

**KANSAS CITY POWER & LIGHT COMPANY**

P.S.C. MO. No. 7

Original Sheet No. 51

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

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

For Missouri Retail Service Area

**LIMITED LARGE CUSTOMER ECONOMIC DEVELOPMENT DISCOUNT RIDER**  
**Schedule PED**

**PURPOSE**

The purpose of this Limited Large Customer Economic Development Rider (Rider) is to comply with Mo. Rev. Stat. § 393.1640 (2018).

**EXPIRATION**

This Rider shall expire on December 31, 2023, unless extension is requested by the Company and approved by the Commission. All discounts under this Rider shall expire no later than December 31, 2028. This provision shall control any Contract provisions to the contrary.

**AVAILABILITY/ELIGIBILITY**

Electric service under this Rider shall be limited to industrial and commercial facilities which are not in the business of selling or providing goods and/or services directly to the general public, and shall be made available if all of the following criteria are met:

1. If an otherwise qualifying Customer is receiving any economic development or retention-related discounts as of the date it would otherwise qualify for service under this Rider, the Customer shall agree to relinquish the prior discount concurrently with the date it begins to receive Service under this Rider; otherwise, the Customer shall not be eligible to receive any service under this Rider;
2. Electric service under this Rider is not available in conjunction with service provided pursuant to any other Special Contract Service tariff agreements;
3. The Customer submits a completed Application prior to public announcement of the growth project for which service under this Rider is sought. Such Application, and an application for service if not already submitted, shall be submitted at least ninety (90) days prior to the date the Customer requests the discounts provided for by this Rider;
4. The Customer adds qualifying incremental load with average monthly demand that is reasonably projected to be at least three hundred (300) kilowatts with a load factor of at least fifty-five (55) percent within two (2) years after the date the Application is submitted.
  - a. Qualifying incremental load shall be calculated as additional load net of any associated offsetting load reductions due to the termination of other accounts of the customer or an affiliate of the customer within twelve (12) months prior to the commencement of service to the new load,
  - b. The projected annual Customer load factor shall be determined by the following relationship:

$$\text{Load Factor} = \text{PAE} / (\text{PCD} \times \text{HRS})$$

where:

PAE = Projected Annual Energy (kWh)

HRS = Hours in year (8760)

PCD = Projected Customer Peak Demand (kW)

5. Prior to execution of a Contract for Service under this Rider, the Customer shall provide sufficiently detailed information and documentation to enable the Company to determine whether the incremental load is qualified for service under this Rider;

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KANSAS CITY POWER & LIGHT COMPANY

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For Missouri Retail Service Area

LIMITED LARGE CUSTOMER ECONOMIC DEVELOPMENT DISCOUNT RIDER  
Schedule PED

AVAILABILITY/ELIGIBILITY (continued)

- 6. The Customer shall execute a Contract for Service under this Rider. In the case of a Customer locating a new facility in KCP&L's service territory or expanding an existing facility in KCP&L's service territory, the contract will contain a statement that the Customer would not locate new facilities in KCP&L's service territory or expand its existing facilities in KCP&L's service territory but for receiving service under this Rider along with other incentives;
- 7. The Customer receives local, regional, or state economic development incentives in conjunction with the incremental load; and
- 8. The Customer is otherwise qualified for service under the Company's, MGS, MGA, LGS, LPS, or LGA rate schedules.

APPLICABILITY

- 1. For facilities of a Customer contracting under this Rider due to expansion, the Company may install metering equipment necessary to measure load subject to this Rider. The Company reserves the right to make the determination of whether such load will be separately metered or Sub-metered. If the Company determines that the nature of the expansion is such that either separate metering or sub-metering is impractical or economically infeasible, the Company will determine, based on historical usage, what portion of the Customer's load in excess of the monthly baseline, if any, qualifies as incremental load eligible for this Rider.
- 2. The Customer's load subject to service under this Rider is the qualifying incremental load. If the demand associated with the qualifying incremental load is not separately metered, the Company's determination of the incremental demand shall control.
- 3. Customer demand existing at the time the customer begins to receive discounted rates under this section shall not constitute incremental demand.
- 4. Service under this Rider shall begin on the date when the meter associated with the qualifying incremental load is permanently set. However, if the permanent meter is set prior to occupancy and operation of the associated facility, the customer will notify Company when operation begins and service of this Rider shall begin at such time as operation begins. If the qualifying incremental load is measured rather than metered, service under this Rider shall begin upon notification to the Company by the Customer when operation begins.
- 5. For Customers with existing facilities at one or more locations in the Company's service area, this Rider shall not be applicable to service provided at any existing delivery point prior to receiving service under this Rider. Failure to comply with this provision may result in termination of service under this Rider.
- 6. Unless terminated pursuant to a Termination provision, service is available under this Rider up to five (5) years. However, an eligible Customer shall also receive a ten (10) percent discount of all base rate components of the bill applied to such qualifying incremental load for one (1) year after the initial discount period ends if the Company determines that the Customer is taking service from an under-utilized circuit. In no event shall a Customer receive a discount for taking service from an under-utilized circuit after December 31, 2028.

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**KANSAS CITY POWER & LIGHT COMPANY**

P.S.C. MO. No. 7

Original Sheet No. 51B

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For Missouri Retail Service Area

**LIMITED LARGE CUSTOMER ECONOMIC DEVELOPMENT DISCOUNT RIDER**  
**Schedule PED**

**INCENTIVE PROVISIONS**

1. Bills for separately metered (or measured) service to existing Customers, pursuant to the provisions of this Rider, will be calculated independently of any other service rendered to the Customer at the same or other locations.
2. The discount shall be a percentage applied to only the base rate components of the bill. The charges or credits arising from any rate adjustment mechanism shall be billed or applied to Customers taking service under this Rider in the same manner as otherwise applicable. All other billing, operational and related provisions of the otherwise applicable rate schedules shall remain in effect.
3. The percentage applicable to each year of service under this Rider shall be set out in the Contract and shall not be modified during the operation of the Contract, except as provided in paragraph 6 of the Applicability section of this Rider. As contracted, the average of the annual discount percentages applicable to years one (1) through five (5) shall equal forty (40) percent and shall not be less than thirty (30) percent nor more than fifty (50) percent in any year prior to the sixth year, if applicable.
4. In establishing the contracted percentages, the cents per kilowatt-hour realization resulting from application of the discounted rate as calculated shall be higher than the Company's variable cost to serve such accounts in aggregate and the discounted rate also shall make a positive contribution to fixed costs associated with such service. To reasonably ensure the sufficiency of such revenues, the Company shall utilize the analysis of the Company's incremental cost of service as set forth in Sheet No. 32J within Schedule EDR.
5. If in a subsequent general rate proceeding the Commission determines that application of such discounted rate is not adequate to cover the variable cost to serve such accounts and provide a positive contribution to fixed costs, then the Commission shall order modification of the contracted percentages to the extent necessary to do so.

**TERMINATION**

Failure of the Customer to meet any of the availability and applicability criteria of this Rider used to qualify the Customer for acceptance on the Rider shall result in termination of service under this Rider. Failure to meet and maintain compliance with each of the items contained in this Rider shall result in termination of service under this Rider. Company shall review and verify compliance with the Rider and the Contract on a semi-annual basis. Company shall verify and retain documentation of each of the following items:

1. Electric service is limited to industrial and commercial facilities that are not in the business of selling or providing goods and/or services directly to the general public.
2. The local, regional, or state economic development incentives relied upon to initially qualify for service under this Rider have been received, retained, and the Customer has met all conditions upon the incentive receipt and retention.
3. The Customer's qualifying incremental demand is at least three-hundred (300) kW and the customer must maintain a load factor of fifty-five (55) percent or greater in years three (3) through five (5) of the service under this Rider.

**FILING REQUIREMENTS**

1. Service under this Rider shall be evidenced by a Contract between the Customer and the Company. Within thirty (30) days of executing said Contract, the Contract shall be submitted along with documentation supporting the qualification of the Customer and the Company's review of qualification to EFIS as a Non-Case-Related Submission.
2. Company shall file in File No. EO-2019-0047 under affidavit the results of all semi-annual reviews required under the Termination section of this Rider. Such filing shall include a Public and a Confidential version including copies of all Contracts executed since its last annual review filing. All documentation relied upon by the Company for its conclusion that compliance has been maintained, or that there is basis for termination of service under this Rider, shall be included.
3. Company shall annually, for each Customer taking service under this Rider, update the revenue sufficiency calculation prescribed under Incentive Provisions paragraph 4 to reflect actual historical usage, revised projections, and updated inputs to the calculation set forth in Sheet No. 32J within Schedule EDR.

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

P.S.C. MO. No. 7

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

For Missouri Retail Service Area

**ELECTRIC TRANSIT SERVICE  
Schedule ETS**

**AVAILABILITY**

Electric service is available under this schedule through one (1) meter point on the Company's existing distribution facilities. Single phase or if present at the location, three phase service is available at the secondary voltage of transformation facilities supplied from the Company's distribution system. At the Company's discretion, service may be provided through more than one metering point where it is economical for the Company to do so.

**APPLICABILITY**

To any non-residential customer using electric service for the exclusive use of charging electric public transit vehicles. The load served under this Schedule will be separately metered from all other commercial electrical loads and will be used exclusively for the purpose of charging electric transit vehicles. This Schedule allows other ancillary uses, limited to no more than 5 kW, that are specifically related to the provision of electric transit vehicle charging, such as area lighting.

**TERM OF SERVICE**

Service shall be provided for a fixed term of not less than one (1) year.

**CARBON FREE ENERGY OPTION**

Customers have the option to elect that all of the electricity under this schedule to be from carbon free resources. The Company, at its sole discretion, agrees to generate or purchase energy from carbon free sources and/or purchase and retire renewable energy credits in an amount at least equal to the level of service purchased under this tariff. The amount of carbon free energy available under this tariff shall be determined by the Company based on the amount of carbon free energy sources and renewable energy credits available to the Company.

**RATE FOR SERVICE**

A. Customer Charge (Per Month)		\$ 118.82
B. Facility Charge (Per kW of Billing Demand per month)		\$ 3.399
C. Energy Charge per Pricing Period (Per kWh)	Summer	Winter
	<u>Season</u>	<u>Season</u>
On-Peak Period	\$ 0.23576	\$ 0.18386
Off-Peak Period	\$ 0.04248	\$ 0.03570
D. Carbon Free Energy Option Charge (Per kWh)		\$ 0.00250

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

P.S.C. MO. No. 7

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For Missouri Retail Service Area

**ELECTRIC TRANSIT SERVICE  
Schedule ETS**

**MINIMUM MONTHLY BILL**

The Minimum Monthly Bill shall be equal to the sum of the Customer Charge and Facilities Charge.

**SEASONS**

The Summer Season is four consecutive months, beginning and effective May 16 and ending September 15 inclusive. The Winter Season is eight consecutive months, beginning and effective September 16 and ending May 15. Customer bills for meter reading periods including one or more days in both seasons will reflect the usage in each season.

**PRICING PERIODS**

Pricing periods are established in Central Time year-round. The hours for each pricing period are as follows:

On-Peak: 6 a.m. - 6 p.m., Monday through Friday, excluding  
Holidays Off- Peak Period: All other hours

**HOLIDAYS**

Holidays are New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

**MONTHLY MAXIMIM DEMAND**

The Monthly Maximum Demand shall be the customer's maximum fifteen (15) minute integrated demand measured in kW during the current billing period.

**FACILITIES DEMAND**

Facilities Demand shall be equal to the highest Monthly Maximum Demands recorded in the last twelve (12) months including the current month. If there are less than eleven (11) previous billing periods, the determination will be made using all available previous billing periods.

**DEMAND SIDE INVESTMENT MECHANISM RIDER**

Subject to Schedule DSIM filed with the State Regulatory Commission.

**FUEL ADJUSTMENT**

Fuel Adjustment Clause, Schedule FAC, shall be applicable to all customer billings under this schedule.

**TAX ADJUSTMENT**

Tax Adjustment Schedule TA shall be applicable to all customer billings under this schedule.

**REGULATIONS**

Subject to Rules and Regulations filed with the State Regulatory Commission.

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

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

For Missouri Retail Service Area

**COMMERCIAL EV CHARGER REBATE**  
**Schedule CEVCR**

**PURPOSE**

The Commercial EV Charging Rebate is designed to encourage development of EVSE at commercial customer sites. The primary objective of this rebate is to provide incentives to EV charging station site hosts to reduce the cost of make-ready infrastructure and EVSE.

**AVAILABILITY**

This incentive is available to commercial customers being served under the Business EV Charging Service rate schedule while funds remain.

**ELIGIBLE MEASURES AND INCENTIVES**

The Program provides a rebate to existing or potential commercial customers that commit to installing, owning, and operating qualifying EVSE at public, workplace, fleet, or multifamily sites. Projects at both new and existing buildings are eligible to apply.

The maximum incentive for any project will be the lesser of:

1. Forty percent (40%) of project costs associated with EV charging equipment and customer-side wiring, or
2. The sum, for all port types, of the number of qualifying equipment ports/units times the incentive rate where the incentive rate is \$2,500 for Level 2 ports and \$20,000 per DCFC.

The maximum number of qualified EVSE ports at each site are as follows:

<u>Category</u>	<u>Level 2 Ports</u>	<u>DCFC Units</u>	<u>Maximum per Site</u>
Commercial Public	0	2	\$40,000
Commercial Fleet	10	2	\$65,000
Commercial Workplace <sup>(1)</sup>	10	0	\$25,000
Commercial Multi-family <sup>(2)</sup>	10	0	\$25,000

<sup>(1)</sup> Ports eligible by number of onsite employees: 10-34 (2 ports); 35-54 (4 ports); 55-74 (6 ports); 75-94 (8 ports); 95+ (10 ports).

<sup>(2)</sup> The number of eligible ports is equivalent to 25% of the housing units up to the maximum.

Notwithstanding the limits on incentives at each individual site, a single affiliate entity installing highway corridor charging stations may not receive total incentives under the Program of more than \$500,000. A single affiliate entity installing non-highway public, workplace, fleet, or multifamily charging stations may not receive total incentives under the Program of more than \$150,000.

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

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

For Missouri Retail Service Area

**COMMERCIAL EV CHARGER REBATE**  
**Schedule CEVCR**

**PROGRAM PROVISIONS**

The Company will develop and maintain a list of qualified EVSE eligible for rebates and criteria for the individual site types. These lists will be available on the Company's website ([www.evergy.com](http://www.evergy.com)). At a minimum, EVSE will be network-capable, Energy Star certified for Level 2, safety certified and managed charging capable. Additionally, EVSE that receives a rebate cannot require a membership for use.

Customers must request a rebate for a project by submitting an application through the Company's website ([www.evergy.com](http://www.evergy.com)). Projects must be pre-approved by the Company before the project start date to be eligible for a rebate. Applications will be evaluated based on site suitability and the rebates will be distributed on a first-come basis according to the date of the customer's application. Eligible customers must comply with the application instructions and agree to the Terms and Conditions to receive the rebate. By applying for the rebate, the applicant agrees that the project may be subject to on-site inspections by the Company.

A business entity with multiple sites may participate by submitting an application for each site. The maximum amount of each rebate will be calculated based on the number of L2 and/or DCFC EVSE installed up to the maximum allowable amount per site.

The rebate will be issued upon completion of the project's final application process, which will require the customer to provide proof of equipment purchase, installation, costs, and dates. Customers must agree to provide the Company access to charger utilization data, install stations in dedicated EV parking spaces, and agree to participate in potential future demand response events, if deemed necessary. Additionally, rebate recipients must agree to participate in the Company's surveys related to their experience with the rebate and other relevant topics.

A Commercial Rebate application will expire nine months (9) after it has been accepted and pre-approved by the Company and the project has not met all the completion requirements upon the earlier of:

1. Nine (9) months from the date of the Rebate pre-approval, or
2. March 31, 2028

Payment will be made within sixty (60) days of receipt of a final approved application and validation of customer's W-9 information.

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

P.S.C. MO. No. 7 Original Sheet No. 58

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For Missouri Retail Service Area

**Special High-Load Factor Market Rate  
Schedule MKT**

**PURPOSE**

This rate schedule is designed to provide certain Non-Residential Customers access to energy pricing as set by the Southwest Power Pool Integrated Marketplace.

**AVAILABILITY**

This special rate is available to Non-Residential customers for service to accounts originating after March 31, 2022, at a single location who:

- Operate a facility with a load equal to or in excess of a monthly demand of one hundred thousand kilowatts or is reasonably projected to be at least one hundred and fifty thousand kilowatts within five (5) years of the new customer first receiving service from Company.
- and
- At full load, Customer must be able to demonstrate and maintain an Annual Load Factor throughout the year of 0.85 or greater. During initial startup or commissioning, not to exceed five years, the Customer must be able to demonstrate the average of its Monthly Load Factors for the immediately preceding twelve months is 0.85 or greater.

$$\text{Annual Load Factor} = \frac{\text{Customer's Annual Energy Usage}}{\text{Customer's Annual Noncoincident Peak Demand} * \text{Number of Hours in the Year}}$$

$$\text{Monthly Load Factor} = \frac{\text{Customer's Monthly Energy Usage}}{\text{Customer's Monthly Noncoincident Peak Demand} * \text{Number of Hours in the Month}}$$

Service is available under this schedule to the following types of customers based on voltage level:

Substation voltage customer - Service is taken directly out of a distribution substation at primary voltage. The customer will own the feeder circuits out of this substation.

Transmission voltage customer - The customer owns, leases, or otherwise bears financial responsibility for the distribution substation. Service is taken off of the Company's transmission system.

This rate is not available for standby, breakdown, supplementary, maintenance or resale service except as noted below. Sub-metering or the reselling of electricity is prohibited.

Service under this tariff may not be combined with service under an Economic Development Rider, an Economic Redevelopment Rider, the Renewable Energy Rider, the Solar Subscription Rider, service as a Special Contract, or be eligible for participation in programs offered pursuant to the Missouri Energy Efficiency Investment Act, or for participation in programs related to demand response or off-peak discounts, unless otherwise ordered by the Commission when approving a contract for service under this tariff.

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