Subject to all easements and restrictions of record.

Ismael Ek Property Book 2008 page 12348

All of tract 2 of the Replat of Donal Luttrull's Minor subdivision as recorded in Book "H", at page 659 (slide 3289) in the official records of Christian County, Missouri.

Roller Property Book 2008 Page 21972. Book 326 page 7053

All of the North Half of Government Lot 1 of the Fractional Southwest Quarter of Section 30, Township 27 North, Range 19 West, Christian County, Missouri.

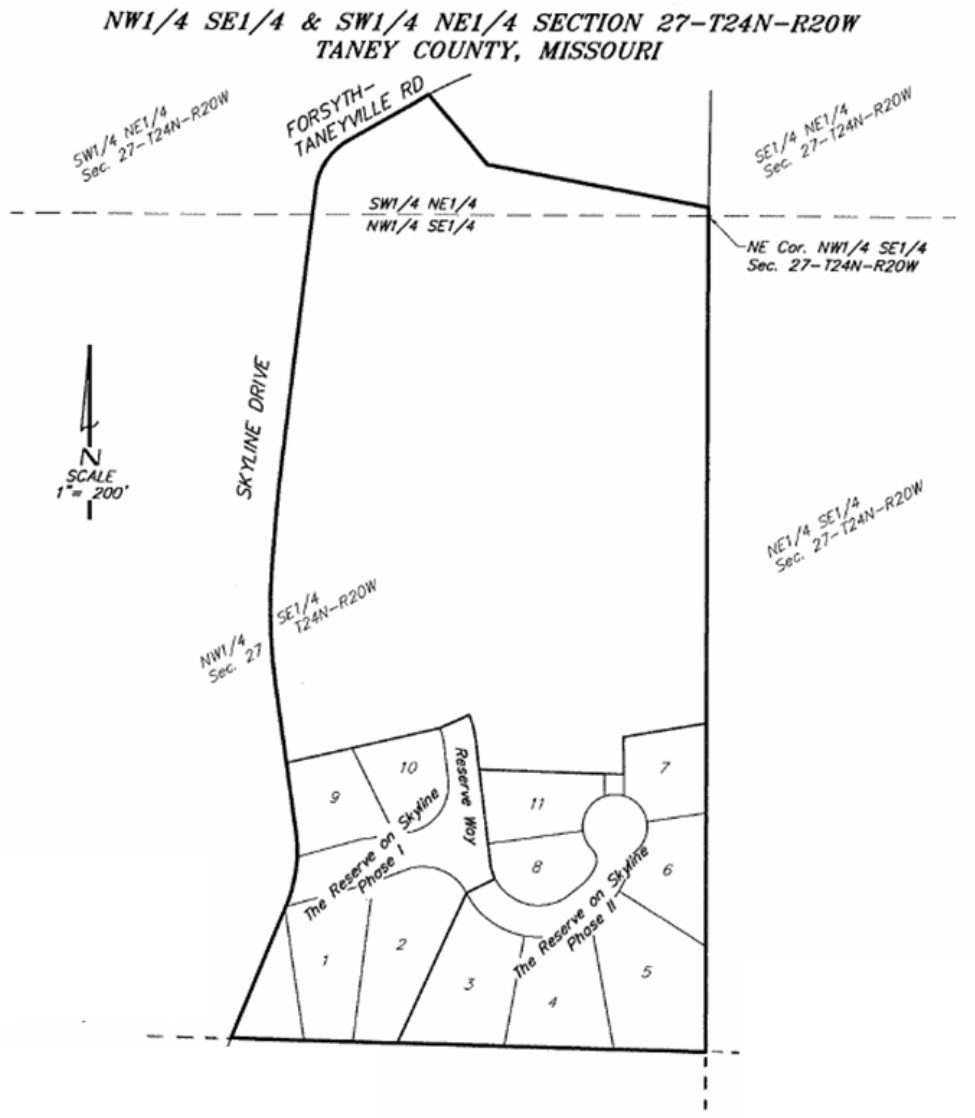
THE EMPIRE DISTRICT ELECTRIC COMPANY d.b.a. LIBERTY

P.S.C. Mo. No. 6 Sec. B 1st Revised Sheet No. 24

Canceling P.S.C. Mo. No. 6 Sec. B Original Sheet No. 24

For ALL TERRITORY

THE RESERVE ON SKYLINE IN TANEY COUNTY



The Reserve on Skyline (As described in Case EO-2012-0192)

A portion of the Northwest Quarter of the Southeast Quarter and the Southwest Quarter of the Northeast Quarter of Section 27, Township 24 North, Range 20 West of the 5th Principal Meridian, Taney County, Missouri, described as follows:

All of the land as shown on the Final Plat of The Reserve on Skyline Phase 1 as recorded in Slide Cabinet “I” at Slide Page 130 in the official records of Taney County, Missouri.

THE RESERVE ON SKYLINE IN TANEY COUNTY

All of the land as shown on the Final Plat of the Reserve on Skyline Phase 2 as recorded in Slide Cabinet "I" at Slide Page 533 in the official records of Taney County, Missouri.

All of the triangular shaped tract being part of the Northwest Quarter of the Southeast Quarter of said Section 27 lying west of Lot 1 of The Reserve on Skyline Phase 1 and lying East of the east line of (40 feet wide) Skyline Drive.

All of the land described below:

Beginning at the northeast corner of the Northwest Quarter of the Southeast Quarter of said Section 27; thence South 0°18'54" West along the east line thereof a distance of 795.30 feet to the north line of the Final Plat of The Reserve on Skyline Phase 2, as per plat recorded in Slide Cabinet "I" at Slide Page 533, in the official records of Taney County, Missouri; thence Westerly and Southerly along said north line the following three (3) courses: (1) South 80°21'27" West a distance of 131.40 feet; thence (2) South 0°52'58" East a distance of 58.39 feet; thence (3) North 88°10'27" West a distance of 223.02 feet to the east line of the Final Plat of the Reserve on Skyline Phase 1, as per plat recorded in Slide Cabinet "I" at Slide Page 130 in the official records of Taney County, Missouri; thence Northerly and Southwesterly along said east line and the north line thereof the following four (4) courses: (1) North 6°34'50" West a distance of 47.94 feet to the beginning of a curve concave to the southwest having a radius of 125.00 feet; thence (2) Northerly along said curve a distance of 38.83 feet (through an angle of 17°48'00"); thence (3) South 65°37'13" West a distance of 50.00 feet; thence (4) South 76°52'18" West a distance of 243.62 feet to the east right-of-way line of Skyline Drive; thence Northerly along said east right-of-way line the following six (6) courses: (1) North 7°54'50" West a distance of 126.32 feet to the beginning of a curve concave to the East having a radius of 829.69 feet; thence (2) Northerly along said curve a distance of 179.58 feet (through an angle of 12°24'04"); thence (3) North 4°29'15" East a distance of 67.74 feet to the beginning of a curve concave to the East having a radius of 2075.45 feet; thence (4) Northerly along said curve a distance of 90.67 feet (through an angle of 2°30'11"); thence (5) North 6°59'26" East a distance of 439.17 feet to the beginning of a curve concave to the southeast having a radius of 106.74 feet; thence (6) Northeasterly along said curve a distance of 99.10 feet (through an angle of 53°11'41") to the southerly right-of-way line of Forsyth-Taneyville Road; thence North 60°11'11" East along said south right-of-way line a distance of 112.16 feet to the beginning of a curve concave to the southeast having a radius of 537.77 feet; thence Northeasterly along said curve a distance of 30.11 feet (through an angle of 3°12'30"); thence South 39°45'55" East a distance of 142.84 feet; thence South 79°02'50" East a distance of 348.85 feet to the east line of the Southwest Quarter of the Northeast Quarter of Said Section 27; thence South 1°10'07" West a distance of 13.19 feet to the Point of Beginning.

RESERVED FOR FUTURE USE

THE EMPIRE DISTRICT ELECTRIC COMPANY d.b.a. LIBERTY

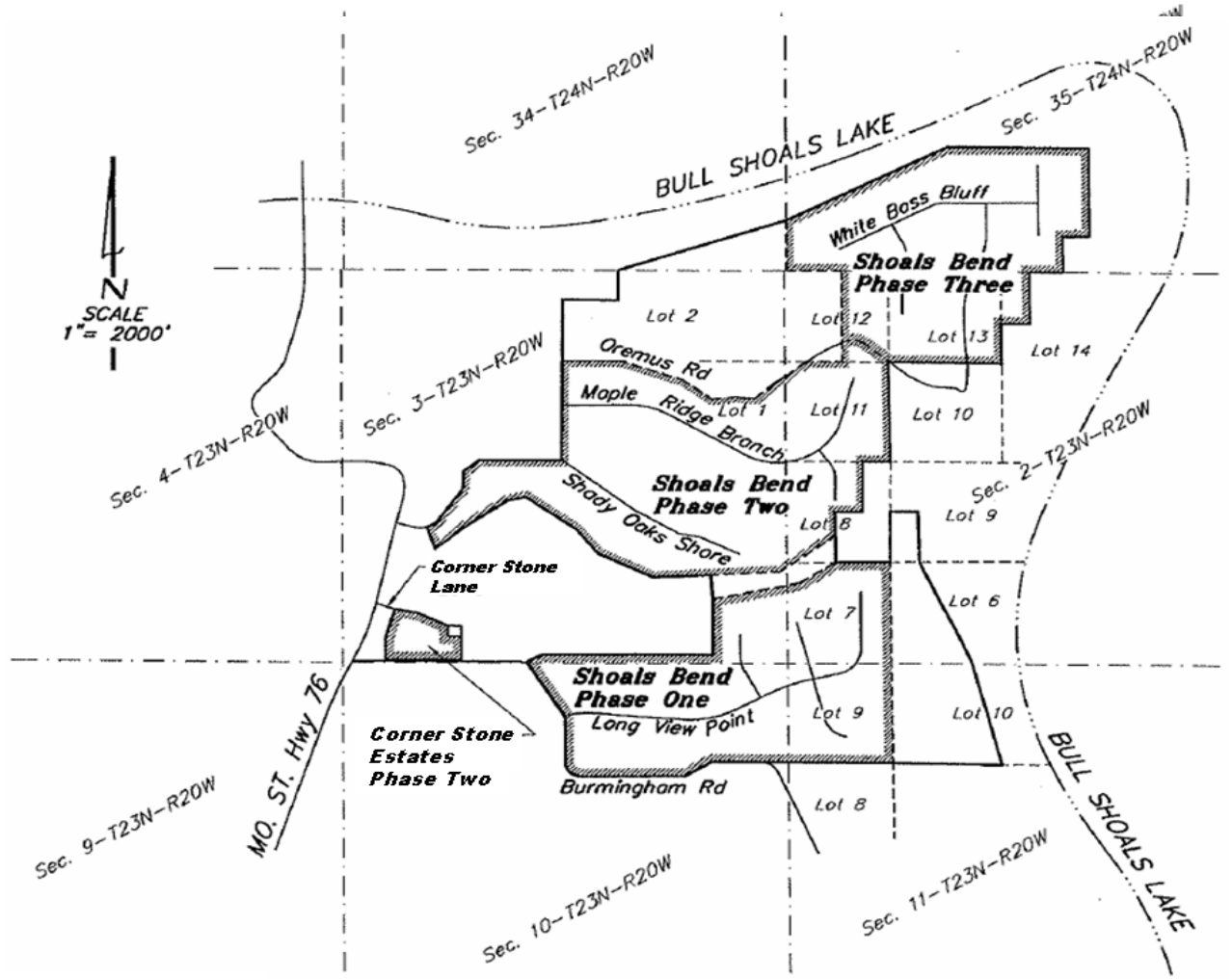
P.S.C. Mo. No. 6 Sec. B 1st Revised Sheet No. 25

Canceling P.S.C. Mo. No. 6 Sec. B Original Sheet No. 25

For ALL TERRITORY

SHOALS BEND AND CORNER STONE ESTATES IN TANEY COUNTY

Part of Sections 34 & 35 – T24N – R20W and
Part of Sections 2, 3, 10 & 11 – T23N – R20W
Taney County, Missouri



Shoals Bend and Corner Stone Estates (As described in Case EO-2012-0192)

All of Lots 1 thru 26, inclusive, all of Solomon circle, a street 50 feet wide, all of Psalms Way, a street 50 feet wide, all in Corner Stone Estates at Shoals Bend Phase Two located in the South Half of the southwest Quarter of Section 3, Township 23 North, Range 20 West, and being a subdivision in the City of Forsyth, Taney County, Missouri, as per plat recorded in Slide Cabinet "I" at Page 19, in the official records of Taney County, Missouri.

DATE OF ISSUE January 21, 2026 DATE EFFECTIVE February 20, 2026
ISSUED BY Charlotte Emery, Senior Director Rates and Regulatory Affairs, Joplin, MO

SHOALS BEND AND CORNER STONE ESTATES IN TANEY COUNTY

Also, all of Lots 17 and 18 of the unrecorded plat of Corner Stone Estates Phase Three being described as follows: Beginning at the northwest corner of Lot 22 of Corner Stone Estates Phase Two as per the recorded plat thereof; thence South 0°19'45" West along the west line of Lot 22 and part of Lot 23 of said Corner Stone Estates Phase Two a distance of 152.40 feet to the northwest corner of Lot 25 of said Corner Stone Estates Phase Two; thence South 89°40'55" East along the North line of Lots 25 and 26 of said Corner Stone Estates Phase Two, a distance of 166.86 feet to the northeast corner of said Lot 26; thence North 0°21'22" East a distance of 140.49 feet; thence North 89°36'30" West a distance of 56.34 feet to the beginning of a curve concave to the northeast having a radius of 520.00 feet; thence Westerly along a segment of said curve a distance of 111.36 feet (through an angle of 12°16'12") to the Point of Beginning.

Shoals Bend Phase One

All of Shoals Bend Phase One, a subdivision in the City of Forsyth, Taney County, Missouri, and being located in Section 2, 3, 10 and 11, Township 23 North, Range 20 West, as per plat recorded in Slide Cabinet "H" at Pages 472 and 473, official records of Taney County, Missouri.

Shoals Bend Phase Two

All of Shoals Bend Phase Two, a subdivision in the City of Forsyth, Taney County, Missouri, located in Section 3 and Government Lots 7, 8, 11, 12 and 13 of Fractional Section 2, Township 23 North, Range 20 West, as per plat recorded in Slide Cabinet "H" at Pages 474, 475 and 476, official records of Taney County, Missouri.

Shoals Bend Phase Three

All of Shoals Bend Phase Three, a subdivision in the City of Forsyth, Taney County, Missouri, and being located in the Fractional South Half of Section 35, Township 24 North, Range 20 West, and part of Government Lots 12, 13, and 14 of the Fractional North Half of Section 2, Township 23 North, Range 20 West, as per plat recorded in Slide Cabinet "H" at Pages 532 and 533, official records of Taney County, Missouri.

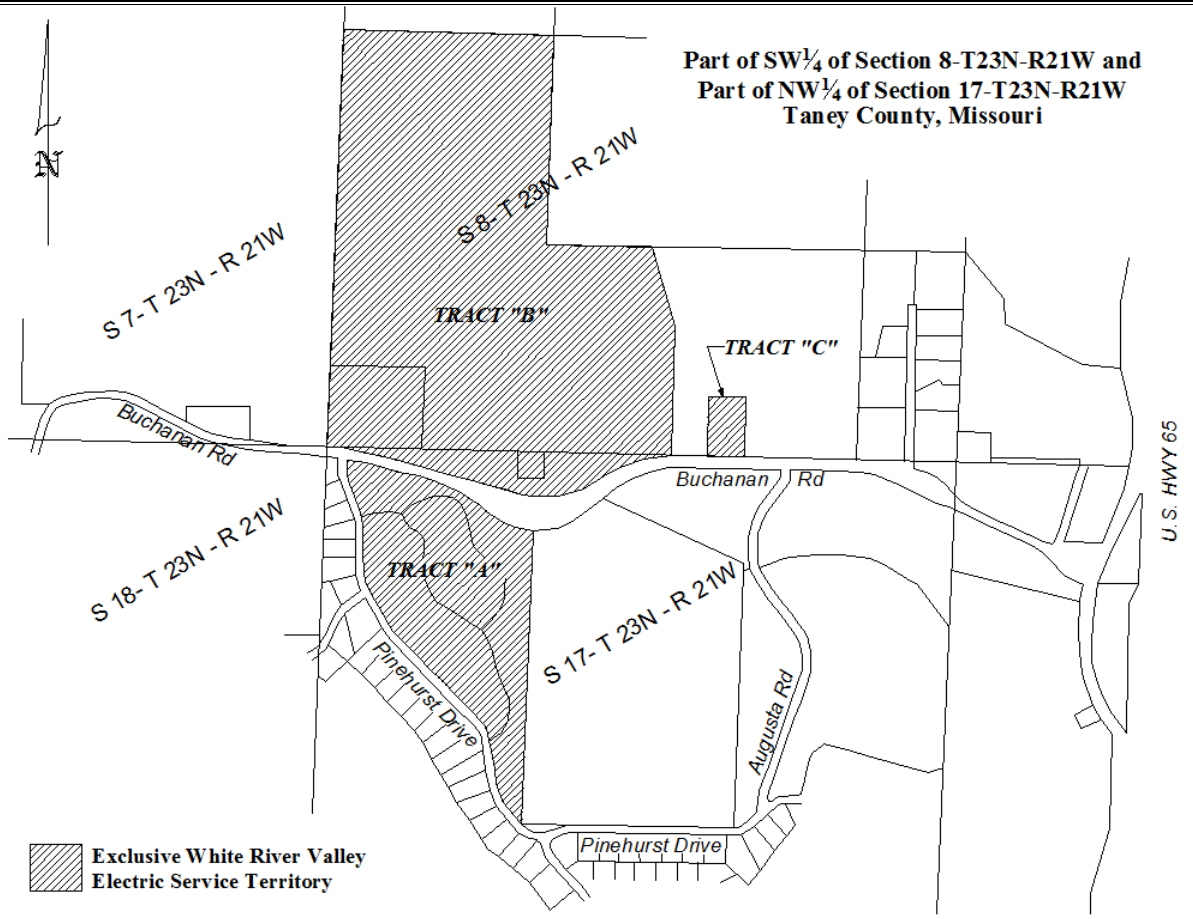
All of Government Lots 1 and 2 of the Fractional Northeast Quarter of Section 3, Township 23 North, Range 20 West, Taney County, Missouri lying north of Oremus Road and except that part taken for Bull Shoals Lake.

All that part of Government Lot 12 of Fractional Section 2, Township 23 North, Range 20 West, Taney County, Missouri, lying west of the west line of Lot 61 and lying north of Lots 62 and 63 of Shoals Bend Phase Two Subdivision, as per plat recorded in Slide Cabinet "H" at Pages 474, 475 and 476, official records of Taney County, Missouri, and lying west of the west line of Lots 91, 92 and 93 and lying south of Lot 71 of Shoals Bend Phase Three as recorded in Slide Cabinet "H" at Pages 532 and 533, official records of Taney County, Missouri.

All of the triangular shaped parcel lying northwest of Oremus Road in Government Lot 11 of Fractional Section 2, Township 23 North, Range 20 West, Taney County, Missouri.

All of Government Lot 6 and Government Lot 9 of Fractional Section 2, Township 23 North, Range 20 West, except that part taken for Bull Shoals Lake and all of Government Lot 10 of the Fractional North Half.

Exclusive Service Area of White River, Taney County



Branson School District Property – Second Amendment to the 5th Territorial Agreement between The Empire District Electric Company and White River Valley Electric Cooperative (As described in Case EO-2013-0313)

A. All of Lot 1 of the Amended Plat of Branson Hills Development Phase 1, a subdivision per the plat recorded in, Plat Book/Slide J, Pages 738-739 of the Taney County Recorder's office.

B. A tract of land situated in part of the Southwest Quarter, Section 8, Township 23 North, Range 21 West, Taney County, Missouri, being more particularly described as follows: Beginning at the northwest corner of the Southwest Quarter of Section 8, Township 23 North, Range 21 West, Taney County Missouri; thence North 89°23'00" East along the north line of said Southwest

Quarter, 1307.07 feet to the northeast corner of the Northwest Quarter of the Southwest Quarter of said Section 8; thence South 0°22'00" East along the East line of said Northwest Quarter of the Southwest Quarter of Section 8, 1316.86 feet; thence North 89°34'00 East along the north line of the Southeast Quarter of the Southwest Quarter of said Section 8, 674.99 feet; thence South 18°55'41" East, 527.77 feet to the southerly right-of-way line of a 50.00 foot roadway easement; thence along a segment of a curve to the left having a tangent bearing of South 12°12'30" West and a radius of 91.66 feet a distance of 19.81 feet; thence South 0°15'30" East, 800 feet to the south line of said Southwest Quarter; thence South 89°44'22" West along said line, 2137.97 feet to the southwest corner of the Southwest Quarter of said Section 8; thence North 0°32'59" West along said west line of the Southwest Quarter of said Section 8, 2626.29 feet to the Point of Beginning. Also, all that part of the Northwest Quarter of the Northwest Quarter and the Northeast Quarter of the Northwest Quarter of Section 17, Township 23 North, Range 21 West lying north of Buchanan Road as now located.

C. A parcel of land located in the Southeast Quarter of the Southwest Quarter of Section 8, Township 23 North, Range 21 West, Taney County, Missouri, being more particularly described as follows: Commencing at the southeast corner of said Southeast Quarter of the Southwest Quarter, of said Section 8 being on the north right-of-way line of New Buchannan road; thence North 88°21'47" West along said right-of-way line a distance of 24.45 feet to the Point of Beginning; thence continuing North 88°21'47" West along said right-of-way line a distance of 225.00 feet; thence North 1°53'42" East a distance of 390.00 feet; thence South 88°40'00" East a distance of 231.37 feet; thence South 2°49'33" West a distance of 391.31 feet to the Point of Beginning; containing 2.0 acres, more or less.

Reserved for Future Use

Reserved for Future Use

THE EMPIRE DISTRICT ELECTRIC COMPANY d/b/a LIBERTY

P.S.C. Mo. No. 6 Sec. 3 2nd Revised Sheet No. 10

Canceling P.S.C. Mo. No. 6 Sec. 3 1st Revised Sheet No. 10

For ALL TERRITORY

RESIDENTIAL SMART CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RG-SCPP

AVAILABILITY:
Upon the effective date of this schedule, no new customers may be enrolled in this program in accordance with the decision and order by the Missouri Public Service Commission. Any customers who were already enrolled in the program before this date will continue to be supported by the Company per their original terms of participation. Enrollment will be restricted solely to those residential customers who have executed the Program Participation Agreement prior to the effective date. This Schedule RG-SCPP is available to residential customers currently receiving permanent, metered electric service at a single-family residence or a multi-family (e.g. duplex) residence that the Company deems suitable for the purposes of limiting access to the charging equipment to the participant's EV(s) only, provided that they have been invited to and executed the program Participation Agreement. Participation in this program will be limited to a total of five hundred (500) participants and will be available for a term of five years. This schedule is available beginning October 15, 2022 to existing or new residential customers, and is only available for customers who remain on time-varying rates for their household consumption (e.g. Time Choice Residential Rate Plan – Schedule RG-TC). New installations under this program shall not be available during program Year 5. To maintain eligibility for this program, customers must remain on one of the time-varying rate options for their general household consumption, as applicable to residential customers over the course of the program.

MONTHLY RATES:	Summer Season	Winter Season
Customer Access Charge…….....	$13.00	$13.00
RSCPP Operations Fee ……..……..	$11.71	$11.71
Additional RSCPP Financing Fee (if applicable to Participant)……..……	$8.20	$8.20
The first 600-kWh, per kWh……	$0.14031	$0.14031
Additional kWh, per kWh…….	$0.14031	$0.11651
Off Peak Discount Rider	($0.02000)	($0.02000)

COMPANY-APPROVED CHARGER USAGE: applicable to the volume of consumption recorded through a Company-Approved Charger over the billing period.

	Summer Season	Winter Season
Time-Based "Peak" Energy Charge: 12 p.m. to 10 p.m.……	$0.24554	$0.24554
Time-Based "Shoulder" Energy Charge: 6 a.m. to 12 p.m.……..	$0.17539	$0.17539
Time-Based "Off-Peak" Energy Charge: 10 p.m. to 6 a.m.....	$ 0.03508	$ 0.03508

Consumption recorded through the Company-Approved EV Charger during the Time-Based "Off-Peak" period is not eligible for the Off-Peak Discount Rider.

The Summer Season will be the first four monthly billing periods billed on and after June 16, and the Winter Season will be the remaining eight monthly billing periods of the calendar year.

FUEL ADJUSTMENT CLAUSE:
The above charges will be adjusted in an amount provided by the terms and provisions of the Fuel Adjustment Clause, Rider FAC.

ENERGY EFFICIENCY COST RECOVERY:
The above charges will be adjusted to include a charge of $0.00028 per kWh on all customers who have not declined to participate in Company's energy efficiency programs under P.S.C. Rule 4 CSR 240-20.094(6).

DEMAND SIDE INVESTMENT MECHANISM
The above charges will be adjusted in an amount provided by the terms and provisions of the Demand Side Investment Mechanism, Rider DSIM for Residential service.

PAYMENT:
Bills will be due on or before twenty-one (21) days after the date thereof. If not paid on or before the due date, a late payment charge of 0.25% on the unpaid balance will be applied.

GROSS RECEIPTS, OCCUPATION OR FRANCHISE TAXES:

THE EMPIRE DISTRICT ELECTRIC COMPANY d/b/a LIBERTY

P.S.C. Mo. No. 6 Sec. 3 2nd Revised Sheet No. 10

Canceling P.S.C. Mo. No. 6 Sec. 3 1st Revised Sheet No. 10

For ALL TERRITORY

RESIDENTIAL SMART CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RG-SCPP

There will be added to the Customer's bill, as a separate item, an amount equal to the proportionate part of any license, occupation, franchise, gross or other similar fee or tax now or hereafter imposed upon the Company by any municipality or any other governmental authority, whether imposed by ordinance, franchise, or otherwise, in which the fee or tax is based upon a flat sum

payment, a percentage of gross receipts, net receipts, or revenues from the sale of electric service rendered by the Company to the Customer. When such tax or fee is imposed on the Company as a flat sum or sums, the proportionate amount applicable to each Customer's bill shall be determined by relating the annual total of such sum(s) to the Company's total annual revenue from the service provided by this tariff within the jurisdiction of the governmental body and the number of customers located within that jurisdiction. The amounts shall be converted to a fixed amount per customer, so that the amount, when accumulated from all customers within the geographic jurisdiction of the governmental body, will equal the amount of the flat sum(s). The fixed amount per customer shall be divided by 12 and applied to each monthly bill as a separate line item. The amount shall remain the same until the flat sum may be changed by the governmental body, in which case this process shall be adjusted to the new flat sum. The amount shall be modified prospectively by the Company anytime it appears, on an annual basis, that the Company is either over-collecting or under-collecting the amount of the flat sum(s) by more than five percent (5%) on an annual basis. Bills will be increased in the proportionate amount only in service areas where such tax or fee is applicable.

CONDITIONS OF SERVICE: GENERAL

1. Voltage, phase and frequency of energy supplied will be as approved by the Company.
2. Service will be furnished for the sole use of the Customer and will not be resold, redistributed or submetered, directly or indirectly.
3. The Company Rules and Regulations, P.S.C. Mo. No. 5, Section 5, are a part of this schedule.

CONDITIONS OF SERVICE: EV CHARGING PROGRAM AND EQUIPMENT

Participants billed under this RG-SCPP tariff schedule must continually meet all obligations, terms and conditions provided for in the Program Tariff Document and the executed program Participant Agreement.

RESIDENTIAL SMART CHARGE PILOT PROGRAM
Schedule RG-RSCPP

PROGRAM DESCRIPTION

The purpose of the Residential Smart Charge Pilot Program ("RSCPP") and the associated Tariff RG-SCPP is to provide a subscription service for qualifying Residential Customers of The Empire District Electric Company ("the Company") that equips their premises with a dedicated smart (networked) Level 2 ("L2") Electric Vehicle ("EV") charging station, and facilitates charging of the EVs at the rates and terms specified in this Tariff, net of the rates and charges for the General Household Consumption equivalent to the Residential Service (RG) Tariffs in force over the term of the Pilot. Charging infrastructure deployed pursuant to this Schedule will be installed and owned by Company.

AVAILABILITY

Upon the effective date of this schedule, no new customers may be enrolled in this program in accordance with the decision and order by the Missouri Public Service Commission. Any customers who were already enrolled in the program before this date will continue to be supported by the Company per their original terms of participation. Enrollment will be restricted solely to those residential customers who have executed the Program Participation Agreement prior to the effective date. Schedule RG-RSCPP is available to residential customers currently receiving or applying for permanent, metered electric service under the Company's retail rate schedules at a single-family residence or a multi-family (e.g. duplex) residence that the Company deems suitable for the purposes of limiting access to the charging equipment to the participant's EV(s) only, provided that they have been invited to and executed the program, Participation Agreement. Participation in this program will be limited to a total of five hundred (500) Participants and will be available for a term of five years commencing 30 days after the date of this Tariff Schedule first coming into effect. New installations under this program shall not be available during program Year 5.

A maximum of 25 program spots will be reserved for Income-Qualified Participants. Subject to demonstrating eligibility pursuant to the terms described below, this category of Participants is eligible to participate in the program at a discounted RSCPP Monthly Fee as indicated below. All other rates and charges applicable under this Tariff Schedule shall apply without further modifications, subject to Participants being eligible for additional forms of rate relief under other applicable Company programs. Income-qualified applicants are those customers who otherwise qualify for service on this schedule who have an income level at or below 135% of the Federal Poverty Level (FPL), as confirmed by the designated Community Action Agency ("CCA").

DEFINITIONS

Applicant: A current or prospective Residential customer of the Company that approaches the Company with the intent to participate in the RSCPP program.

Charger Finance Agreement: A component of the Participant Agreement between the Company and the Participant that outlines the terms and conditions of the financing arrangement for the EV charger and other associated infrastructure installed by the Company on the Participant's premises.

Commission: The Missouri Public Service Commission.

Company-Approved Charging Device: A "smart" L2 electric vehicle charging device that is new, equipped with a SAE J1772 standard plug, capable of delivering at least 6.2 kilowatts of power to an EV, network-enabled, capable of delivering station utilization data to the Company, and capable of receiving a demand response signal. All Schedule RSCPP-facilitated chargers must be ENERGY STAR-certified, listed by a nationally recognized testing laboratory (e.g., UL), and must adhere to open communication standards that support interoperability. In the event that a charging device has been used and removed pursuant to this Program at a site, it may subsequently be reused in the Program following a suitable inspection and/or refurbishment.

The Company will enter into an agreement with two or more qualified vendors to provide charging equipment installed through the Residential Smart Charge Pilot Program, provided more than one vendor are available, express interest and meet the Company's supplier and procurement guidelines.

RESIDENTIAL SMART CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RG-SCPP

Connection Cost Estimate ("CCE"): an estimate issued by the Company to the Applicant upon the initial site visit, outlining in the scope and nature of requisite work to complete the safe installation of charging equipment, the associated cost responsibility and available financing options. The Applicant must sign the CCE prior to executing the Participant Agreement.

Income-Qualified Participant: A program participant who has meet the qualifications for and has been accepted into the program as an Income-Qualified Participant, and as such qualifies for certain additional benefits described in this Tariff Document.

Participant: A customer of the Company that meets the eligibility criteria established in this Schedule RG-SCPP for participation and who executes a Participant Agreement.

Participation Agreement: The agreement between the Company and the Participant further describing the terms and conditions governing the Participant's subscription to the Residential Smart Charge Pilot Program. The current form of the Participant Agreement shall be available for review on the Company's website. In the event the Company chooses to make changes to the Participant Agreement, it shall provide a copy to counsel for Staff and to the Public Counsel and provide a period of 30 days to review. Staff and the Public Counsel may affirmatively recommend the Company proceed with changes in less than 30 days.

Remaining Pilot Term: A minimum term over which the Participant agrees to deploy and make use of the charging equipment, commencing on the date of the Participant Agreement's execution and concluding on the date of a five-year anniversary of the RSCPP program start date.

Site: The location of Participant's premises at which a Schedule RG-SCPP-facilitated charger is installed and operated.

RSCPP PROGRAM MINIMUM ELIGIBILITY AND ENROLLMENT PROCESS

To enroll into RSCPP, applicants must complete and submit a completed Program Enrollment Application. To meet the minimum eligibility requirements for participation, applicants must demonstrate to the Company's satisfaction a proof of the following:

(a) Legal possession of an EV via a financing, lease or other suitable arrangement;

(b) Existing RG account in good standing with the Company, or an application for such an account, at the address matching that of the EV title documents;

(c) Authorization to modify the premises at the address noted in (b) such as a property title or proof of lease, along with a property owner's written consent if the premises are leased.

Should the vehicle, property or Company account holder names be different across the documents noted in clauses (a) through (c), applicants must provide proof of residency and sharing of living premises by the individuals whose names appear on these documents to the Company's satisfaction.

(d) Proof of satisfactory credit standing, in the manner required by the Company;

(e) Confirmation that the scope and nature of modifications to the occupied premises typically required for the operation of a Company-Approved Charging Device have been communicated and consented to by the property's mortgage holding institution(s) and all insurance provider(s); and

(f) If applying as an Income-Qualified Participant, the Applicant must provide the requisite documentation to confirm eligibility.

RESIDENTIAL SMART CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RG-SCPP

By signing the Application, the Applicant will acknowledge their understanding that their participation in the program is contingent upon the execution of the Participant Agreement, predicated by meeting the balance of requirements to the Company's satisfaction articulated therein. Upon receiving the completed Program Enrollment Application and verifying that the Applicant meets all the minimum eligibility requirements, the Company or its agents will inspect the site on a mutually satisfactory date and time, including, potentially, via a remote inspection based on the photographic and/or video evidence of the charging site's condition provided by the applicant and the geospatial records available to the Company. Based on the findings of the initial inspection, the Company will make a determination as to the Applicant's premises suitability for the program, including the presence of an acceptable structure for mounting of a Company-Approved Charging Device, and the condition of the house and electrical work in general.

The Company reserves the discretion to decline the application, should the applicant's premises not meet the electrical safety requirements, lack the adequate physical features to safely mount the charging equipment and/or prevent outside parties from accessing the Charging Device without the Participant's authorization, or be determined to be otherwise unsuitable. Upon completing the initial inspection and satisfying itself of all other preliminary matters explored in the Application, the Company will invite the Applicant to enter the program by executing the Participation Agreement, which will also include a completed Connection Cost Estimate Acknowledgment Form ("CCEAF") and the Charger Financing Agreement ("CFA") or waiver form, as appropriate for the financing option elected by the Applicant.

Financial Considerations

Included in the Participant Agreement will be the completed CCEAF, that will outline in reasonable detail the scope and nature of any expected customer-side (behind-the-meter) and/or utility-side (front-of-the-meter) works required to accommodate the Company-Approved Charging Device installation, the cost of which exceeds the amounts recoverable through the customer deposit and regular RSCPP Monthly Fee established by this Tariff. The CCEAF will also specify what, if any, portion of such works is eligible for Company rebates. By signing the CCEAF as a part of the overall Participant Agreement, the Applicant will confirm their understanding of and readiness to arrange for and otherwise accommodate any works on their premises required to install the Company-Approved Charging Device, including providing any payments for works not recoverable through the standard payments provided for in this tariff.

Concurrent with execution of the Participation Agreement, the Participant will either provide $1,000 plus applicable taxes to the Company, reflective of the standard cost of the purchase of the charger and installation of the device, or provide $25 plus applicable taxes to the Company and enter into a Charger Financing Agreement. Participants who elect to pre-pay the cost of the Charger and Installation by providing $1,000 plus applicable taxes in one payment will be eligible for the "Operations RSCPP Monthly Fee" fixed charge described below, reflective of the up-front payment made, and recovering the eligible operating costs only. Participants who elect to pay a $25 deposit plus applicable taxes and enter into CFA, will be required to pay the standard RSCPP Monthly Fee, reflective of eligible operating and capital expenditures incurred in installing and operating the Company-Approved Charging Device.

Notwithstanding the act of providing either the $1,000 pre-payment or the $25 deposit (plus applicable taxes) to enter the CFA, the Applicant shall continue to be responsible for any payments in excess of the standard amount as estimated in the CCEAF, which would be billed to the Participant at the time of the first bill under this Tariff being issued. On executing the Participation Agreement and all required appendices, the Applicant becomes a Program Participant.

Upon the execution of the Participation Agreement, if a suitable 240 Volt-equipped junction box and other associated equipment is not present, the Participant will arrange for the installation of a suitable junction box and related wiring on Participant's premises by a licensed and bonded electrician. The Participant will be responsible for the cost of installation and will pay this cost directly to the electrician. The Company will reimburse up to $200 for the installation of the junction box and other associated equipment, on provision of an itemized receipt from an electrician.

Upon completion of the requisite customer-side upgrades (if required), the Company will install a Company-Approved Charging Device and arrange for any requisite electrical safety site inspections.

Upon installation of the Company-Approved Charging Device, the Company will invoice the Participant for any final costs not covered by the standard tariff charges, as specified in the CCEAF. Upon installation of the Company Approved Charging Device, the Participant will be responsible for payment of the RSCPP Monthly Fee, and the rate schedule for service for the premises will be switched to Schedule RG-SCPP.

RESIDENTIAL SMART CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RG-SCPP

Should the level of interest in participating in the RSCPP exceed that of the 500-participant cap, the Company will invite otherwise qualifying Applicants it cannot accommodate to join the program waitlist. The customers placed on the waitlist will be eligible to have the right of first refusal to participate in the Program (should its terms or conditions change), or in functionally similar future initiatives carried out by the Company. The priority of access of waitlist participants will be based on the order of the waitlist entry.

Other Program Terms and Customer Obligations

By executing the Participant Agreement, applicants commit to keeping the charger installed on their premises for a period no shorter than the Remaining Pilot Term, and meeting all other terms and conditions of this Tariff Schedule, the Participant Agreement and the Charger Financing Agreement (as applicable). Should a Participant wish to withdraw from the RSCPP program sooner than after two years of participation, the Participant will be responsible for the Termination Fee. Should a Participant wish to move to a different location within the Company's service territory and continue participating in the Program, the participant will be responsible for the costs of all requisite removal and installation costs. For any charging equipment that may be de-installed due to a Participant's withdrawal from the Program, the Company will perform requisite refurbishment and will either redeploy the equipment to another Participant's premises, or utilize it for the purposes of its own fleet.

Participants must ensure reliable access to wireless internet service at the location of the charging equipment to ensure remote reading of the EV charger's consumption for use in billing, and commit to provide access to the Company's personnel from time to time to the charger for the purposes of maintenance, and (if required) reading verification. Should the Company be unable to obtain the reading of the EV charger's consumption via a remote reading, a site visit and/or other reasonable means in the course of a billing period, the overall EV consumption and the breakdown of that consumption across the Time of Use periods will be estimated in the following manner:

(a) The overall consumption (total kWh consumed in the billing period) shall be estimated to equal the daily average of the most recent 90 days for which that Participant's actual EV Charger consumption is available times the number of days in the billing period for which an estimated bill is being prepared.

(b) The relative breakdown of consumption across the three Time of Use periods for the period being estimated shall equal the average daily breakdown across the Time of Use periods over the most recent 90 days for which the Participant's actual EV consumption data is available.

(c) Should the need to resort to estimated billing for EV charger consumption arise before a 90-day record of the Participant's actual EV Charger consumption data is accumulated, the Company shall bill all consumption recorded on the household's Revenue Meter at the rate(s) applicable for the general household consumption.

(d) Participants who have been issued estimated bills for their EV Charger consumption may contact the utility to have the estimated charges adjusted, provided they can furnish the relevant actual data for the period in question to the Company's satisfaction. The Company shall rectify the estimation by way of an adjustment applied to the next billing period.

Participants will be limited to one Schedule RG-SCPP-facilitated charger per site. If a Participant demonstrates ownership of multiple EVs registered at the same address, a Participant may, at the Company's discretion, be eligible for the installation of an additional Company-Approved Charging Device charger(s). If more than one charger is installed, the Charger Finance Agreement shall not be available for additional chargers. Participants agree to transfer to an electronic billing arrangement for their household for a minimum of the term of program participation. Participants also agree to partake in at least three participant surveys over the course of their RSCPP participation, including an enrollment companion survey. Participants also consent for their charger consumption data to be analyzed by the Company and reported to the Commission in an aggregated manner with that of other Participants and/or without any personal information being revealed. Participants may also be asked to participate in other activities to help the Company obtain certain insights regarding the charging equipment, the impact of EV charging on the Company's distribution system or other program administration elements.

RESIDENTIAL SMART CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RG-SCPP

By Executing the Participation Agreement the Company commits to maintaining the Charger infrastructure in good working order, provide electricity for use in the Charger at the rates specified below, and provide such other services as may be required to support the Participants' participation in the RSCPP in accordance with the terms and conditions contemplated in the Participation Agreement. The Company also commits to run the RSCPP through to the conclusion of the Remaining Pilot Term and to facilitate the Participants' options elected at the conclusion of the RSCPP as described above.

Participation in Special Demand Management Events

The Company may call up to ten (10) Demand Response Events per year, not to exceed 4 hours per event. If the Participant complies with a Demand Response event, as verified by the charger consumption records, the Participant will be eligible for an additional credit as specified below.

The Company may request the Participants to participate in the Vehicle to Grid ("V2G") Events by discharging a portion of their available battery charge back into the grid during certain times communicated in advance by the company, and following all the appropriate electrical safety and operational protocols. If a Participant participates in a V2G event, that Participant will be compensated at the rate as specified below, as measured through the Company-Approved Charging Device. The compensation will take the form of a credit on the Participant's next billing period. The V2G rates shall only apply for the specific time periods communicated ahead of time by the Company.

PARTICIPANTS' OPTIONS UPON THE RSCPP PILOT TERM CONCLUSION

Parties' Rights and Obligations Upon the Conclusion of the RSCPP Program

At the conclusion of the Remaining Pilot Term, the Company may elect to transition the RSCPP into a successor program and apply for the associated leave to the Commission to establish the requisite tariff(s), or discontinue the RSCPP without adopting a dedicated successor program and/or tariff for electric vehicle charger financing or electric vehicle consumption. Should the Company transition the RSCPP into a successor program, it would reserve the right to apply to the Commission to modify the program terms, rate structures, or amounts charged upon the conclusion of the Remaining Pilot Period, including establishing special terms (as appropriate) that would apply to the original RSCPP Participants.

In either scenario of the RSCPP concluding with or without being substituted for a successor program, the Company will give the existing Participants no less than a 30-day notice prior to applying to the Commission for the appropriate leave. Along with the notice specifying the Company's intent, Participants would be offered the following options with respect to the charging equipment installed during the Program Term, as applicable under the Scenarios contemplated below.

Scenario 1: No RSCPP Successor Program and/or Tariff: If the RSCPP and the associated tariff are discontinued without being replaced by a successor program and tariff, the Participants will have two options:

i. Option A: buy out the remaining Charger capital costs at remaining net book value, thus assuming ownership. Under this option the customer would be responsible for all charger maintenance activities and the associated costs upon the expiration of the Program and would be responsible for procuring replacement equipment; OR

ii. Option B: continue paying charger financing costs under the rates in place prior to the Program's cancellation, by executing an appropriate service extension agreement available exclusively to the legacy RSCPP Participants – the Company would continue maintaining and replacing the assets until equipment is fully depreciated. .

Under either option under Scenario 1, the Participants would then be charged for their EV charger's electricity consumption under the regular residential tariff applicable at the time.

RESIDENTIAL SMART CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RG-SCPP

Scenario 2: An RSCPP Successor Program and/or Tariff are in Place: If the Company replaces RSCPP with a successor program and tariff, the existing Participants will have an option of being enrolled into the successor program and may be eligible for special transitional treatment terms (if any) that the Company may contemplate and the Commission may authorize. The Participants will have two Options with respect to their Charging Equipment:

i. Option A: Enroll in the RSCPP successor program and continue financing the Company-Approved Charging Equipment and paying for the charger consumption as per the terms of the associated tariff.

ii. Option B: Do not continue with the successor program and select from among Scenario 1 Options A or B listed above to determine the ensuing financing arrangements with respect to the financed charger equipment.

PROGRAM RATES

RSCPP Monthly Fee:
This is a fixed monthly charge recovering the cost of the Company-Approved Charging Device and other costs associated with the set-up and facilitation of the Participant's participation in the RSCPP program. All participants will be required to pay the RSCPP Operations Fee that recovers the cost of maintenance of charging equipment and billing. Participants who do not choose to pre-pay the charger purchase and installation costs and instead opt to enter the Charger Financing Agreement will also be required to pay the RSCPP Financing Fee. Along with those customers who pre-pay their charger purchase and installation costs, the limited number of Income Qualified participants will also be exempt from paying the RSCPP Financing fee.

If participation is cancelled prior to two years in the program, Customer shall be responsible for payment of Termination Fees. The above fees are subject to periodic review and approval in the manner determined by the Commission.

Termination Fee: An amount equal to 24 minus the number of months of participation, times $20, but not less than zero. Such amounts shall be recorded to offset capital expenditures and capitalized expenses incurred under the Company's provision of this program.

READY CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RCPP

AVAILABILITY:
Upon the effective date of this schedule, no new customers may be enrolled in this program in accordance with the decision and order by the Missouri Public Service Commission. Any customers who have already enrolled in the program before this date will continue to be supported by the Company per their original terms of participation. This tariff applies to registered Ready Charge Pilot Program (RCPP) participants who take their regular consumption service according to tariff schedules listed below, and who provide EV Charging service to end users (EV drivers) in the manner permitted by the program rules contained in a dedicated program tariff documentation. This schedule is available beginning October 15, 2022 to existing or new customers in the following rate plans.

Service	Rate Schedule
Non-Standard General Service	NS-GS
Time Choice General Service	TC-GS
Non-Standard Large General Service	NS-LG
Time Choice Large General Service	TC-LG
Non-Standard Small Primary	NS-SP
Time Choice Small Primary	TC-SP

All end users of the RCPP-facilitated EV charging stations must have an account with the Company's third-party vendor. Information on opening an account shall be available through the Company's website and shall be advertised through the signage installed on site. Use of the RCPP-facilitated EV charging stations does not give rise to status as a "Customer," as defined in the Rules and Regulations, nor does it give rise to the protections of the Commission's rules regarding metering, terminations, payments, or other provisions.

MONTHLY RATES:

CUSTOMER ACCESS CHARGE (as applicable to customer's facilities)

Service	Monthly Rate
NS-GS, TC-GS	$23.97
NS-LG, TC-LG, NS-SP, TC-SP	$69.49

RCPP MONTHLY PARTICIPATION FEE (Per charger, as applicable)

Charger Type / Deployment Phase	Monthly Participation Fee Per Charger: Deployment Tranches 2-4
L2 Dual-Port Charger	$40.83
DCFC Charger 50 kW	$215.25
DCFC Charger 150 kW	$290.64

The limited number of Deployment Tranche 1 participants are exempt from the Monthly Participation Fee for the duration of the RCPP pilot program, subject to meeting other applicable conditions as laid out in the program tariff documentation and the executed Participation Agreement.

For Customers on Non-Time Varying Rates:

DEMAND AND FACILITIES CHARGES
As applicable per participants' tariffs associated with their regular facilities.

Service	**Demand Charge - per kW of Billing Demand (if Applicable)**		**Faculties Charge – per kW of Facilities Demand (if Applicable)**	
-	Summer Season	Winter Season	Summer Season	Winter Season
NS-GS	-	-	-	-
NS-LG	$8.93	$6.96	$2.13	$2.13
NS-SP	$8.75	$6.82	$2.08	$2.08

THE EMPIRE DISTRICT ELECTRIC COMPANY d/b/a LIBERTY

P.S.C. Mo. No. 6 Sec. 3 2nd Revised Sheet No. 11a

Canceling P.S.C. Mo. No. 6 Sec. 3 1st Revised Sheet No. 11a

For ALL TERRITORY

READY CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RCPP

ENERGY CHARGES

Regular Consumption Charges (as applicable to a customer's class and usage)

Service	Consumption Components	Summer Season	Winter Season
NS-GS	The first 700 kWh, per kWh…….	$0.13429	$0.13429
	Additional kWh, per kWh……..	$0.13429	$0.12020
NS-LG	First 150 hours use of Metered Demand, per kWh……	$0.08941	$0.07676
	Next 200 hours use of Metered Demand, per kWh…….	$0.06939	$0.06253
	All additional kWh, per kWh……...	$0.06231	$0.06198
NS-SP	First 150 hours use of Metered Demand, per kWh……	$0.08767	$0.07527
	Next 200 hours use of Metered Demand, per kWh…….	$0.06804	$0.06131
	All additional kWh, per kWh……...	$0.06110	$0.06077

COMPANY-APPROVED CHARGER USAGE: applicable to energy consumed through EV chargers installed at participants' site as a part of the RCPP program. The resulting amounts shall be payable in full by either the Participant (Cost Responsibility Option 1) or the end EV User (Cost Responsibility Option 2), as elected by the Participant.

	L2 Charger	DCFC Charger
Time-Based "Peak" Energy Charge: 12 p.m. to 10 p.m.……	$0.18000	$0.23000
Time-Based "Shoulder" Energy Charge: 6 a.m. to 12 p.m.……	$0.16000	$0.21000
Time-Based "Off-Peak" Energy Charge: 10 p.m. to 6 a.m.....	$0.14000	$0.19000

For Customers on Time Varying Rates:

DEMAND AND FACILITIES CHARGES
As applicable per participants' tariffs associated with their regular facilities.

Service	**Demand Charge - per kW of Billing Demand (if Applicable)**		**Faculties Charge – per kW of Facilities Demand (if Applicable)**	
-	Summer Season	Winter Season	Summer Season	Winter Season
TC-GS	-	-	-	-
TC-LG	$8.93	$6.96	$2.13	$2.13
TC-SP	$8.75	$6.82	$2.08	$2.08

READY CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RCPP

ENERGY CHARGES

Regular Consumption Charges (as applicable to a customer's class and usage)

Service	Consumption Components	Summer Season	Winter Season
TC-GS	The first 700 kWh, per kWh……	$0.13892	$0.13892
	Additional kWh, per kWh……..	$0.13892	$0.12624
	Off-Peak kWh credit, per kWh ……....	$-0.00200	$- 0.00200
TC-LG	First 150 hours use of Metered Demand, per kWh……	$0.08998	$0.07793
	Next 200 hours use of Metered Demand, per kWh…….	$0.07091	$0.06436
	All additional kWh, per kWh……...	$0.06417	$0.06385
	Off-Peak kWh credit, per kWh ……....	$-0.00500	$-0.00500
TC-SP	First 150 hours use of Metered Demand, per kWh……	$0.08823	$0.07641
	Next 200 hours use of Metered Demand, per kWh…….	0.06953	0.06311
	All additional kWh, per kWh……...	0.06292	0.06261
	Off-Peak kWh credit, per kWh ……....	$-0.00490	$-0.00490

Off-Peak kWh includes all kWh consumed between 10 PM and 6 AM daily.

COMPANY-APPROVED CHARGER USAGE: applicable to energy consumed through EV chargers installed at participants' site as a part of the RCPP program. The resulting amounts plus applicable charges shall be payable in full by either the Participant (Cost Responsibility Option 1) or the end EV User (Cost Responsibility Option 2), as elected by the Participant.

	L2 Charger	DCFC Charger
Time-Based "Peak" Energy Charge: 12 p.m. to 10 p.m.……	$0.18000	$0.23000
Time-Based "Shoulder" Energy Charge: 6 a.m. to 12 p.m.……	$0.16000	$0.21000
Time-Based "Off-Peak" Energy Charge: 10 p.m. to 6 a.m.....	$0.14000	$0.19000

The Summer Season will be the first four monthly billing periods billed on and after June 16, and the Winter Season will be the remaining eight monthly billing periods of the calendar year. Consumption recorded through the Company-Approved EV Charger during the Time-Based "Off-Peak" period is not eligible for the Off-Peak kWh credit applicable to regular consumption charges.

CHARGERS OWNED AND OPERATED BY THE COMPANY: Public-Facing charging equipment owned and operated by the Company shall be offered as Cost Responsibility Option 2 for the purposes of public consumption no later than 90 days after the first effective date of this tariff schedule.

FUEL ADJUSTMENT CLAUSE:
The above charges will be adjusted in an amount provided by the terms and provisions of the Fuel Adjustment Clause, Rider FAC.

ENERGY EFFICIENCY COST RECOVERY:
The above charges will be adjusted to include a charge of $0.00028 per kWh on all customers who have not declined to participate in Company's energy efficiency programs under P.S.C. Rule 4 CSR 240-20.094(6).

DEMAND SIDE INVESTMENT MECHANISM
The above charges will be adjusted in an amount provided by the terms and provisions of the Demand Side Investment Mechanism, Rider DSIM for non-Residential service.

THE EMPIRE DISTRICT ELECTRIC COMPANY d/b/a LIBERTY

P.S.C. Mo. No. 6 Sec. 3 1st Revised Sheet No. 11c

Canceling P.S.C. Mo. No. 6 Sec. 3 Original Sheet No. 11c

For ALL TERRITORY

READY CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RCPP

PAYMENT:
For the program option where charging costs are recovered from end-use consumers (drivers), charges will be payable at the time of conclusion of each charging sequence. For the program option where the participant (site host) absorbs the charging costs, bills from participants will be due on or before twenty-one (21) days after the date thereof. If not paid on or before the due date, a late payment charge of 0.5% on the unpaid balance will be applied.

GROSS RECEIPTS, OCCUPATION OR FRANCHISE TAXES:

There will be added to the Customer's bill, as a separate item, an amount equal to the proportionate part of any license, occupation, franchise, gross or other similar fee or tax now or hereafter imposed upon the Company by any municipality or any other governmental authority, whether imposed by ordinance, franchise, or otherwise, in which the fee or tax is based upon a flat sum payment, a percentage of gross receipts, net receipts, or revenues from the sale of electric service rendered by the Company to the Customer. When such tax or fee is imposed on the Company as a flat sum or sums, the proportionate amount applicable to each Customer's bill shall be determined by relating the annual total of such sum(s) to the Company's total annual revenue from the service provided by this tariff within the jurisdiction of the governmental body and the number of customers located within that jurisdiction. The amounts shall be converted to a fixed amount per customer, so that the amount, when accumulated from all customers within the geographic jurisdiction of the governmental body, will equal the amount of the flat sum(s). The fixed amount per customer shall be divided by 12 and applied to each monthly bill as a separate line item. The amount shall remain the same until the flat sum may be changed by the governmental body, in which case this process shall be adjusted to the new flat sum. The amount shall be modified prospectively by the Company anytime it appears, on an annual basis, that the Company is either over-collecting or under-collecting the amount of the flat sum(s) by more than five percent (5%) on an annual basis. Bills will be increased in the proportionate amount only in service areas where such tax or fee is applicable.

CONDITIONS OF SERVICE:
1. Voltage, phase and frequency of energy supplied will be as approved by the Company.
2. Service will be furnished for the sole use of the Customer. The charging of end user EVs in the manner contemplated by the RCPP program shall be permitted and shall not be deemed an otherwise prohibited resale, redistribution or submetering activity.
3. Bills for service will be rendered monthly.
4. The Company Rules and Regulations, P.S.C. Mo. No. 5, Section 5, are a part of this schedule.

CONDITIONS OF SERVICE: EV CHARGING PROGRAM AND EQUIPMENT

Participants billed under this RCPP tariff schedule must continually meet all obligations, terms and conditions provided for in the Program Tariff Document and the executed program Participant Agreement.

READY CHARGE PILOT PROGRAM
Schedule RCPP

PROGRAM DESCRIPTION

The Ready Charge Pilot Program supports the deployment of smart, network-enabled Level 2 ("L2") and direct-current fast charging ("DCFC") infrastructure at publicly accessible commercial customer sites for shared public use to charge an electric vehicle ("EV"). Charging infrastructure deployed pursuant to Schedule RCPP will be installed, owned and operated by The Empire District Electric Company ("Company") and may be used by any EV owner who resides either within or outside the Company's service territory, in accordance with charging cost arrangements selected by the commercial entity on whose property the charging equipment is situated ("Participant").

AVAILABILITY

Upon the effective date of this schedule, no new customers may be enrolled in this program in accordance with the decision and order by the Missouri Public Service Commission. Any customers who have already enrolled in the program before this date will continue to be supported by the Company per their original terms of participation. This Schedule RCPP is available to the Company's commercial customers operating at publicly accessible and otherwise suitable locations who wish to serve as site hosts for Company-owned L2 and/or DCFC EV chargers. Charging infrastructure deployed pursuant to Schedule RCPP must be publicly accessible 24/7 and intended for shared use by EV drivers. Participants participating in Schedule RCPP program may not install more than three dual-port L2 chargers or three DCFC chargers, or a combination of the two types of chargers, up to a three total, per Host Site.

In evaluating applications from potential Applicants, the Company will utilize a Site Evaluation Process, which entails the completion of a scoring matrix comprised of weighted criteria that shall prioritize above other considerations the minimization of adverse cost and operational impact on the Company's distribution system, such as the need for premature capacity upgrades or accelerated equipment degradation. The system impact scoring criterion shall be augmented by appropriately weighted scoring criteria of geographic coverage, anticipated utilization levels, locational equity, participation by Non-profit organizations or Minority or Women Business Enterprise, participating host green initiatives, and charging location targets.

The Company will allocate the RCPP program participation spots in up to four tranches, each tranche capped at a pre-determined magnitude of capital and operating expenses to be incurred. Tranches Two to Four will commence provided the company attains certain charging volume milestones across the public charging equipment in-service at the time. The Company will run a Site Evaluation Process in each Tranche at once, inviting all interested parties to apply by a particular deadline, and determining successful Applicants (if any) on the basis of assessment of all applications submitted. Successive tender rounds may be held within each Tranche until all available program funds are subscribed to. The Company shall publish the Site Evaluation Process rules on its website. The Company may adjust the Site Evaluation Process rules from one program Tranche to next, taking into account the insights from the previous evaluations and the specific criteria for successive rounds, such as particular geographic area focus.

The following table outlines the targeted coverage of charging locations by the type of host establishment across all tranches of the RCPP.

READY CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RCPP

Charging Location Targets	Target Percent	
	DCFC	L2
Convenience Stores (with amenities)	40%	15%
Locations along major travel corridors	30%	15%
Restaurants	10%	12%
Retail	10%	20%
Grocery	10%	12%
Parks	0%	3%
Multi-Dwelling Residential	0%	3%
Other long-dwell stops (universities, movie theaters, municipally owned parking)	0%	20%
Total	100%	100%

To encourage participation in the RCPP, the initial tranche of invited Participants will have their Monthly Participation Fee waived for the Remaining Pilot Term. Notwithstanding the waiving of their Monthly Participation Fee, upon being invited into the program, the first tranche of Participants must pay the program entry fee, and make separate arrangements with the Company to cover the cost of any capital work, including in front of, and behind-the-meter upgrades, the cost of which exceed the capital cost amounts included in the calculation of the Monthly Participation Fee. Unless invited to participate as a part of the first tranche, Non-profit Organizations and Minority or Women Business Enterprises are exempted from paying the Program Entry Fee.

The Company will enter into an agreement with two or more qualified vendors to provide charging equipment installed through the RCPP, provided more than one vendor are available, express interest and meet the Company's supplier and procurement guidelines. RCPP-facilitated chargers must be separately metered from the site host's other premises.

DEFINITIONS

Additional Connection Costs: capital costs of distribution system and/or customer-side works which exceed those on which the Monthly Participation Fee for Program Tranches 2-4 is calculated. The Participants are solely responsible for these costs.

Applicant: A customer of the Company that approaches the Company with the intent to participate in the RCPP program and completes the requisite application documentation.

Company-Approved Charging Device: A "smart" L2 or DCFC electric vehicle charging device that is new, equipped with a SAE J1772 standard plug, capable of delivering at least 6.2 kilowatts of power to an EV, network-enabled, capable of delivering station utilization data to the Company, and capable of receiving a demand response signal. All Schedule RCPP-facilitated chargers must be ENERGY STAR-certified, listed by a nationally recognized testing laboratory (e.g., UL), and must adhere to open communication standards that support interoperability. In the event that a charging device has been used and removed pursuant to this Program at a site, it may subsequently be reused in the Program following a suitable inspection and/or refurbishment.

Connection Cost Estimate ("CCE"): an estimate issued by the Company to the Applicant upon the initial site visit, outlining in the scope and nature of requisite work to complete the safe installation of charging equipment, the associated cost responsibility, including the Additional Connection Costs. The Applicant must sign the CCE prior to executing the Participation Agreement.

READY CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RCPP

Minority or Women Business Enterprise ("M/WBE"): Any business certified by the Missouri Office of Equal Opportunity as an M/WBE.

Non-profit Organization: Any organization established as a nonprofit corporation under the Missouri Nonprofit Corporation Act.

Remaining Pilot Term: A minimum term over which the Participant agrees to deploy and make use of the charging equipment, commencing on the date of the Participation Agreement 's execution and concluding on the date of a five-year anniversary of the RCPP program's start date.

Site: the physical premises owned and operated by the Participant, judged by the Company to be adequate in size, location and proximity to electrical infrastructure to safely install and operate the Company-Approved Charging Stations.

Site Evaluation Process: an assessment process developed and executed by the Company or its agents to explore the suitability of potential RCPP Sites to the program's objectives, using objective and transparent scoring criteria.

Participant: A customer of the Company that meets the Participant eligibility criteria established in Schedule RCPP, completes the application documents and the associated procedural steps to the Company's satisfaction, and who is subsequently invited to enter into the RCPP program by executing the Participation Agreement .

Participation Agreement: The agreement between the Company and the participating Participant further describing the terms and conditions governing the Participant's enrollment in the Ready Charge Pilot Program. The current form of the Participation Agreement shall be available for review on the Company's website. In the event the Company chooses to make changes to the Participation Agreement, it shall provide a copy to counsel for Staff and to the Public Counsel and provide a period of 30 days to review. Staff and the Public Counsel may affirmatively recommend the Company proceed with changes in less than 30 days.

RCPP APPLICATION PROCESS

To enroll into RCPP, applicants must complete and submit a Program Enrollment Application and be subsequently invited to enter the program. To meet the minimum eligibility requirements for participation, applicants must demonstrate to the Company's satisfaction a proof of the following:

(a) Existing Commercial service account in good standing with the Company;

(b) Proof of ownership or lease arrangement of the Site, such as a property title or proof of lease; and

(c) Confirmation that the scope and nature of modifications to the occupied premises typically required for the operation of a Company-Approved Charging Stations have been communicated and consented to by the property's owner, mortgage holding institution(s) and all insurance provider(s) (as applicable);

By signing the Application, the Applicant will acknowledge their understanding that their participation in the program is contingent upon the execution of the Host Agreement, predicated by the Host Site being selected among the successful applicants through the company's Site Evaluation Process. Upon receiving the completed Program Enrollment Application and verifying that the Applicant meets all the minimum eligibility requirements, the Company or its agents will inspect the site on a mutually satisfactory date and time, including, potentially, via a remote inspection based on the photographic and/or video evidence of the site's condition provided by the applicant and the geospatial records available to the Company. Using the information so collected, the Company will conduct the Site Evaluation Process by the advertised date and will notify the successful applicants (if any) by extending to them an invitation to execute the Participation Agreement , which will also include a completed Connection Cost Estimate ("CCE"). By executing the Participation Agreement and all relevant appendices, the Applicant becomes the Participant and officially enters the RCPP program.

READY CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RCPP

The completed CCE will outline in reasonable detail the scope, nature and cost of any expected Additional Connection Costs, which entail any customer-side (behind-the-meter) and/or utility-side (front-of-the-meter distribution system) works required to accommodate the Company-Approved Charging Device installation, the cost of which exceeds the amounts on which the Monthly Participation Fee is calculated. By signing the CCE as a part of the overall Participation Agreement, the Applicant will confirm their understanding of and readiness to arrange for and otherwise accommodate any works on their premises required to install the Company-Approved Charging Device, including providing any payments for works outlined in the CCE. Concurrent with execution of the Participation Agreement, the Participant will submit the Program Entry Fee as appropriate for the combination of Company-Approved Charging Stations installed at the Site. Notwithstanding the act of providing either the entry fee and executing the Participation Agreement, the Applicant shall continue to be responsible for the final Additional Connection Costs corresponding to those estimated in the CCE, which would be billed to the Participant once the works are completed and the final cost has been communicated by the Company.

Should the level of interest in participating in the RCPP exceed the Company's resources available for this work, the Company will invite otherwise qualifying Applicants it cannot accommodate to join the program waitlist. The Applicants placed on the waitlist will be eligible to have the right of first refusal to participate in the RCPP (should its terms or conditions change), or in functionally similar future initiatives carried out by the Company. The priority of access of waitlist participants will be based on the combination of the order of the waitlist entry and results of the Site Evaluation Process as conducted at the time of additional spots becoming available.

The Participation Agreement and Obligations Arising from it

By executing the Participation Agreement, applicants commit to keeping the charger installed on their premises for a period no shorter than the Remaining Pilot Term and meeting all other terms and conditions of this Tariff Schedule and the Participation Agreement. Should a Participant wish to withdraw from the RCPP program sooner than the conclusion of the Remaining Pilot Period, the Participant will be responsible for the Early Termination Fee. Should a Participant wish to move to a different location within the Company's service territory and continue participating in the RCPP, the Participant will be responsible for the costs of all requisite removal and installation costs. For any charging equipment that may be de-installed due to a Participant's withdrawal from the Program, the Company will perform requisite refurbishment and will either redeploy the equipment to another Participant's premises, or utilize it for the purposes of its own fleet.

In executing the Participation Agreement, the Participant shall grant an easement to the company to install and operate the Company-Approved Charging Stations and the associated infrastructure and access them as needed for maintenance. Unless enrolled during the first Tranche, the Participant shall be responsible for paying the Monthly Participation Fee, and (if relevant to the option elected by the Participant), the cost of charging completed over the billing period as described below. These ongoing costs shall be billed through a separate electronic bill, in addition to the regular bill for the Participant's facilities.

Participants shall be responsible for maintaining the civil infrastructure in and around the parking stalls where the charging infrastructure is installed in good working order, including regular clearing of snow, maintaining adequate asphalt surface condition and painted line and signage. The Company shall provide and the Participant shall install the special signage approved by the local municipalities restructuring the parking spaces in question for the use of electric vehicles only, and limiting the stall occupation time to an appropriate duration for the type of charger(s) installed. Upon enrollment into the Program, the Participant are encouraged to transfer the billing arrangements for all of its facilities to the e-billing service offered by the Company. Customers applying to become a Participant for the Ready Charge Pilot Program must have and maintain an account that is not more than 60 days delinquent or in default at the time of application. Participants waive all rights to any retrospective billing reductions arising from a claim that the Participant's service would be or would have been at a lower cost had it not participated in the Ready Charge Pilot Program for any period of time.

Participants shall also agree to partake in at least three participant surveys over the course of their RCPP participation, including an enrollment companion survey. Participants also consent for their charger consumption data to be analyzed and reported to the Commission and used by Liberty in an aggregated manner with that of other Participants, and without any personal information being revealed. Participants may also be asked to participate in other activities to help the Company obtain certain insights regarding the charging equipment, the impact of EV charging on the Company's distribution system or other program administration elements.

READY CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RCPP

By Executing the Participation Agreement, the Company commits to maintaining the charger infrastructure, including the metering, payment and site communication components in good working order, cover the insurance costs for the equipment, provide electricity for use in the charger at the rates specified below, and provide such other services as may be required to support the Participants' participation in the RCPP in accordance with the terms and conditions contemplated in the Participation Agreement. The Company also commits to run the RCPP through to the conclusion of the Remaining Pilot Term and to facilitate the Participants' options elected at the conclusion of the RCPP as described below.

Should the Participant wish to withdraw from the RCPP program at any point before the conclusion of the Remaining Pilot Term, the Participant shall be responsible for the cost of de-installation of the Company-Approved Charging Stations, and the additional Early Termination Fee in the amount equal to 12 months' of Monthly Participation Fees as applicable for the number and types of Company-Approved Charging Stations installed. Irrespective of the program Deployment Tranche under which the Participant has entered the RCPP, for the purposes of the Early Termination Fee the Monthly Participation Fees shall be calculated using the Tranches 2-4 fees. Should the Participant terminate their participation in the RCPP due to bankruptcy or other similar circumstances, the Company shall pursue the recovery of eligible costs in accordance with Missouri Law.

Participation in Special Demand Management Events

The Company may call up to ten (10) Demand Response ("DR") Events per year, not to exceed 4 hours per event, during which the charging infrastructure will be remotely shut off and inaccessible for charging. The anticipated instances of DR events shall be communicated in advance.

Responsibility for the Cost of Energy Charged

A Participant may choose between one of two cost responsibility options the Energy Consumption Charge charged at all the Schedule RCPP-facilitated EV charging stations located upon their premises. The Participation Agreement will identify the chosen Energy Billing Option. The Schedule RCPP-facilitated EV charging station screen, and third-party vendor's customer web portal will identify the applicable Energy Charges that will be the responsibility of the user at each EV charging station location. The following are the two cost responsibility options available RCPP:

Option 1: The Participant pays the kWh Energy Charge plus the Fuel Adjustment Charge ("FAC"), the Energy Efficiency Cost Recovery ("EECR"), and the Demand Side Investment Mechanism ("DSIM"), and other applicable charges, taxes, vendor fees and residual program administration recovery charges.

Option 2: The EV charging station user pays the kWh Energy Charge plus the Fuel Adjustment Charge ("FAC"), the Energy Efficiency Cost Recovery ("EECR"), and the Demand Side Investment Mechanism ("DSIM"), and other applicable charges, taxes, vendor fees, and the residual program administration recovery charges.

All end users of the RCPP-facilitated EV charging stations must have an account with the Company's third-party vendor. Information on opening an account shall be available through the Company's website and shall be advertised through the signage installed on site.

The Participants shall be permitted to change the cost responsibility arrangement once during the Remaining Pilot Term, provided the change would apply to all Company-Approved Charging Stations on site and provided that the Participant bears all the costs associated with the change of the billing arrangement. Irrespective of the billing arrangement chosen, the site host shall clearly display the signage of the Energy Consumption Charges across the Time of Use time periods, indicating whether the Participant or the EV users are responsible for these costs (as applicable to the billing option elected).

READY CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RCPP

PARTICIPANTS' OPTIONS UPON THE RCPP PILOT TERM CONCLUSION

Parties' Rights and Obligations Upon the Conclusion of the RCPP Program

At the conclusion of the Remaining Pilot Term, the Company may elect to transition the RCPP into a successor program and apply for the associated leave to the Commission to establish the requisite tariff(s), or discontinue the RCPP without adopting a dedicated successor program and/or tariff for electric vehicle charger financing or electric vehicle consumption. Should the Company transition the RCPP into a successor program, it would reserve the right to apply to the Commission to modify the program terms, rate structures, or amounts charged upon the conclusion of the Remaining Pilot Period, including establishing special terms (as appropriate) that would apply to the original RCPP Participants.

In either scenario of the RCPP concluding with or without being substituted for a successor program, the Company will give the existing Participants no less than a 30-day notice prior to applying to the Commission for the appropriate leave. Along with the notice specifying the Company's intent, Participants would be offered the following options with respect to the charging equipment installed during the program term, as applicable under the Scenarios contemplated below.

Scenario 1: No RCPP Successor Program and/or Tariff: If the RCPP and the associated tariff are discontinued without being replaced by a successor program and tariff, the Participants will have two options:

i. Option A: buy out the remaining Charger(s) capital costs at remaining net book value and assume ownership. Under this option the customer would be responsible for all charger maintenance activities and the associated costs upon the expiration of the RCPP and would be responsible for procuring replacement equipment; OR

ii. Option B: continue paying charger financing costs under the rates in place prior to the RCPP program's cancellation, by executing an appropriate service extension agreement available exclusively to the legacy RCPP Participants – the Company would continue maintaining and replacing the assets until their equipment is fully depreciated.

Under either option under Scenario 1, the Participants would then be charged for their EV charger's electricity consumption under the regular tariff applicable at the time.

Scenario 2: An RCPP Successor Program and/or Tariff are in Place: If the Company replaces RCPP with a successor program and tariff, the existing Participants will have an option of being enrolled into the successor program and may be eligible for special transitional treatment terms (if any) that the Company may contemplate and the Commission may authorize. The Participants will have two Options with respect to their Charging Equipment:

i. Option A: Enroll in the RCPP successor program and continue financing the Company-Approved Charging Equipment and paying for the charger consumption as per the terms of the associated tariff.

ii. Option B: Do not continue with the successor program and select from among Scenario 1 Options A or B listed above to determine the ensuing financing arrangements with respect to the financed charger equipment.

PROGRAM RATES AND CHARGES

Program Enrollment Fee: a one-time entry fee payable by the Participant at the time of executing the Participation Agreement with the Company. The fee will vary according to the type of Company-Approved Charging Equipment installed, and will be calculated on a per-site basis, with the Entry Fee being established on the basis of the single largest capacity charger installed, at the following rates:

- Dual-Port L2 Charger: $750.00 plus tax
- DCFC Charger (any capacity): $1,000 plus tax

READY CHARGE PILOT PROGRAM - FROZEN

SCHEDULE RCPP

The Company shall record the proceeds from Enrollment Fees as downward adjustments to the capital cost of the charger equipment recorded in the Company's System of Accounts. Except for the eligible organizations applying for the First Tranche of the RCPP, the Program Enrollment Fee will be waived for qualified Participants that are either M/WBE certified by the Missouri Office of Equal Opportunity or Non-profit Organizations.

Monthly Participation Fee: a fixed fee payable by the Participant on a monthly basis to recover the Company's costs in deploying, financing and operating the charging infrastructure plus all the applicable taxes. Calculated as a product of a number of chargers installed and the per-charger monthly fee varying by charger type as described below. The per-charger monthly fee represents the portion of estimated charger operating and capital costs recoverable from Participants as per the terms of the Company's settlement approved by the Commission.

Additional Connection Cost Fee: a one-time fee payable by the Participant for the costs of any distribution system or customer side capital works and the applicable taxes, the cost of which exceeds the costs included in the calculation of the Monthly Participation Fee per Charger, and as communicated by the Company through the Connection Cost Estimate. For clarity, the Additional Connection Cost Fee applicable to Tranche 1 Applicants will be calculated in the same manner as for on the Tranches 2-4 Applicants.

Energy Consumption Charges: a per-kWh charge for energy consumed through the Company-Approved Charging Stations to charge the Electric Vehicles. The Energy Consumption Charge will be charged on the Time-of-Use basis. The Energy Consumption Charge will be billed on per-kWh basis as a product of kWh consumed and the applicable TOU period and charger type. The resulting amounts shall be payable in full by either the Participant (Cost Responsibility Option 1) or the end EV User (Cost Responsibility Option 2), as elected by the Participant. The Company shall apportion the fees collected to the appropriate accounts for future disposition and settlement between the Commodity, Demand, FAC, EECR, DSIM, Tax, Vendor Fees, and the residual program administration recovery component.

Also charged on the consumption basis and in accordance with the Commission-approved rates at the time of charging will be the FAC, EECR, DSIM, other charges that may be authorized by the Commission, and the applicable taxes, vendor fees and the residual program administration recovery component.

Should the operation of the EV Charging Stations result in demand charges recorded on the dedicated AMI meter and payable as per the tariff schedule applicable to the Participant's facilities, these charges shall not be recovered from the Participant under either Cost Responsibility Option, and shall be instead recovered from the residual program administration recovery component upon settlement by the Company.

Early Termination Fee: amount equal to 12 months of Monthly Participation Fees as applicable for the number and types of Company-Approved Charging Stations installed, payable should the Participant wish to exit the RCPP at any point before the conclusion of the Remaining Pilot Term. Notwithstanding of the program Deployment Tranche under which the Participant has entered the RCPP, for the purposes of the Early Termination Fee the Monthly Participation Fees shall be calculated using the Tranches 2-4 fees. Such amounts shall be recorded to offset capital expenditures and capitalized expenses incurred under the Company's provision of this program.

PAYMENT

The Company shall bill the Participants for their RCPP program participation via a dedicated electronic bill, in addition to the regular bill(s) for the balance of the Participant's consumption from their facilities billed at the appropriate tariff schedule. The monthly bill shall include the applicable Monthly Participation Fee, calculated as a product of the applicable Deployment Tranche Fee, and the number and type of Company-Approved Charging Stations operating on the Site. Should the Participant elect the Cost Responsibility Option 2, the Participant's bill shall also include the charges associated with the energy consumed over the billing period. Should the Participant elect the Cost Responsibility Option 1, the Energy Consumption Charges shall be recovered from the end EV end users using the facilities.

COMMERCIAL ELECTRIFICATION PILOT PROGRAM - FROZEN

SCHEDULE CEPP

AVAILABILITY:
Upon the effective date of this schedule, no new customers may be enrolled in this program in accordance with the decision and order by the Missouri Public Service Commission. Any customers who have already enrolled in the program before this date will continue to be supported by the Company per their original terms of participation. This Rider Schedule CEPP is available to the Company's customers who are enrolled in the Company's Commercial Electrification Pilot Program (CEPP) and who receive their regular service under one of the following service schedules and is available beginning October 15, 2022 to existing or new customers.

Service	Rate Schedule
Non-Standard General Service	NS-GS
Non-Standard Large General Service	NS-LG
Time Choice Large General Service	TC-LG
Time Choice General Service	TC-GS
Non-Standard Small Primary	NS-SP
Time Choice Small Primary	TC-SP
Large Power Service	LP

Participation in this program will be limited to applicants who have applied for the program, been subsequently invited to participate, and executed the Participation Agreement. The Program will be available for five years.

MONTHLY RATES:

CUSTOMER ACCESS CHARGE (as applicable to customer's facilities)

Service	Monthly Rate
NS-GS, TC-GS	$23.97
NS-LG, TC-LG, NS-SP, TC-SP	$69.49
LP	$283.55

CEPP MONTHLY PARTICIPATION FEE
Per L2 charger installed, per month……..……$199.38

For Customers on Non-Time Varying Rates:

DEMAND AND FACILITIES CHARGES
As applicable per participants' tariffs associated with their regular facilities.

Service	**Demand Charge - per kW of Billing Demand (if Applicable)**		**Faculties Charge – per kW of Facilities Demand (if Applicable)**	
-	Summer Season	Winter Season	Summer Season	Winter Season
NS-GS	-	-	-	-
NS-LG	$8.93	$6.96	$2.13	$2.13
NS-SP	$8.75	$6.82	$2.08	$2.08
LP	$18.61	$10.27	$1.88	$1.88

THE EMPIRE DISTRICT ELECTRIC COMPANY d/b/a LIBERTY

P.S.C. Mo. No. 6 Sec. 3 2nd Revised Sheet No. 12a

Canceling P.S.C. Mo. No. _____ Sec. _____ 1st Revised Sheet No. 12a

For ALL TERRITORY

COMMERCIAL ELECTRIFICATION PILOT PROGRAM - FROZEN

SCHEDULE CEPP

ENERGY CHARGES

Service	Consumption Components	Summer Season	Winter Season
NS-GS	The first 700 kWh, per kWh……	$0.13429	$0.13429
	Additional kWh, per kWh……	$0.13429	$0.12020
NS-LG	First 150 hours use of Metered Demand, per kWh……	$0.08941	$0.07676
	Next 200 hours use of Metered Demand, per kWh……	$0.06939	$0.06253
	All additional kWh, per kWh……....	$0.06231	$0.06198
NS-SP	First 150 hours use of Metered Demand, per kWh……	$0.08767	$0.07527
	Next 200 hours use of Metered Demand, per kWh……	$0.06804	$0.06131
	All additional kWh, per kWh……....	$0.06110	$0.06077
LP	First 350 hours use of Metered Demand, per kWh……	$0.06790	$0.05995
	All additional kWh, per kWh……....	$0.03528	$0.03394

EV CONSUMPTION RATE RIDERS:
Applicable to the volume of consumption recorded through a Company-Approved Charger over the billing period and added to the regular volumetric rates calculated at the rate for the first tier of consumption according to the time and season of consumption.

	Peak		Shoulder		Off Peak	
	12 p.m. - 10. p.m.		6 a.m. - 12. p.m.		10 p.m. - 6 a.m.	
	Summer	**Winter**	**Summer**	**Winter**	**Summer**	**Winter**
NS-GS	$0.01343	$0.01343	$0.0000	$0.0000	$-0.10034	$-0.10034
NS-LG	$0.00894	$0.00768	$0.0000	$0.0000	$-0.05546	$-0.04281
NS-SP	$0.00877	$0.00753	$0.0000	$0.0000	$-0.05372	$-0.04132
LP	$0.00679	$0.00600	$0.0000	$0.0000	$-0.03395	$-0.02600

THE EMPIRE DISTRICT ELECTRIC COMPANY d/b/a LIBERTY

P.S.C. Mo. No. 6 Sec. 3 2nd Revised Sheet No. 12b

Canceling P.S.C. Mo. No. 6 Sec. 3 1st Revised Sheet No. 12b

For ALL TERRITORY

COMMERCIAL ELECTRIFICATION PILOT PROGRAM - FROZEN

SCHEDULE CEPP

For Customers on Time Varying Rates:

DEMAND AND FACILITIES CHARGES
As applicable per participants' tariffs associated with their regular facilities.

Service	**Demand Charge - per kW of Billing Demand (if Applicable)**		**Faculties Charge – per kW of Facilities Demand (if Applicable)**	
-	Summer Season	Winter Season	Summer Season	Winter Season
TC-GS	-	-	-	-
TC-LG	$8.93	$6.96	$2.13	$2.13
TC-SP	$8.75	$6.82	$2.08	$2.08

ENERGY CHARGES

Service	Consumption Components	Summer Season	Winter Season
TC-GS	The first 700 kWh, per kWh……	$0.13892	$0.13892
	Additional kWh, per kWh……	$0.13892	$0.12624
	Off-Peak kWh credit, per kWh …….....	$-0.00200	$-0.00200
TC-LG	First 150 hours use of Metered Demand, per kWh……	$0.08998	$0.07793
	Next 200 hours use of Metered Demand, per kWh……	$0.07091	$0.06436
	All additional kWh, per kWh……....	$0.06417	$0.06385
	Off-Peak kWh credit, per kWh …….....	$-0.00500	$-0.00500
TC-SP	First 150 hours use of Metered Demand, per kWh……	$0.08823	$0.07641
	Next 200 hours use of Metered Demand, per kWh……	0.06953	0.06311
	All additional kWh, per kWh……....	0.06292	0.06261
	Off-Peak kWh credit, per kWh …….....	$-0.00490	$-0.00490

Off-Peak kWh includes all kWh consumed between 10 PM and 6 AM daily.

EV CONSUMPTION RATE RIDERS:
Applicable to the volume of consumption recorded through a Company-Approved Charger over the billing period and added to the regular volumetric rates calculated at the rate for the first tier of consumption according to the time and season of consumption.

THE EMPIRE DISTRICT ELECTRIC COMPANY d/b/a LIBERTY

P.S.C. Mo. No. 6 Sec. 3 2nd Revised Sheet No. 12c

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For ALL TERRITORY

COMMERCIAL ELECTRIFICATION PILOT PROGRAM - FROZEN

SCHEDULE CEPP

	Peak		Shoulder		Off Peak	
	12 p.m. - 10. p.m.		6 a.m. - 12. p.m.		10 p.m. - 6 a.m.	
	Summer	**Winter**	**Summer**	**Winter**	**Summer**	**Winter**
TC-GS	$0.01389	$0.01389	$0.0000	$0.0000	$-0.10497	$-0.10497
TC-LG	$0.00900	$0.00779	$0.0000	$0.0000	$-0.05603	$-0.04398
TC-SP	$0.00882	$0.00764	$0.0000	$0.0000	$-0.05428	$-0.04246

The Summer Season will be the first four monthly billing periods billed on and after June 16, and the Winter Season will be the remaining eight monthly billing periods of the calendar year. Consumption recorded through the Company-Approved EV Charger during the Time-Based “Off-Peak” period is not eligible for the Off-Peak Discount Rider applicable to regular consumption charges.

FUEL ADJUSTMENT CLAUSE:
The above charges will be adjusted in an amount provided by the terms and provisions of the Fuel Adjustment Clause, Rider FAC.

ENERGY EFFICIENCY COST RECOVERY:
The above charges will be adjusted to include a charge of $0.00028 per kWh on all customers who have not declined to participate in Company’s energy efficiency programs under P.S.C. Rule 4 CSR 240-20.094(6).

DEMAND SIDE INVESTMENT MECHANISM
The above charges will be adjusted in an amount provided by the terms and provisions of the Demand Side Investment Mechanism, Rider DSIM for non-Residential service.

PAYMENT:
Bills will be due on or before twenty-one (21) days after the date thereof. If not paid on or before the due date, a late payment charge of 0.5% on the unpaid balance will be applied.

GROSS RECEIPTS, OCCUPATION OR FRANCHISE TAXES:
There will be added to the Customer’s bill, as a separate item, an amount equal to the proportionate part of any license, occupation, franchise, gross or other similar fee or tax now or hereafter imposed upon the Company by any municipality or any other governmental authority, whether imposed by ordinance, franchise, or otherwise, in which the fee or tax is based upon a flat sum payment, a percentage of gross receipts, net receipts, or revenues from the sale of electric service rendered by the Company to the Customer. When such tax or fee is imposed on the Company as a flat sum or sums, the proportionate amount applicable to each Customer’s bill shall be determined by relating the annual total of such sum(s) to the Company’s total annual revenue from the service provided by this tariff within the jurisdiction of the governmental body and the number of customers located within that jurisdiction. The amounts shall be converted to a fixed amount per customer, so that the amount, when accumulated from all customers within the geographic jurisdiction of the governmental body, will equal the amount of the flat sum(s). The fixed amount per customer shall be divided by 12 and applied to each monthly bill as a separate line item. The amount shall remain the same until the flat sum may be changed by the governmental body, in which case this process shall be adjusted to the new flat sum. The amount shall be modified prospectively by the Company anytime it appears, on an annual basis, that the Company is either over-collecting or under-collecting the amount of the flat sum(s) by more than five percent (5%) on an annual basis. Bills will be increased in the proportionate amount only in service areas where such tax or fee is applicable.

CONDITIONS OF SERVICE: GENERAL
1. Voltage, phase and frequency of energy supplied will be as approved by the Company.
2. Service will be furnished for the sole use of the Customer. The charging of end user EVs in the manner contemplated by the RCPP program shall be permitted and shall not be deemed an otherwise prohibited resale, redistribution or submetering activity.
3. Bills for service will be rendered monthly.
4. The Company Rules and Regulations, P.S.C. Mo. No. 5, Section 5, are a part of this schedule.

CONDITIONS OF SERVICE: EV CHARGING PROGRAM AND EQUIPMENT

Participants billed under this CEPP tariff schedule must continually meet all obligations, terms and conditions provided for in the Program Tariff Document and the executed program Participant Agreement.

COMMERCIAL ELECTRIFICATION PILOT PROGRAM
Schedule CEPP

PROGRAM DESCRIPTION

The Commercial Electrification Pilot Program supports the deployment of smart Level 2 ("L2") charging infrastructure for use by electric vehicle ("EV") fleets or located at workplaces and purposed for employee or visitor charging. Charging infrastructure deployed pursuant to Schedule CEPP will be installed, owned, and operated by The Empire District Electric Company ("Company"), with the associated costs recovered from Program Participants through a combination of Monthly Participation Fees and requisite up-front connection cost contributions (if required). To encourage EV adoption and facilitate efficient utilization, of EV charging infrastructure, Participants' consumption through the charging stations shall be billed on a Time Of Use rate schedule described below, with the consumption during the Shoulder and Off-Peak periods eligible for reduced cost of electricity relative to the Participant's regular electricity tariffs applicable to the balance of their facilities.

AVAILABILITY

Upon the effective date of this schedule, no new customers may be enrolled in this program in accordance with the decision and order by the Missouri Public Service Commission. Any customers who have already enrolled in the program before this date will continue to be supported by the Company per their original terms of participation. This Schedule CEPP is available to non-residential customers currently receiving permanent, metered electric service under the Company's retail rate schedules, provided such customers meet all the program entry specifications, and operate facilities that offer private workplace parking for employees and/or operate a light, medium, or heavy-duty on-road vehicle fleet in the Company's service area stationed overnight next to the facility. The Company will evaluate customer applications based on multiple factors including but not limited to availability of program participation spots, the applicant's fleet electrification plans, evidence of demand for workplace charging among the customer's employees, and suitability of proposed installation sites to limit access to only authorized individuals and vehicles. Schedule CEPP deployment is capped at 10 L2 chargers per customer site and the total of 50 chargers deployed through the program.

DEFINITIONS

Additional Connection Costs: capital costs of distribution system and/or customer-side works which exceed those on which the Monthly Participation Fee. The Participants are solely responsible for these costs.

Applicant: A customer of the Company that approaches the Company with the intent to participate in the CEPP program and completes the requisite application documentation.

Company-Approved Charging Device (or Station, as applicable to describe a standalone structure with multiple ports): A "smart" L2 electric vehicle charging device that is new, equipped with a SAE J1772 standard plug, capable of delivering at least 6.2 kilowatts of power to an EV, network-enabled, capable of delivering station utilization data to the Company, and capable of receiving a demand response signal. All Schedule CEPP-facilitated chargers must be ENERGY STAR-certified, listed by a nationally recognized testing laboratory (e.g., UL), and must adhere to open communication standards that support interoperability. In the event that a charging device has been used and removed pursuant to this Program at a site, it may subsequently be reused in the Program following a suitable inspection and/or refurbishment.

Connection Cost Estimate ("CCE"): an estimate issued by the Company to the Applicant upon the initial site visit, outlining in the scope and nature of requisite work to complete the safe installation of charging equipment, the associated cost responsibility, including the Additional Connection Costs. The Applicant must sign the CCE Acknowledgment Form ("CCEAF") prior to executing the Participant Agreement.

Participant: A customer of the Company that meets the eligibility criteria established in Schedule CEPP for participation and who executes a Participant Agreement.

COMMERCIAL ELECTRIFICATION PILOT PROGRAM - FROZEN

SCHEDULE CEPP

Participant Agreement: The agreement between the Company and the Participant further describing the terms and conditions governing the Participant's participation in the Commercial Electrification Pilot Program.

Remaining Pilot Term: A minimum term over which the Participant agrees to deploy and make use of the charging equipment, commencing on the date of the Participant Agreement's execution and concluding on the date of a five-year anniversary of the CEPP program's start date.

Minority or Women Business Enterprise ("M/WBE"): Any business certified by the Missouri Office of Equal Opportunity as an M/WBE.

Nonprofit Organization: Any organization established as a nonprofit corporation under the Missouri Nonprofit Corporation Act.

CEPP APPLICATION PROCESS

To enroll into CEPP, Applicants must complete and submit a Program Enrollment Application and be subsequently invited to enter the program. To meet the minimum eligibility requirements for participation, applicants must demonstrate to the Company's satisfaction proof of the following:

(a) Existing Commercial service account in good standing with the Company;

(b) Proof of ownership or lease arrangement of the property intended for deployment of the Company-Approved Charging Stations, such as a property title or proof of lease; and

(c) Confirmation that the scope and nature of modifications to the occupied premises typically required for the operation of a Company-Approved Charging Stations have been communicated and consented to by the property's owner, mortgage holding institution(s) and all insurance provider(s) (as applicable).

The Company reserves the discretion to decline the application, should the applicant's premises not meet the electrical safety requirements, lack the adequate physical features to safely mount the charging equipment and/or prevent outside parties from accessing the Charging Device without the Participant's authorization, or be determined to be otherwise unsuitable.

By signing the Application, the Applicant will acknowledge their understanding that their participation in the program is contingent upon the execution of the Participation Agreement. Upon receiving the completed Program Enrollment Application and verifying that the Applicant meets all the minimum eligibility requirements, the Company or its agents will inspect the site of intended installation on a mutually satisfactory date and time, including, potentially, via a remote inspection based on the photographic and/or video evidence of the site's condition provided by the applicant and the geospatial records available to the Company. Using the information so collected, the Company will evaluate the application and the site and notify the successful applicants (if any) by extending to them an invitation to execute the Participation Agreement, which will also include a completed Connection Cost Estimate ("CCE"). By executing the Participation Agreement and all relevant appendices, the Applicant becomes the Participant and officially enters the CEPP program. Concurrent with the execution of the Participation Agreement, the Participant shall also pay a Program Enrollment Fee in the amount specified below.

The completed CCE will outline in reasonable detail the scope, nature and cost of any expected Additional Connection Costs, which entail any customer-side (behind-the-meter) and/or utility-side (front-of-the-meter distribution system) works required to accommodate the Company-Approved Charging Device installation, the cost of which exceeds the amounts on which the Monthly Participation Fee is calculated. By signing the CCE as a part of the overall Participation Agreement, the Applicant will confirm their understanding of and readiness to arrange for and otherwise accommodate any works on their premises required to install the Company-Approved Charging Device(s), including providing any payments for works outlined in the CCE. Concurrent with execution of the Participation Agreement, the Participant will submit the Program Entry Fee. Notwithstanding the act of providing either the entry fee and executing the Participation Agreement, the Participant shall continue to be responsible for the final additional connection costs corresponding to those estimated in the CCE, which would be billed to the Participant once the works are completed and the final cost has been communicated by the Company.

COMMERCIAL ELECTRIFICATION PILOT PROGRAM - FROZEN

SCHEDULE CEPP

The applications for entry into the program will be evaluated on a first come-first served basis. Should the level of interest in participating in the CEPP exceed the total number of program spots, the Company will invite otherwise qualifying Applicants it cannot accommodate to join the program waitlist. The Applicants placed on the waitlist will be eligible to have the right of first refusal to participate in the CEPP (should its terms or conditions change), or in functionally similar future initiatives carried out by the Company. The priority of access of waitlist participants will be based on the first come-first served basis.

The Participation Agreement and Obligations Arising from it

By executing the Participation Agreement, applicants commit to keeping the charger installed on their premises for a period no shorter than the Remaining Pilot Term and meeting all other terms and conditions of this Tariff Schedule and the Participation Agreement. Should a Participant wish to withdraw from the CEPP program sooner than the conclusion of the Remaining Pilot Period, the Participant will be responsible for the Early Termination Fee. Should a Participant wish to move to a different location within the Company's service territory and continue participating in the CEPP, the Participant will be responsible for the costs of all requisite removal and installation costs. For any charging equipment that may be de-installed due to a Participant's withdrawal from the Program, the Company will perform requisite refurbishment and will either redeploy the equipment to another Participant 's premises, or utilize it for the purposes of its own fleet.

In executing the Participation Agreement, the Participant shall grant an easement to the company to install and operate the Company-Approved Charging Stations and the associated infrastructure and access them as needed for maintenance.

The Participant shall be responsible for paying the Monthly Participation Fee, and the cost of charging completed over the billing period through the Company-Approved Charging Stations as described below.

Participants shall be responsible for maintaining the civil infrastructure in and around the parking stalls where the charging infrastructure is installed in good working order, including regular clearing of snow, maintaining adequate asphalt surface condition and painted line and signage. Upon enrollment into the Program, the Participant are encouraged to transfer the billing arrangements for all of its facilities to the e-billing service offered by the Company. Customers applying for service under this CEPP program must have and maintain an account that is not more than 60 days delinquent or in default at the time of application. Participants waive all rights to any retrospective billing reductions arising from a claim that the Participant's service would be or would have been at a lower cost had it not participated in the Commercial Electrification Pilot Program for any period of time.

Participants shall also agree to partake in at least three participant surveys over the course of their CEPP participation, including an enrollment companion survey. Participants also consent for their charger consumption data to be analyzed and reported to the Commission and used by Liberty in an aggregated manner with that of other Participants, and without any commercially sensitive information being revealed. Participants may also be asked to participate in other activities to help the Company obtain certain insights regarding the charging equipment, the impact of EV charging on the Company's distribution system or other program administration elements.

By Executing the Participation Agreement, the Company commits to maintaining the charger infrastructure, including the charging, metering, and communication components in good working order, cover the insurance costs for the equipment, provide electricity for use in the charger at the rates specified below, and provide such other services as may be required to support the Participants' participation in the CEPP in accordance with the terms and conditions prescribed in this Tariff Schedule and the Participant Agreement. The Company also commits to run the CEPP through to the conclusion of the Remaining Pilot Term and to facilitate the Participants' options elected at the conclusion of the CEPP as described below. The Company will enter into an agreement with two or more qualified vendors to provide charging equipment used by Participants.

Should a Participant wish to withdraw from the CEPP program at any point before the conclusion of the Remaining Pilot Term, that Participant shall be responsible for the cost of de-installation of the Company-Approved Charging Stations, and the additional Early Termination Fee in the amount equal to 12 months of Monthly Participation Fees as applicable for the number of Company-Approved Charging Stations installed. Should the Participant terminate their participation in the CEPP due to bankruptcy or other similar circumstances, the Company shall pursue the recovery of eligible costs in accordance with Missouri Law.

COMMERCIAL ELECTRIFICATION PILOT PROGRAM - FROZEN

SCHEDULE CEPP

Participation in Special Demand Management Events

The Company may call up to ten (10) Demand Response ("DR") Events per year, not to exceed 4 hours per event, during which the charging infrastructure will be remotely shut off and inaccessible for charging. The anticipated instances of DR events shall be communicated in advance.

PARTICIPANTS' OPTIONS UPON THE CEPP PILOT TERM CONCLUSION

Parties' Rights and Obligations Upon the Conclusion of the CEPP Program

At the conclusion of the Remaining Pilot Term, the Company may elect to transition the CEPP into a successor program and apply for the associated leave to the Commission to establish the requisite tariff(s), or discontinue the CEPP without adopting a dedicated successor program and/or tariff for electric vehicle charger financing or electric vehicle consumption. Should the Company transition the CEPP into a successor program, it would reserve the right to apply to the Commission to modify the program terms, rate structures, or amounts charged upon the conclusion of the Remaining Pilot Period, including establishing special terms (as appropriate) that would apply to the original CEPP Participants.

In either scenario of the CEPP concluding with or without being substituted for a successor program, the Company will give the existing Participants no less than a 30-day notice prior to applying to the Commission for the appropriate leave. Along with the notice specifying the Company's intent, Participants would be offered the following options with respect to the charging equipment installed during the program term, as applicable under the Scenarios contemplated below.

Scenario 1: No CEPP Successor Program and/or Tariff: If the CEPP and the associated tariff are discontinued without being replaced by a successor program and tariff, the Participants will have two options:

i. Option A: buy out the remaining Charger(s) capital costs at remaining net book value and assume ownership. Under this option the customer would be responsible for all charger maintenance activities and the associated costs upon the expiration of the CEPP and would be responsible for procuring replacement equipment; OR

ii. Option B: continue paying charger financing costs under the rates in place prior to the CEPP program's cancellation, by executing an appropriate service extension agreement available exclusively to the legacy CEPP Participants – the Company would continue maintaining and replacing the assets until equipment is fully depreciated.

Under either option under Scenario 1, the Participants would then be charged for their EV charger's electricity consumption under the regular tariff applicable at the time.

Scenario 2: An CEPP Successor Program and/or Tariff are in Place: If the Company replaces CEPP with a successor program and tariff, the existing Participants will have an option of being enrolled into the successor program and may be eligible for special transitional treatment terms (if any) that the Company may contemplate and the Commission may authorize. The Participants will have two Options with respect to their Charging Equipment:

i. Option A: Enroll in the CEPP successor program and continue financing the Company-Approved Charging Equipment and paying for the charger consumption as per the terms of the associated tariff.

ii. Option B: Do not continue with the successor program and select from among Scenario 1 Options A or B listed above to determine the ensuing financing arrangements with respect to the financed charger equipment.

COMMERCIAL ELECTRIFICATION PILOT PROGRAM - FROZEN

SCHEDULE CEPP

PROGRAM RATES

CEPP Enrollment Fee: Concurrently with executing the Participation Agreement the Participants shall pay a program Enrollment Fee in the amount of $2,500 (total) plus the applicable taxes. The Enrollment Fee shall be the same, irrespective of how many charging stations are being installed at the Participant's site. The Company shall record the proceeds from Enrollment Fees as downward adjustments to the capital cost of the charger equipment recorded in the Company's System of Accounts. The Enrollment Fee will be waived for qualified Participants that are either M/WBE certified by the Missouri Office of Equal Opportunity or Non-profit Organizations.

CEPP Monthly Fee: This is a fixed monthly charge recovering the cost of the Company-Approved Charging Device and other costs associated with the set-up and facilitation of the Participant's participation in the CEPP program.

Early Termination Fee: An amount equal to 12 payments of the Monthly Fee for every charging station installed. Such amounts shall be recorded to offset capital expenditures and capitalized expenses incurred under the Company's provision of this program.

Demand Charge: Should the operation of the EV Charging Stations result in demand charges whether recorded on the Participant's main AMI meter or on a separately installed meter for the charging stations, these charges shall be payable as per the tariff schedule applicable to the Participant's facilities.

EV Charging Time-of-Use Rate Riders: time-based riders (positive or negative) applicable to the portion of the Participant's facilities' monthly consumption recorded on the metering device(s) embedded within the Company-Approved Charging Stations, and applied in addition to the regular consumption charges calculated at the rate for the first tier of consumption, plus the FAC, EECR, Demand Side Investment Mechanism ("DSIM"), and other applicable charges for the Participant's facilities.

Additional Connection Cost Fee: a one-time fee payable by the Participant for the costs of any distribution system or customer side capital works and the applicable taxes, the cost of which exceeds the costs included in the calculation of the Monthly Participation Fee per Charger, and as communicated by the Company through the Connection Cost Estimate

THE EMPIRE DISTRICT ELECTRIC COMPANY d/b/a LIBERTY

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Canceling P.S.C. Mo. No. 6 Sec. 3 1st Revised Sheet No. 13

For ALL TERRITORY

ELECTRIC SCHOOL BUS PILOT PROGRAM - FROZEN

SCHEDULE ESBPP

AVAILABILITY:
Upon the effective date of this schedule, no new customers may be enrolled in this program in accordance with the decision and order by the Missouri Public Service Commission. Any customers who have already enrolled in the program before this date will continue to be supported by the Company per their original terms of participation. This Rider Schedule ESBPP is available to customers who take their regular consumption service according to tariff schedules listed below and who are enrolled in the Electric School Bus Pilot Program (ESBPP). This schedule is available beginning October 15, 2022 to existing or new customers in the following rate classes.

Service	Rate Schedule
Non-Standard General Service	NS-GS
Time Choice General Service	TC-GS
Non-Standard Large General Service	NS-LG
Time Choice Large General Service	TC-LG
Non-Standard Small Primary	NS-SP
Time Choice Small Primary	TC-SP

Participation in this program will be limited to applicants who have applied for the program, been subsequently invited to participate, and executed the Participation Agreement. The Program will be available for five years.

MONTHLY RATES:

CUSTOMER ACCESS CHARGE (as applicable to customer's facilities)

Service	Monthly Rate
NS-GS, TC-GS	$23.97
NS-LG, TC-LG, NS-SP, TC-SP	$69.49

For Customers on Non-Time Varying Rates:

DEMAND AND FACILITIES CHARGES
As applicable per participants' tariffs associated with their regular facilities.

Service	**Demand Charge - per kW of Billing Demand (if Applicable)**		**Faculties Charge – per kW of Facilities Demand (if Applicable)**	
-	Summer Season	Winter Season	Summer Season	Winter Season
NS-GS	-	-	-	-
NS-LG	$8.93	$6.96	$2.13	$2.13
NS-SP	$8.75	$6.82	$2.08	$2.08

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P.S.C. Mo. No. 6 Sec. 3 2nd Revised Sheet No. 13a

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ELECTRIC SCHOOL BUS PILOT PROGRAM - FROZEN

SCHEDULE ESBPP

ENERGY CHARGES

REGULAR CONSUMPTION CHARGES
as applicable to a customer's class and usage

Service	Consumption Components	Summer Season	Winter Season
NS-GS	The first 700 kWh, per kWh……	$0.13429	$0.13429
	Additional kWh, per kWh……	$0.13429	$0.12020
NS-LG	First 150 hours use of Metered Demand, per kWh……	$0.08941	$0.07676
	Next 200 hours use of Metered Demand, per kWh……	$0.06939	$0.06253
	All additional kWh, per kWh……....	$0.06231	$0.06198
NS-SP	First 150 hours use of Metered Demand, per kWh……	$0.08767	$0.07527
	Next 200 hours use of Metered Demand, per kWh……	$0.06804	$0.06131
	All additional kWh, per kWh……....	$0.06110	$0.06077

EV CONSUMPTION RATE RIDERS:
Applicable to the volume of consumption recorded through a Company-Approved Charger over the billing period and added to the regular volumetric rates calculated at the rate for the first tier of consumption according to the time and season of consumption

	Peak		Shoulder		Off Peak	
	12 p.m. - 10. p.m.		6 a.m. - 12. p.m.		10 p.m. - 6 a.m.	
	Summer	**Winter**	**Summer**	**Winter**	**Summer**	**Winter**
NS-GS	$0.02014	$0.02014	$0.01343	$0.01343	$-0.10034	$-0.10034
NS-LG	$0.01341	$0.01151	$0.00894	$0.00768	$-0.05546	$-0.04281
NS-SP	$0.01315	$0.01129	$0.00877	$0.00753	$-0.05372	$-0.04132

For Customers on Time Varying Rates:

DEMAND AND FACILITIES CHARGES
As applicable per participants' tariffs associated with their regular facilities.

Service	**Demand Charge - per kW of Billing Demand (if Applicable)**		**Faculties Charge – per kW of Facilities Demand (if Applicable)**	
-	Summer Season	Winter Season	Summer Season	Winter Season
TC-GS	-	-	-	-
TC-LG	$8.93	$6.96	$2.13	$2.13
TC-SP	$8.75	$6.82	$2.08	$2.08

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For ALL TERRITORY

ELECTRIC SCHOOL BUS PILOT PROGRAM - FROZEN

SCHEDULE ESBPP

ENERGY CHARGES

REGULAR CONSUMPTION CHARGES
as applicable to a customer's class and usage

Service	Consumption Components	Summer Season	Winter Season
TC-GS	The first 700 kWh, per kWh……	$0.13892	$0.13892
	Additional kWh, per kWh……	$0.13892	$0.12624
	Off-Peak kWh credit, per kWh ……....	$-0.00200	$-0.00200
TC-LG	First 150 hours use of Metered Demand, per kWh……	$0.08998	$0.07793
	Next 200 hours use of Metered Demand, per kWh……	$0.07091	$0.06436
	All additional kWh, per kWh……...	$0.06417	$0.06385
	Off-Peak kWh credit, per kWh ……....	$-0.00500	$-0.00500
TC-SP	First 150 hours use of Metered Demand, per kWh……	$0.08823	$0.07641
	Next 200 hours use of Metered Demand, per kWh……	0.06953	0.06311
	All additional kWh, per kWh……...	0.06292	0.06261
	Off-Peak kWh credit, per kWh ……....	$-0.00490	$-0.00490

Off-Peak kWh includes all kWh consumed between 10 PM and 6 AM daily.

EV CONSUMPTION RATE RIDERS:
Applicable to the volume of consumption recorded through a Company-Approved Charger over the billing period and added to the regular volumetric rates calculated at the rate for the first tier of consumption according to the time and season of consumption.

	Peak		Shoulder		Off Peak	
	12 p.m. - 10. p.m.		6 a.m. - 12. p.m.		10 p.m. - 6 a.m.	
	Summer	**Winter**	**Summer**	**Winter**	**Summer**	**Winter**
TC-GS	$0.02084	$0.02084	$0.01389	$0.01389	$(0.10497)	$(0.10497)
TC-LG	$0.01350	$0.01169	$0.00900	$0.00779	$(0.05603)	$(0.04398)
TC-SP	$0.01323	$0.01146	$0.00882	$0.00779	$-0.05428	$-0.04246

The Summer Season will be the first four monthly billing periods billed on and after June 16, and the Winter Season will be the remaining eight monthly billing periods of the calendar year.

Consumption recorded through the Company-Approved EV Charger during the Time-Based "Off-Peak" period is not eligible for the Off-Peak kWh credit applicable to regular consumption charges.

FUEL ADJUSTMENT CLAUSE:
The above charges will be adjusted in an amount provided by the terms and provisions of the Fuel Adjustment Clause, Rider FAC.

ENERGY EFFICIENCY COST RECOVERY:
The above charges will be adjusted to include a charge of $0.00028 per kWh on all customers who have not declined to participate in Company's energy efficiency programs under P.S.C. Rule 4 CSR 240-20.094(6).

ELECTRIC SCHOOL BUS PILOT PROGRAM - FROZEN

SCHEDULE ESBPP

DEMAND SIDE INVESTMENT MECHANISM
The above charges will be adjusted in an amount provided by the terms and provisions of the Demand Side Investment Mechanism, Rider DSIM for non-Residential service.

PAYMENT:
Bills will be due on or before twenty-one (21) days after the date thereof. If not paid on or before the due date, a late payment charge of 0.5% on the unpaid balance will be applied.

GROSS RECEIPTS, OCCUPATION OR FRANCHISE TAXES:
There will be added to the Customer's bill, as a separate item, an amount equal to the proportionate part of any license, occupation, franchise, gross or other similar fee or tax now or hereafter imposed upon the Company by any municipality or any other governmental authority, whether imposed by ordinance, franchise, or otherwise, in which the fee or tax is based upon a flat sum payment, a percentage of gross receipts, net receipts, or revenues from the sale of electric service rendered by the Company to the Customer. When such tax or fee is imposed on the Company as a flat sum or sums, the proportionate amount applicable to each Customer's bill shall be determined by relating the annual total of such sum(s) to the Company's total annual revenue from the service provided by this tariff within the jurisdiction of the governmental body and the number of customers located within that jurisdiction. The amounts shall be converted to a fixed amount per customer, so that the amount, when accumulated from all customers within the geographic jurisdiction of the governmental body, will equal the amount of the flat sum(s). The fixed amount per customer shall be divided by 12 and applied to each monthly bill as a separate line item. The amount shall remain the same until the flat sum may be changed by the governmental body, in which case this process shall be adjusted to the new flat sum. The amount shall be modified prospectively by the Company anytime it appears, on an annual basis, that the Company is either over-collecting or under-collecting the amount of the flat sum(s) by more than five percent (5%) on an annual basis. Bills will be increased in the proportionate amount only in service areas where such tax or fee is applicable.

CONDITIONS OF SERVICE: GENERAL
1. Voltage, phase and frequency of energy supplied will be as approved by the Company.
2. Service will be furnished for the sole use of the Customer. The charging of end user EVs in the manner contemplated by the RCPP program shall be permitted and shall not be deemed an otherwise prohibited resale, redistribution or submetering activity.
3. Bills for service will be rendered monthly.
4. The Company Rules and Regulations, P.S.C. Mo. No. 5, Section 5, are a part of this schedule.

CONDITIONS OF SERVICE: EV CHARGING PROGRAM AND EQUIPMENT

Participants billed under this ESBPP tariff schedule must continually meet all obligations, terms and conditions provided for in the Program Tariff Document and the executed program Participant Agreement.

ELECTRIC SCHOOL BUS PILOT PROGRAM - FROZEN

SCHEDULE ESBPP

ELECTRIC SCHOOL BUS PILOT PROGRAM
Schedule ESBPP

PROGRAM DESCRIPTION

The Electric School Bus Pilot Program (Schedule ESBPP) provides charging infrastructure and Time-of-Use electricity consumption price schedules to support the operation of electric school buses at public school districts. Under Schedule ESBPP, The Empire District Electric Company ("Company") will deploy smart, network-enabled Level 2 ("L2") or Direct Current Fast Charger ("DCFC") charging infrastructure to be installed, owned and maintained by the Company. Participating schools and/or districts will be required to adopt Time-of-Use billing arrangements prescribed in this Tariff Schedule for the consumption recorded through the EV charging infrastructure, which will be applied to the appropriate portion of the overall facility's consumption.

AVAILABILITY

Upon the effective date of this schedule, no new customers may be enrolled in this program in accordance with the decision and order by the Missouri Public Service Commission. Any customers who have already enrolled in the program before this date will continue to be supported by the Company per their original terms of participation. This Schedule ESBPP is available to school districts with customer accounts within the service area of the Company, provided that the school district demonstrates the proof of ownership or lease of an electric school bus or buses in the number commensurate to the number of applied-for Company-Approved Charging Stations at the time of applying for the program. Qualifying program participation applications will be reviewed and invitations to participate will be extended to qualifying applicants on a first-come-first served basis, until the Company exceeds the resources allocated to this program.

DEFINITIONS

Additional Connection Costs: capital costs of distribution system and/or customer-side works which exceed those on which the Monthly Participation Fee. The Participants are solely responsible for these costs.

Applicant: An eligible customer of the Company that approaches the Company with the intent to participate in the ESBPP program and completes the requisite application documentation.

Company-Approved Charging Device (or Station, as applicable to describe a standalone structure with multiple ports): A "smart" L2 or DCFC electric vehicle charging device that is new, equipped with a SAE J1772 standard plug, capable of delivering at least 6.2 kilowatts of power to an EV, network-enabled, capable of delivering station utilization data to the Company, and capable of receiving a demand response signal. All Schedule ESBPP-facilitated chargers must be ENERGY STAR-certified, listed by a nationally recognized testing laboratory (e.g., UL), and must adhere to open communication standards that support interoperability. In the event that a charging device has been used and removed pursuant to this Program at a site, it may subsequently be reused in the Program following a suitable inspection and/or refurbishment.

Connection Cost Estimate ("CCE"): an estimate issued by the Company to the Applicant upon the initial site visit, outlining in the scope and nature of requisite work to complete the safe installation of charging equipment, the associated cost responsibility, including the Additional Connection Costs. The Applicant must sign the CCE prior to executing the Participation Agreement.

Participant: A customer of the Company that meets the eligibility criteria established in Schedule ESBPP for participation and who executes a Participation Agreement.

Participation Agreement: The agreement between the Company and the Participant further describing the terms and conditions governing the Participant's participation in the Commercial Electrification Pilot Program ("ESBPP").

Remaining Pilot Term: A minimum term over which the Participant agrees to deploy and make use of the charging equipment, commencing on the date of the Participation Agreement's execution and concluding on the date of a five-year anniversary of the ESBPP program's start date.

ELECTRIC SCHOOL BUS PILOT PROGRAM - FROZEN

SCHEDULE ESBPP

ESBPP APPLICATION PROCESS

To enroll into ESBPP, eligible Applicants must complete and submit a Program Enrollment Application and be subsequently invited to enter the program. To meet the minimum eligibility requirements for participation, applicants must demonstrate to the Company's satisfaction a proof of the following:

(a) Existing Commercial service account in good standing with the Company;

(b) Proof of ownership or lease arrangement of an electric school bus or buses in the number commensurate to the number of charging stations applied for through ESBPP;

(c) Confirmation that the scope and nature of modifications to the occupied premises typically required for the operation of a Company-Approved Charging Stations have been communicated and consented to by the Applicant's insurance provider(s).

By signing the Application, the Applicant will acknowledge their understanding that their participation in the program is contingent upon the execution of the Participation Agreement. Upon receiving the completed Program Enrollment Application and verifying that the Applicant meets all the minimum eligibility requirements, the Company or its agents will inspect the site of intended installation on a mutually satisfactory date and time, including, potentially, via a remote inspection based on the photographic and/or video evidence of the site's condition provided by the applicant and the geospatial records available to the Company. Using the information so collected, the Company will evaluate the application and the site and notify the successful applicants (if any) by extending to them an invitation to execute the Participation Agreement, which will also include a completed Connection Cost Estimate ("CCE"). By executing the Participation Agreement and all relevant appendices, the Applicant becomes the Participant and officially enters the ESBPP program. There is no program enrollment fee for the ESBPP program.

The completed CCE will outline in reasonable detail the scope, nature and cost of any expected Additional Connection Costs, which entail any customer-side (behind-the-meter) and/or utility-side (front-of-the-meter distribution system) works required to accommodate the Company-Approved Charging Device installation, the cost of which exceeds the amounts included in the reference connection scope prepared for the purposes of this Program. By signing the CCE as a part of the overall Participation Agreement, the Applicant will confirm their understanding of and readiness to arrange for and otherwise accommodate any works on their premises required to install the Company-Approved Charging Device(s), including providing any payments for works outlined in the CCE. The final additional connection costs will be billed to the Participant once the works are completed and the final cost has been communicated by the Company.

Qualifying applications for entry into the program will be evaluated on a first come-first served basis. Should the level of interest in participating in the ESBPP exceed the total number of program spots, the Company will invite otherwise qualifying Applicants it cannot accommodate to join the program waitlist. The Applicants placed on the waitlist will be eligible to have the right of first refusal to participate in the ESBPP (should its terms or conditions change), or in functionally similar future initiatives carried out by the Company. The priority of access of waitlist participants will be based on the first come-first served basis.

The Participation Agreement and Obligations Arising from it

By executing the Participation Agreement, applicants commit to keeping the charger installed on their premises for a period no shorter than the Remaining Pilot Term and meeting all other terms and conditions of this Tariff Schedule and the Participation Agreement. Should a Participant wish to withdraw from the ESBPP program sooner than the conclusion of the Remaining Pilot Period, the Participant will be responsible for the cost of charging equipment's de-installation and the Early Termination Fee. For any charging equipment that may be de-installed due to a Participant's withdrawal from the Program, the Company will perform requisite refurbishment and will either redeploy the equipment to another Participant 's premises, or use it for the purposes of its own fleet.

In executing the Participation Agreement, the Participant shall grant an easement to the company to install and operate the Company-Approved Charging Stations and the associated infrastructure and access them as needed for maintenance.

Aside from those additional costs outlined in the CCE, Participants will not be responsible for the capital and operating costs associated with procurement, installation, and operation of the EV charging stations throughout the Remaining Pilot Term. Participants shall be responsible for paying the cost of electricity used to charge the electric buses charged at the rates described below.

ELECTRIC SCHOOL BUS PILOT PROGRAM - FROZEN

SCHEDULE ESBPP

Participants shall be responsible for maintaining the civil infrastructure in and around the parking stalls where the charging infrastructure is installed in good working order, including regular clearing of snow, maintaining adequate asphalt surface condition and painted line and signage. Upon enrollment into the Program, the Participant are encouraged to transfer the billing arrangements for its facilities to the e-billing service offered by the Company. Customers applying for service under this ESBPP program must have and maintain an account that is not more than 60 days delinquent or in default at the time of application. Participants waive all rights to any retrospective billing reductions arising from a claim that the Participant's service would be or would have been at a lower cost had it not participated in the Commercial Electrification Pilot Program for any period of time.

Participants shall also agree to partake in at least three participant surveys over the course of their ESBPP participation, including an enrollment companion survey. Participants also consent for their charger consumption data to be analyzed and reported to the Commission and used by Liberty in an aggregated manner with that of other Participants, and without any commercially sensitive information being revealed. Participants may also be asked to participate in other activities to help the Company obtain certain insights regarding the charging equipment, the impact of EV charging on the Company's distribution system or other program administration elements.

By Executing the Participation Agreement, the Company commits to maintaining the charger infrastructure, including the charging, metering, and communication components in good working order, cover the insurance costs for the equipment, provide electricity for use in the charger at the rates specified below, and provide such other services as may be required to support the Participants' participation in the ESBPP in accordance with the terms and conditions prescribed in this Tariff Schedule and the Participation Agreement. The Company also commits to run the ESBPP through to the conclusion of the Remaining Pilot Term and to facilitate the Participants' options elected at the conclusion of the ESBPP as described below. The Company will enter into an agreement with two or more qualified vendors to provide charging equipment used by Participants.

Should a Participant wish to withdraw from the ESBPP program at any point before the conclusion of the Remaining Pilot Term, that Participant shall be responsible for the cost of de-installation of the Company-Approved Charging Stations, and the additional Early Termination Fee in the amount of $1,000, irrespective of the number of chargers installed.

Participation in Special Demand Management Events

The Company may call up to ten (10) Demand Response ("DR") Events per year, not to exceed 4 hours per event, during which the charging infrastructure will be remotely shut off and inaccessible for charging. The anticipated instances of DR events shall be communicated in advance.

PARTICIPANTS' OPTIONS UPON THE ESBPP PILOT TERM CONCLUSION

Parties' Rights and Obligations Upon the Conclusion of the ESBPP Program

At the conclusion of the Remaining Pilot Term, the Company may elect to transition the ESBPP into a successor program and apply for the associated leave to the Commission to establish the requisite tariff(s), or discontinue the ESBPP without adopting a dedicated successor program and/or tariff for electric vehicle charger financing or electric vehicle consumption. Should the Company transition the ESBPP into a successor program, it would reserve the right to apply to the Commission to modify the program terms, rate structures, or amounts charged upon the conclusion of the Remaining Pilot Period, including establishing special terms (as appropriate) that would apply to the original ESBPP Participants.

In either scenario of the ESBPP concluding with or without being substituted for a successor program, the Company will give the existing Participants no less than a 30-day notice prior to applying to the Commission for the appropriate leave. Along with the notice specifying the Company's intent, Participants would be offered the following options with respect to the charging equipment installed during the program term, as applicable under the Scenarios contemplated below.

ELECTRIC SCHOOL BUS PILOT PROGRAM - FROZEN

SCHEDULE ESBPP

Scenario 1: No ESBPP Successor Program and/or Tariff: If the ESBPP and the associated tariff are discontinued without being replaced by a successor program and tariff, the Participants will have two options:

i. Option A: buy out the remaining Charger(s) capital costs at remaining net book value in a single lump sum payment. Under this option the customer would be responsible for all charger maintenance activities and the associated costs upon the expiration of the ESBPP and would be responsible for procuring replacement equipment; OR

ii. Option B: establish a payment schedule to repay the remaining charger infrastructure net book value and ongoing operating costs, by executing an appropriate service extension agreement available exclusively to the legacy ESBPP Participants – the Company would continue maintaining and replacing the assets until equipment is fully depreciated.

Under either option under Scenario 1, the Participants would then be charged for their EV charger's electricity consumption under the regular tariff applicable at the time.

Scenario 2: An ESBPP Successor Program and/or Tariff are in Place: If the Company replaces ESBPP with a successor program and tariff, the existing Participants will have an option of being enrolled into the successor program and may be eligible for special transitional treatment terms (if any) that the Company may contemplate and the Commission may authorize. The Participants will have two Options with respect to their Charging Equipment:

i. Option A: Enroll in the ESBPP successor program and continue financing the Company-Approved Charging Equipment and as per the terms of the associated tariff.

ii. Option B: Do not continue with the successor program and select from among Scenario 1 Options A or B listed above to determine the ensuing financing arrangements with respect to the financed charger equipment.

PROGRAM RATES

Early Termination Fee: An amount equal to $1,000 plus the cost of decommissioning of equipment. Such amounts shall be recorded to offset capital expenditures and capitalized expenses incurred under the Company's provision of this program.

Demand Charge: Should the operation of the EV Charging Stations result in demand charges whether recorded on the Participant's main AMI meter or on a separately installed meter for the charging stations, these charges shall be payable as per the tariff schedule applicable to the Participant's facilities.

EV Charging Time-of-Use Rate Riders: time-based riders (positive or negative) applicable to the portion of the Participant's facilities' monthly consumption recorded on the metering device(s) embedded within the Company-Approved Charging Stations, and applied in addition to the regular consumption charges calculated at the rate for the first tier of consumption, plus the FAC,EECR, the Demand Side Investment Mechanism ("DSIM"), and other applicable charges for the Participant's facilities.

Additional Connection Cost Fee: a one-time fee payable by the Participant for the costs of any distribution system or customer side capital works and the applicable taxes, the cost of which exceeds the costs included in the calculation of the Monthly Participation Fee per Charger, and as communicated by the Company through the Connection Cost Estimate

NON-ROAD ELECTRIFICATION PILOT PROGRAM
Schedule NREPP

PROGRAM DESCRIPTION

The Non-Road Electrification Pilot Program provides incentives to encourage adoption of qualifying electric technologies that would otherwise be powered by gasoline or diesel, including electric forklifts of qualifying tonnage, electric-standby truck refrigeration units ("TRUs") and truck stop electrification equipment to power driver cabin appliances.

AVAILABILITY AND PROGRAM RULES

Upon the effective date of this schedule, no new customers may be enrolled in this program in accordance with the decision and order by the Missouri Public Service Commission. Any customers who have already enrolled in the program before this date will continue to be supported by the Company per their original terms of participation. This Schedule NREPP is available to non-residential customers currently receiving permanent, metered electric service under the Empire District Electric Company's ("Company") retail rate schedules, with the application of the following eligibility requirements for incentives in support of purchase and/or lease and commissioning of eligible electrically charged non-road equipment and/or charging infrastructure:

- The **Forklift Equipment** rebate is available to commercial and industrial customers, including customers in the manufacturing, wholesale and retail trade, and warehousing sectors who own and/or lease and operate eligible forklift equipment that meets the following criteria:
    - Eligible forklift equipment shall be defined as vehicles with two power-operated prongs at the front that can be slid under heavy loads and then raised for moving and stacking materials in warehouses, shipping depots, distribution center, etc.
    - Incentives are only available for Class I Lift Trucks having a capacity of greater than 6,000 pounds only, and which are not replacing existing equipment that utilizes propane as its fuel source.
- The **Electric-Standby Truck Refrigeration Unit (TRU) Equipment** rebate is available to commercial and industrial customers, including customers in the trucking, manufacturing, wholesale and retail trade, and warehousing sectors who install an electrical port powered by the electric grid for the purpose of powering a tractor trailer or box truck refrigeration system until and/or while perishable items are unloaded/loaded.
- The **Truck Stop Electrification Equipment** rebate is available to commercial trucking customers both at public truck stops and travel centers, as well as in warehouses and shipping depots who purchase and install single- or dual-system electrification equipment for the purpose of providing truck drivers' rest-period needs.

The incentives shall be available to applicants who satisfy all requirements prescribed in this tariff schedule and will be allocated on a first come – first served basis until the Company's incentive budget has been expended in full. There are no pre-determined minimal amounts that must be allocated across the three categories of equipment eligible for incentives.

DEFINITIONS

Participant: A customer of the Company that meets the eligibility criteria established in Schedule NREPP for participation in the Non-Road Electrification Pilot Program and who executes a Participant Agreement.

Participation Agreement: An agreement between the Company and the Participant further describing the terms and conditions governing the Participant's participation in the Non-Road Electrification Pilot Program.

Minority or Women Business Enterprise ("M/WBE"): Any business certified by the Missouri Office of Equal Opportunity as an M/WBE.

NON-ROAD ELECTRIFICATION PILOT PROGRAM - FROZEN

SCHEDULE NREPP

MAXIMUM INCENTIVE AMOUNTS AND ELIGIBILITY REQUIREMENTS

Schedule NREPP incentives will be provided by the Company via customer rebates. Eligible customers will be required to provide documentation of the required equipment specifications and evidence of payment.

Maximum rebate amounts are as follows:

- **Forklift Equipment** – up to $2,500 (owned forklifts) or $1,250 (leased forklifts).
- **Electric-Standby TRU Equipment –** up to $1,600 per TRU port
- **Truck Stop Electrification Equipment** – up to $2,300 per connection or pedestal

Customers may receive only one incentive per Measure. Should the interest in the program exceed the available incentives at any time, first preference for participation shall be given to customers who agree to incorporate suitable technology that allows for remote monitoring of equipment usage. Additional criteria upon which the Company will prioritize the distribution of incentives shall include:

- The Applicant's willingness to transition their facilities to the Time of Use rate schedules;
- Location in economically challenged areas in the Company's service territory;
- Lower (relative to other participants applying at the same time) estimated distribution system reinforcement expenditures required to accommodate the installation of chargers.

WAITING LIST

If a customer wishes to enroll after the Company has exhausted program funding, the customer may elect to be placed on a waiting list. The Company will maintain records related to the waiting list until the conclusion of the Program's term.

PROGRAM PROVISIONS AND SPECIAL TERMS

1. Customers applying for the Non-Road Electrification Pilot Program must have and maintain an account that is not more than 60 days delinquent or in default at the time of application.

2. Participants waive all rights to any retrospective billing reductions arising from a claim that the Participant's service would be or would have been at a lower cost had it not participated in the Non-Road Electrification Pilot Program for any period of time.

DEMAND RESPONSE AND VEHICLE TO GRID PILOT RATES - FROZEN

SCHEDULE EVDR

On-Road EV Pilot Program Consumption Management Credits

AVAILABILITY:
Upon the effective date of this schedule, no new customers may be enrolled in this program in accordance with the decision and order by the Missouri Public Service Commission. Any customers who have already enrolled in the program before this date will continue to be supported by the Company per their original terms of participation. Schedule EVDR is available to customers participating in the Company's Residential Smart Charge Pilot Program (tariff schedule RG-SCPP), Commercial Electrification Pilot Program (tariff schedule CEPP) and Electric School Bus Pilot Program (tariff schedule ESBPP).

ADDITIONAL PROGRAM PARTICIPANT EVENT MANAGEMENT INCENTIVES:

Demand Response Event Rate: bill credit of $1 per one hour of each DR event, to the maximum of four (4) hours per event and 10 events per year. Subject to compliance verification based on the time-based charger data.

V2G Event Rate: bill credit of $0.25 / kWh fed back into the grid during the specific times communicated by the Company and verified through charger data consumption.

DISBURSEMENT:
Eligible amounts will be disbursed to participants in the next scheduled billing cycle. The disbursements will take a shape of bill credits. The credits shall not apply to any previous amounts owed.

CONDITIONS OF SERVICE:
1. The Demand Response (DR) and Vehicle to Grid Charging (V2G) events participation in which is eligible for reimbursement under this schedule must be called by the Company and communicated to the eligible participants.
2. The Company may verify event participation.

THE EMPIRE DISTRICT ELECTRIC COMPANY d.b.a. LIBERTY

P.S.C. Mo. No. 6 Sec. 4 1st Revised Sheet No. 4

Canceling P.S.C. Mo. No. 6 Sec. 4 Original Sheet No. 4

For ALL TERRITORY

INTERRUPTIBLE SERVICE
RIDER IR

APPLICATION:

This Rider is available to any Commercial or Industrial Customer with a minimum monthly billing demand of 200 kilowatts (kW), an anticipated minimum load curtailment capability of 200 kW and currently receiving or requesting electric service under Non-Standard Large General Service (NS-LG) or Large Power Service (LP) rates. Customers must enter into an Interruptible Rider (IR) contract incorporating the provisions of this Rider for a term of from one to five years. Availability is further subject to the economic and technical feasibility of the installation of required Company equipment. The Company reserves the right to limit the total Interruptible load eligible to take service under this Rider. The total kilowatts contracted for by The Empire District Electric Company (Company) shall not be greater than fifty (50) megawatts annually.

PURPOSE:

This Rider is designed to reduce Customer load during peak periods upon request by Company.

TERM OF CONTRACT:

IR contracts shall be for a one-year, three-year or five-year term. Thereafter, Customers may enter into a new IR contract for a term of one, three or five years subject to the terms and conditions of this Rider as may by modified from time to time. Upon expiration of the initial term of the contract, the contract will automatically be renewed for the term of equal length unless termination notice is given by either the Customer or Company at least 30 days prior to the expiration date.

CURTAILMENT YEAR:

The Curtailment Contract Year shall be June 1 through May 31.

CURTAILMENT HOURS:

Curtailment will typically occur during the hours of 12:00 noon through 10:00 p.m., Monday through Friday during the Curtailment Year, but may occur outside of this window to address a system reliability driven event. The curtailment Hours associated with a Curtailment Event will be established at the time of Curtailment Notification.

CURTAILMENT LIMITS:

The number of Curtailments Events in a Curtailment Year shall be no more than ten (10). Each Curtailment Event shall be no less than two or no more than eight consecutive hours and no more than one occurrence will be required per day unless needed to address a system reliability event. The cumulative hours of curtailment per Customer shall not exceed eighty hours (80) during the Curtailment Year.

CURTAILMENT NOTIFICATION:

Customers will receive curtailment notification a minimum of four (4) hours prior to the start time of a Curtailment Event. Company may use either phone or electronic notification procedures to contact a participating Customer of a curtailment. Customers participating in this program shall be required to acknowledge the Company's notification of curtailment in writing via fax, email or by utilizing a portal provided by the Company at its webpage (www.libertyutilities.com) within one (1) hour of the Company's notification of a Curtailment Event. The specific method of communication used to provide notification of curtailment and customer acknowledgement of curtailment shall be specified in the IR contract.

CURTAILMENT EVENT:

A "Curtailable Event" is defined as an actual customer curtailment request made by Liberty.

NEED FOR CURTAILMENT:

Curtailment can be requested for operational or economic reasons. Operational curtailments may occur when physical operating parameters approach becoming a constraint on the generation, transmission, or distribution systems, or to maintain the Company's capacity margin requirement. Economic curtailment may occur when the opportunity to sell

INTERRUPTIBLE SERVICE
RIDER IR

BILLING DEMAND:

The minimum monthly billing demand for all Customers on this rider shall never be less than 200 kW or the contracted interruptible demand (ID), whichever is greater.

CUSTOMER COMPENSATION:

Customer compensation shall be defined within each IR contract and will be based on contract term, the maximum number of Curtailment Events and the number of actual Curtailment Events per Curtailment Year. Timing of all payments/credits shall be specified in the IR contract with each Customer. Compensation shall be paid to the Customer in the form of a check or bill credit as specified in the IR contract. Any payment/credits shall be applied before any applicable taxes. All other billing, operational, and related provisions of other applicable rate schedules shall remain in effect.

PROGRAM PARTICIPATION PAYMENTS:

For each Curtailment Year, a Customer shall receive a payment/credit based upon the IR contract term. The Monthly Program Participation Payment per kW of ID is shown in the table below.

Contract Term	$/kW of ID per month
One year	$0.51
Three years	$1.27
Five years	$2.02

The Customer shall receive a credit on the monthly bill during each month of the Contract Year for the ID kW multiplied by the credit amount specified in this Rider, providing that all conditions of this schedule are met. The IR Customer shall receive Additional Compensation equal to $0.30 per kW of ID for each hour of actual curtailment during the Curtailment Year.

All Additional Compensation payments of $0.30 per kW of ID shall be included in FERC Account 555 to be recovered through the Company's Fuel Adjustment Clause, subject to prudence review. Monthly Program Participation Payments, $/kW or ID per month, shall be tracked in a regulatory asset.

PENALTIES:

The failure of a Customer to interrupt the full amount of the ID or to keep its demand at or below the MFD, for any reason, during a Curtailment Event shall result in the following:

1. The Customer's contract ID shall be adjusted to equal the amount of ID which the Company could utilize during the Curtailment Event;
2. The Customer's contracted MFD shall be adjusted to equal the amount of demand actually placed on the Company's system by the Customer during the Curtailment Event;
3. The adjustments to the Customer's ID or MFD described in paragraphs 1 and 2 above shall remain at those adjusted levels for the remainder of the IR contract term, except that in the event of additional adjustments to the ID or MFD due to the Customer's failure to meet the adjusted ID and MFD levels will result in further adjustments to the levels of ID and MFD, as specified in paragraphs 1 and 2 above;
4. In addition to the adjustments in ongoing ID and MFD levels setout above, the Customer shall refund the Company all credits or payments previously received under the current contract in an amount equal to the change in ID multiplied by 150% of the contract demand rate for the remaining months of the contract period. This refund calculation shall be based on the portion of the ID that the Customer failed to meet during the Curtailment Event. The Company shall include an amount covering the return of the excess Program Participation Payments on a future bill to the Customer.
5. Any Customer who fails to reduce load to its MFD during three or more Curtailment Events during a Contract Year shall be ineligible for this Rider for a period of two-years from the date of the third failure.

THE EMPIRE DISTRICT ELECTRIC COMPANY d.b.a. LIBERTY

P.S.C. Mo. No.	6	Sec.	4	1st	Revised Sheet No.	5
Canceling P.S.C. Mo. No.	6	Sec.	4		Original Sheet No.	5

For ALL TERRITORY

BUDGET BILLING PLAN
RIDER BBP

APPLICATION:

Residential customers and certain commercial customers may elect to be billed and pay for electric service under the Budget Billing Plan ("BBP") if the customer has satisfied the Company's credit requirements.

PLAN:

1. Monthly Budget Billing amounts are calculated as follows: Total charges for the prior 12 months of bills divided by the number of days in the billing cycles for that time period, and then multiplied by 30 to determine the monthly bill amount.
2. Differences between Customer's applicable rate schedule billing and BBP contract billings will be accumulated and the outstanding balance will be applied to the next year's BBP.
3. The Company may adjust the amount of billing during the Budget Billing Plan Months whenever usage varies significantly from the plan estimate, or when a revision in the Company's rates has been approved.
4. The Balance Month will be either April or October for all customers.

TERMINATION OF PLAN PARTICIPATION:

1. The Company may terminate a customer's participation in this plan if the customer has failed to make payment when due. Billing adjustments required to balance the account will be included in the next regular bill.
2. The customer may terminate participation in the plan by requesting the termination in writing. The customer must pay any amounts due on the account, including billing adjustments.
3. Final bills, when issued on a Budget Billing Plan account, shall include any billing adjustments necessary to balance the account.

RENEWABLE ENERGY PURCHASE PROGRAM
SCHEDULE REP

REC Rate per 1,000 kWh
$2.38

On a quarterly basis, the Company shall perform a review of the previous three months' average weighted price ("Quarterly Review") for the Company's REC sales to the schedule's REC Rate. If the REC Rate is outside a 10 percent threshold as compared to the Quarterly Review, the REC Rate will be recalculated as the weighted average price for the most recent 12-month ending period. This updated REC Rate shall become effective with the first billing cycle of the following month.

Proceeds from the sale of RECs, net of any transaction costs, will be credited to customers through the Company's fuel adjustment clause rider.

SPECIAL TERMS AND PROVISIONS:

1. A customer must execute a REP service agreement which provides for the purchase of RECs associated with the Wind Facilities. The customer will be responsible for all the costs associated with such agreement up to a specified electricity percentage not to exceed the customer's total electricity consumption.
2. In an event, outside of the Company's control, that insufficient RECs are produced by the Wind Facilities in a calendar year to meet the annual requirements of agreements under this schedule, the Company will provide replacement RECs from an equivalent alternative source. In the event a permanent change in available RECs through the Wind Facilities, the Company will initiate a modification or cancellation of this Schedule and the associated Renewable Energy Purchase Agreements.
3. The term of the REP service agreement is a minimum of one year. The REP service agreement shall be automatically renewed at the end of each term unless termination of the agreement is requested with at least 30 days' written notice from the customer. In the event this schedule is no longer effective, the REP service agreement will be terminated.
4. A new or existing customer taking service from the eligible rate schedules ("eligible accounts") with multiple eligible accounts may aggregate any – up to all – of its eligible accounts under a single REP service agreement with the Company.
5. New or existing customers belonging to the eligible rate schedules will not be allowed to aggregate with other customers under a single REP service agreement.

PROMOTIONAL PRACTICES
SCHEDULE PRO

E. Weatherization Program

APPLICATION:

The Low-Income Weatherization Assistance Program ("LIWAP" or "Program") is designed to provide energy education and weatherization assistance, primarily for lower income customers. This Program is intended to assist customers through conservation, education and weatherization in reducing their use of energy and to reduce the level of bad debts experienced by The Empire District Electric Company (Company). The Company's participation in such financial incentives is limited to the funds allocated for that purpose and approved by the Missouri Public Service Commission (Commission) in Case No. ER-2014-0351, and as modified in Case No. ER-2024-0261.

ADMINISTRATION:

The program will be administered by Empire in partnership with the Economic Security Corporation, the Ozark Area Community Action Corporation and the West Central Missouri Community Action Agency, also known in this tariff as Social Agencies, in accordance to an established formula.

TERMS & CONDITIONS:

1. The program will offer grants for weatherization services to eligible customers. Customer eligibility will be determined by federal low income weatherization assistance program guidelines published by the U.S. Department of Energy (USDOE). . The program will be primarily directed to lower income customers.

2. The total amount of grants offered to a customer will be determined by the federal low income weatherization assistance program guidelines These funds will focus on measures that reduce electricity usage associated with electric heat, air conditioning, refrigeration, lighting, etc.

3. Program funds made available to the Social Agencies cannot be used for administrative costs except those incurred by the Social Agencies that are directly related to qualifying and assisting customers under this program. The amount of reimbursable administrative costs per participating household shall not exceed 15% of the total expenditures for each participating household.

4. Social Agencies and Company agree to consult with Staff, the Office of the Public Counsel, DED-DE, and other stakeholders during the term of the Program.

5. This Program will continue from the effective date of this tariff, unless otherwise ordered by the Commission. With the assistance of Social Agencies, the Company shall submit a report on the Program to the DSM advisory group on or before April 16, 2016 and on the same date for each succeeding year in which the Program continues. Each report will address the progress of the Program, and provide an accounting of the funds received and spent on the Program during the preceding calendar year. The report will include the following information with breakdowns for each of the participating social agencies:
    a. Program funds provided by Company.
    b. Amount of Program funds, if any, rolled over from previous year.
    c. Amount of administrative funds retained by the social agency.
    d. Number of weatherization jobs completed and total cost (excluding administrative funds) of jobs completed.
    e. Number of weatherization jobs "in progress" at the end of the calendar year.
    f. Number, type and total cost of baseload measures (non-heating) installed.

The report shall be subject to audit by the Commission Staff, the Office of the Public Counsel and DED-DE.

PROGRAM FUNDING:

To the extent that the annual funds contributed exceeds the total cost expended on the Program, the amount of the excess shall be "rolled over" to be utilized for the Weatherization Program in the succeeding year. Annual funding of $250,000 is available to the Social Agencies for this Program.

If one of the Social Agencies is unable to place the total dollars allocated, the unspent funds may be reallocated among the remaining Social Agencies.

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THE EMPIRE DISTRICT ELECTRIC COMPANY d.b.a. LIBERTY

P.S.C. Mo. No. 6 Sec. 4 6th Revised Sheet No. 21

Canceling P.S.C. Mo. No. 6 Sec. 4 5th Revised Sheet No. 21

For ALL TERRITORY

DEMAND-SIDE INVESTMENT MECHANISM RIDER
SCHEDULE DSIM
For MEEIA Cycle 1 Plan

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 (DSIM) Rider will be calculated and applied separately to the following rate classes: (1) Residential Service (NS-RG, TC-RG, TP-RG) and (2) non-Residential Service, which includes: (a) Small General Service (NS-GS, TC-GS and TP-GS), (b) Large General Service (NS-LG and TC-LG), (c) Small Primary Service (NS-SP and TC-SP), (d) Large Power Service (LP) and (e) Transmission Service (TS).

DEMAND SIDE INVESTMENT MECHANISM CHARGE

As approved in Commission Case No. EO-2022-0078 MEEIA Cycle 1 Filing.

MEEIA DSIM Components
(MEEIA Cycle 1 Plan)

Service Class	NPC/PE ($/kWh)	NTD/PE ($/kWh)	NEO/PE ($/kWh)	NOA/PE ($/kWh)	Total DSIM ($/kWh)
Residential Service	$0.00051	$0.00023	$.00006	-	$0.00080
Non-Residential Service	$0.00108	$0.00075	$.00006	-	$0.00189

DATE OF ISSUE January 21, 2026 DATE EFFECTIVE February 20, 2026

ISSUED BY Charlotte Emery, Senior Director of Rates and Regulatory Affairs, JOPLIN, MO

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PILOTS, VARIANCES, AND PROMOTIONAL PRACTICES
FRESH START PLAN

PURPOSE:

The goals of the Fresh Start Plan ("Plan") are to: 1) provide electric bill payment assistance to a selection of customers meeting the Plan's eligibility requirements, 2) Help customers with significant arrearages catch up and break the cycle of being behind on their bills, 3) evaluate the impact of the Plan on the disconnections and uncollectible/bad debt amounts for Liberty, and 4) evaluate the effectiveness of an arrearage management program decoupled from the Budget Billing Plan ("Rider BBP"), allowing customers to choose whether or not they will enroll in the Rider BBP.

AVAILABILITY:

The Fresh Start Plan will be available to a selection of customers with an income—verified by a designated Community Action Agency ("CAA")—less than or equal to sixty (60) percent of the State Median Income ("SMI"). No customer with an arrearage that includes a theft of service charge shall be eligible to participate in the Plan.

DEFINITIONS:

Designated CAA – For Liberty's electric customers in Missouri, the Community Action Agency for their area will be one of the following three: West Central Missouri Community Action Agency ("WCMCAA"), Ozarks Area Community Action Corporation ("OACAC"), or Economic Security Corporation ("ESC").

PROVISIONS:

The total annual program budget is $900,000 - $450,000 of which is provided by Liberty's shareholders. Unless renewed, the Plan shall run until rates are implemented in Liberty's next general rate case.

The Fresh Start Plan will offer a tiered credit to eligible customers based on income, as verified by the CAA providing the referral. The Plan will offer a $50 bill credit to customers between 41 and 60 percent of the SMI, and $75 to customers with an income less than or equal to 40 percent of the SMI. The program will also have an Arrearage Match component, wherein customers who enter into and maintain a twelve-month payment agreement for half of their arrearage amount will receive a monthly credit on their bills equal to the other half of their arrearage amount.

ADMINISTRATION, REPORTING AND EVALUATION:

Program administration and reporting will be conducted consistent with the terms of the orders of the MoPSC in Case No. ER-2024-0216. If the Company hits a minimum threshold of 60 percent of budget expenditures in Year 1 of the Plan, and 75 percent in Year 2 of the Plan, an evaluation not to exceed $25,000 will be conducted upon conclusion of Year 2. This study will include a process evaluation, economic evaluation, and—budget permitting—customer interviews.

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PILOTS, VARIANCES, AND PROMOTIONAL PRACTICES
CRITICAL MEDICAL NEEDS PROGRAM

PURPOSE:

The Critical Medical Needs Program ("CMNP" or "Program") is designed to promote and finance a community-based information resource network that will identify and direct customers with critical medical needs to resources that will help customers receive utility bill payment assistance. Empire partners directly with the United Way of Southwest Missouri and Southeast Kansas to maintain and utilize this Care Partner Network ("CPN").

The Program will provide outreach and training to community stakeholders that will allow them to identify individuals that are in critical medical need for assistance and refer such individuals to available assistance resources.

CMNP will also offer a thirty-day delay of disconnection for non-pay for customers with a qualifying medical condition. This will allow customers time to seek assistance from available sources through the assistance network without experiencing an interruption of service.

AVAILABILITY:

This program is available to all residential customers who, for medical and/or income related circumstances, need utility bill payment assistance.

DEFINITIONS:

Critical medical need: a situation, as verified by a certified medical professional, where loss of electric service may aggravate an existing serious illness or may prevent the use of life-support equipment.

FUNDING:

Funding level will be as approved by the Commission. Any unspent funding allocated for the Critical Needs Program in a given program year shall be reallocated to the Low-Income Weatherization Program.

BENEFITS:

Notwithstanding Liberty Rules and Regulations provision F9 on Sheet No. 37, Customer accounts with an account holder and/or other member of the household with a verified critical medical need, as defined above, shall not be eligible for disconnection for thirty (30) days. Each member of the household that has a critical medical need is eligible for a 30-day extension to secure payment for utility service or make alternate payment arrangements. In addition to benefits of the resource network, customers will be informed of their potential eligibility for other Liberty programs from which they may benefit.

RULES AND
REGULATIONS

CHAPTER IV

EMERGENCY ENERGY CONSERVATION PLAN

A. GENERAL

The purpose of this plan is to define actions that will be taken when an emergency energy event occurs or is likely to occur as determined by the Southwest Power Pool ("SPP") as the Reliability Coordinator ("RC"). The following actions are intended to maintain compliance with the emergency procedures defined in the Emergency Energy Conservation Plan ("Plan") protocols section below and to continue services which are essential to the health and well-being of the Company's Customers.

B. PLAN PROTOCOLS

1. a. Compliance Procedures: To the best of its ability and dependent on the circumstances at the time of a given event, the Company, at its discretion, will strive to ensure circuits and/or critical loads essential to health, safety, and general welfare of the communities which are affected by the present system conditions, are exempted. Essential services and critical loads include but are not limited to hospital services, communications related to public safety or energy generation, potable water supply, natural gas facilities used for the production or transportation of natural gas, major medical centers, and government activities essential to national or civil defense.

   b. Additional Action: If interruption of circuits that do not serve critical loads is insufficient to address the emergency, the Company shall have the discretion to interrupt circuits that serve critical loads to the extent necessary to address the emergency.

   c. Additional Emergencies: In the event the Company determines that an emergency affecting its system, that has not been declared by the Reliability Coordinator, exists or is imminent and, in its role as the Local Balancing Authority, the Company will take such actions as deemed necessary and practical in the judgment of its system operations personnel to address such an emergency. The notice requirements of the Plan shall apply to such Company actions the same as if an event had been declared by the Reliability Coordinator.

2. Current Grid Conditions & Communication: The Company will utilize SPP's Advisory and Energy Emergency Alert systems as an indicator of severity of the impact of the emergency and as an alert for emergency preparedness. The Company will follow the direction of the Reliability Coordinator to continue the Emergency Energy Conservation Plan.

C. CUSTOMER NOTIFICATIONS

In the event the Emergency Energy Conservation Plan is implemented, Liberty will notify customers promptly through releases to local media outlets, and as deemed appropriate by the Company, Liberty communication platforms including its website and social media pages. To the extent practical, the Company will contact its large commercial and industrial customers through telephone or written communication to advise them that the Emergency Energy Conservation Plan has been implemented by the company.

D. LIABILITY OF THE COMPANY

Disruptions in service consistent with this Emergency Energy Conservation Plan shall not be considered inconsistent with the Company's rules regarding the supplying of energy and the customer taking of service.

RULES AND
REGULATIONS

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RULES AND
REGULATIONS

CHAPTER V

BILLING PRACTICES

This chapter applies to all residential utility service provided by Company and subject to the jurisdiction of the Public Service Commission under the laws of the State of Missouri. This chapter also applies to non-residential utility service unless an exception to the residential standards is noted.

Company will not discriminate against any Customer or prospective Customer for exercising any right granted by this chapter.

The rules set forth in this chapter governing the Company's relations with its Customers and prospective Customers shall be an integral part of the Company's rate schedules.

A. BILLING AND PAYMENT STANDARDS 4 CSR 240-13.020

1. Company shall normally render a bill for each billing period to every Customer in accordance with its rate schedule. Failure of a Customer to receive a bill shall not relieve that Customer of the obligation for payment thereof.

2. Each billing statement rendered by the Company shall be computed on the actual usage during the billing period except as follows:

   a. Company may render a bill based on estimated usage --

      (1) When extreme weather conditions, emergencies, labor agreements, or work stoppages prevent actual meter readings.
      (2) When the Company is unable to obtain a meter reading for reasons beyond the utility's reasonable control, including an inability to access the customer's premises as necessary. If the Company is unable to obtain an actual correct meter reading for these reasons, where necessary it shall undertake reasonable alternatives to obtain a customer reading of the meter, for example mailing or leaving postpaid, preaddressed postcards upon which the customer may note the reading unless the customer requests otherwise;
      (3) When the Company does not obtain an accurate or correct meter reading due to equipment or mechanical failure, when the Company could not reasonably detect such failure given variability in usage at that customer location;
      (4) When the Company is unable to accurately obtain a meter reading due to human or billing system error, including a remote meter reading device's failure to transmit a reliable reading

   b. Company shall not render a bill based on estimated usage for more than three (3) consecutive billing periods except under conditions described in subsection 2.a of this rule.

   c. Under no circumstances shall Company render a bill based on estimated usage:

      (1) Unless the estimating procedures employed by the Company and any substantive changes to those procedures have been approved by the Commission; and
      (2) As a Customer's initial or final bill for service unless conditions beyond the control of the Company prevent an actual meter reading;

d. When Company renders an estimated bill in accordance with these rules, it shall:
   (1) Maintain accurate records of the reasons therefor and the effort made to secure an actual reading; and
   (2) Clearly and conspicuously note on the bill that it is based on estimated usage; and
   (3) Use customer-supplied readings, whenever viable (i.e., in line with prior usage or seasonal usage), to determine usage.

e. In the event of an undercharge, the Company shall offer the customer the option to pay the adjusted bill over a period at least double the period covered by the adjusted bill.

f. In estimating readings, the Company will use the following procedure:
   (1) Determine the customer's Actual Metered Usage for the same month of the preceding year, if available. Otherwise, determine the Actual Metered Usage for the month closest to that month.
   (2) Determine the customer's Base Usage as the usage that is the lowest actual monthly usage in the prior thirty-six months with outliers removed.
   (3) Determine the customer's Weather Sensitive Usage as the difference between Actual Metered Usage and Base Usage.
   (4) Determine the customer's Weather Multiplier by dividing Weather Sensitive Usage by the Degree Days corresponding to the customer's Actual Metered Usage. In the event there are no degree days corresponding to the customer's Actual Metered Usage the base will be used as the estimate.
   (5) Determine the customer's Estimated Usage as the customer's Base Usage plus the product of customer's Weather Multiplier and the current month's Degree Days (Current Degree Days).
   (6) For lighting accounts, the estimate will be based on the prior year's usage per day for the same month of the year multiplied by the number of days to be estimated for the current month.
   (7) For accounts with a limited history, the estimate will be based on a prior month's use per day multiplied by days in current billing cycle.

3. If Company is unable to obtain an actual meter reading for three (3) consecutive billing periods, Company shall advise the Customer by phone, first-class mail or personal delivery that the bills being rendered are estimated, that the estimation may not reflect the actual usage, and that the Customer may read and report electric usage to the Company on a regular basis. The procedure by which such reading and reporting may be initiated shall be explained. Company shall attempt to secure an actual reading from Customers reporting their own usage at least annually. These attempts shall include personal contact with the Customer to advise the Customer of the regular meter reading day. Company shall offer appointments for meter readings on Saturday or prior to 9:00 p.m. on weekdays. The charges for this special reading during normal business hours and outside normal business hours are shown on Schedule CA, Credit Action Fees. Discontinuance of the service of a Customer who is reading and reporting usage on a regular basis because of Company's inability to secure an actual meter reading shall not be required.

4. If a Customer fails to report usage to the Company, the Company shall obtain a meter reading at least annually. The Company shall notify the Customer that if usage is not reported regularly by the Customer and if the Customer fails, after written request, to grant access to the meter, then service may be discontinued pursuant to Section F (4 CSR 240-13.050).

5. Notwithstanding section A2 of this rule, the Company may bill its Customers in accordance with equal payment billing programs at the election of the Customer, provided the equal payment billing program has been previously approved by the Commission.

6. Company may bill its Customers on a cyclical basis if each individual Customer receives each billing on or about the same day of each billing period. If Company changes a meter reading route or schedule which results in a change of nine (9) days or more to the billing cycle, notice shall be given to the affected Customer at least fifteen (15) days prior to the date the Customer receives a bill based on the new cycle.

7. A monthly-billed residential Customer shall have at least twenty-one (21) days from the rendition of the bill to pay the utility charges. If the delinquent date falls upon a Sunday, legal holiday, or any other day when the offices of the Company regularly used for the payment of Customer bills are not open to the general public, the delinquent date shall be extended through the next business day. The date of payment for remittance by mail is the date on which Company receives the remittance. Company shall not base an assessment of a deposit or late payment charge, or a discontinuance of service, on a payment that was made to a payment agent on or before the delinquent date.

   a. Non-residential Customers shall have the number of days specified in the applicable rate schedule from the rendition of each bill to pay the utility charges.

(1) Name of Customer;
(2) Date of payment;
(3) Amount of payment;
(4) Identifiable name, signature and title of the Company employee receiving payment; and
(5) Statement of the terms and conditions governing the payment, retention and return of deposits;

h. The Company shall not deprive a customer of a deposit return within five (5) years following the date that the customer is due for a deposit return, even though the customer may be unable to provide the original receipt; provided that the customer can produce adequate identification.

i. No deposit or guarantee or additional deposit or guarantee shall be required by Company because of race, sex, creed, national origin, marital status, age, number of dependents, source of income, disability or geographical area of residence; and

j. Company shall provide means by which a residential Customer required to make a deposit may pay the deposit in installments unless;
1. Applicant or Customer has in an unauthorized manner, interfered with, or diverted the same type of service within the last five years; or
2. The Applicant or Customer has in an unauthorized manner interfered with, diverted, or used the service of the Company situated on or about or delivered to the premises; or
3. A likelihood that the Applicant or Customer does not intend to pay for the service.

6. In lieu of a deposit, Company may accept a written guarantee. The limit of the guarantee shall not exceed the amount of a cash deposit.

7. A guarantor shall be released upon satisfactory payment of all undisputed utility charges during the last twelve (12) billing months. Payment of a charge is satisfactory if received prior to the date upon which the charge becomes delinquent provided it is not in dispute. Payment of a disputed bill shall be satisfactory if made within ten (10) days of resolution or withdrawal of the dispute.

D. INQUIRIES 4 CSR 240-13.040

1. Company shall adopt procedures which will ensure the prompt and thorough receipt, investigation and where possible, resolution of inquiries. Company shall submit the procedures to the Commission and Company shall notify the Commission and the Public Counsel of any substantive changes in these procedures prior to implementation.

2. Company shall establish personnel procedures which, at a minimum ensure that:

a. Qualified personnel shall be available and prepared at all times during normal business hours to receive and respond to all Customer inquiries, service requests and complaints. Company shall make necessary arrangements to ensure that Customers unable to communicate in the English language receive assistance;

b. Qualified personnel responsible for and authorized to enter into written agreements on behalf of Company shall be available at all times during normal business hours to respond to Customer inquiries and complaints;