Exhibit No.:	
	FAC Requirements; Fuel & Transmission Related Accounting Adjustments;
Witness:	Linda J. Nunn
Type of Exhibit:	Surrebuttal & True-Up Direct Testimony
Sponsoring Party:	Evergy Missouri Metro
Case No.:	ER-2026-0143
Date Testimony Prepared:	September 10, 2026

MISSOURI PUBLIC SERVICE COMMISSION

CASE NO.: ER-2026-0143

SURREBUTTAL & TRUE-UP DIRECT TESTIMONY

OF

LINDA J. NUNN

ON BEHALF OF

EVERGY MISSOURI METRO

Kansas City, Missouri
September 2026

TABLE OF CONTENTS

SURREBUTTAL TESTIMONY

OF

LINDA J. NUNN

CASE NO. ER-2026-0143

I. INTRODUCTION

Q: Please state your name and business address.

A: My name is Linda J. Nunn. My business address is 1200 Main, Kansas City, Missouri 64105.

Q: By whom and in what capacity are you employed?

A: I am employed by Evergy Metro, Inc. I serve as Senior Manager - Regulatory Affairs for Evergy Metro, Inc. d/b/a as Evergy Missouri Metro ("EMM" or the "Company"), Evergy Missouri West, Inc. d/b/a Evergy Missouri West ("EMW"), Evergy Metro, Inc. d/b/a Evergy Kansas Metro ("EKM"), and Evergy Kansas Central, Inc. and Evergy South, Inc., collectively d/b/a as Evergy Kansas Central ("EKC") the operating utilities of Evergy, Inc.

Q: Are you the same Linda J. Nunn who previously filed direct and rebuttal testimony in this case?

A: Yes.

Q: On whose behalf are you testifying?

A: I am testifying on behalf of EMM.

Q: What is the purpose of your surrebuttal testimony?

A: The purpose of my surrebuttal testimony is to respond to the following rebuttal testimonies: Office of the Public Counsel ("OPC") witness Angela Schaben opposing the Company's proposed treatment of SPP administrative charges; Staff witnesses Brooke Mastrogiannis and Sarah Lange and OPC witness Angela Schaben opposing the Company's proposal to include long-term capacity costs in the FAC: and Staff's proposal to separate Large Load Power Service ("LLPS") customers from the Company's FAC.

II. SPP CHARGES

Q: What does Ms. Schaben recommend regarding the Company's proposed treatment of SPP administrative charges?

A: Ms. Schaben recommends that the Commission reject the Company's proposal to include certain SPP Integrated Marketplace administrative charges in the FAC. In support of her recommendation, she relies primarily on the Commission's decision in Case No. ER-2014-0370 concerning SPP Schedule 1-A and Schedule 12 administrative fees.

Q: Do you agree with Ms. Schaben's recommendation?

A: No. Ms. Schaben's reliance on the Commission's prior decision does not adequately recognize the changes that have occurred in SPP's market since that decision or the nature of the specific charges at issue in this case. The SPP Integrated Marketplace began operating in March 2014 and fundamentally changed how Evergy purchases, sells, and settles energy through SPP.

The charges at issue here are associated with administering those Integrated Marketplace transactions. They include Integrated Marketplace Administration Services, Integrated Marketplace Clearing Administration Service, and Integrated Marketplace Facilitation Administration Service. These charges are directly associated with the Company's participation in the market through which it purchases and sells energy.

Q: Does the Commission's prior decision regarding SPP Administration fees control the outcome here?

A: No. The charges at issue in this case are materially different from the charges considered by the Commission in Case No. ER-2014-0370. The Commission's earlier decision addressed administrative assessments existing near the beginning of SPP's market evolution. Since that time, the SPP Integrated Marketplace has become the principal mechanism through which EMM purchases, sells, and settles wholesale energy transactions. The Integrated Marketplace Clearing and Facilitation charges are not general corporate overhead expenses. Rather, they are transaction-based charges assessed on market participants' injections into and withdrawals from the SPP Integrated Marketplace. EMM incurs these charges solely as a result of its participation in the market through which energy and purchased power transactions are conducted and settled, and they are appropriately classified as purchased power expenses recorded in Federal Energy Regulatory Commission ("FERC") Account 555.

Q: Does the fact that SPP characterizes these charges as administrative services mean they should be excluded from the FAC?

A: No. The relevant consideration is the nature of the costs and how they are incurred, not simply whether SPP includes the word "administrative" in the name of the charge. These charges arise directly from participation in the Integrated Marketplace and vary with market activity. In my opinion, that makes FAC recovery appropriate. Following are the costs to be included in the FAC calculation:

- **Schedule 1-A2**: Transmission Congestion Rights Administrative Service
- **Schedule 1-A3**: Integrated Marketplace Clearing Administrative Service
- **Schedule 1-A4**: Integrated Marketplace Facilitation Administrative Service

These fees were created specifically to administer the Integrated Marketplace and market settlements. SPP identifies them as market-related administrative services rather than traditional transmission service charges.

Q: Are these charges sufficiently variable to justify FAC treatment?

A: Yes. Unlike costs ordinarily recovered through base rates, the Integrated Marketplace Clearing and Facilitation charges fluctuate based on actual market participation levels, including energy transactions, market settlements, injections, and withdrawals. Because the charges vary with activity levels that cannot be forecast with precision between rate cases, they possess the same fundamental characteristics that support FAC treatment for other market-related costs.

III. LONG TERM CAPACITY COSTS

Q: Does Staff's comparison of existing LLPS revenues and capacity cost estimates demonstrate that future capacity costs are fully recovered?

A: No. Staff's comparison relies upon snapshots of estimated costs and revenues under assumed conditions. FAC eligibility does not depend on whether future costs may ultimately be recovered through general rates. Rather, the relevant consideration is whether the expense is prudently incurred, externally driven, subject to change between rate cases, and appropriate for recovery through the FAC.

Q: What issues do Staff and OPC raise regarding the Company's proposal to include long-term capacity costs in the FAC?

A: Staff witnesses Mastrogiannis and Lange as well as OPC witness Schaben continue to oppose the Company's proposal. It is also argued that capacity needed to serve new LLPS load should instead be recovered directly from LLPS customers through the Interim

Capacity provisions of the LLPS tariff and that FAC recovery could result in double recovery.

Q: Do you agree that the Interim Capacity provisions eliminate the need to include long-term capacity costs in the FAC?

A: No. Interim Capacity and long-term capacity procured to meet the Company's ongoing resource adequacy obligations serve different purposes. As Company witness Brad Lutz explains, Interim Capacity is a specific mechanism available when an LLPS customer's load cannot initially be served by the Company's existing system capabilities. It is not a general mechanism for assigning all future capacity purchases associated with load growth to LLPS customers.

Once load is incorporated into the Company's ongoing system requirements, the Company remains responsible for maintaining sufficient capacity to reliably serve that load, just as it does for other customers. The Company's proposal addresses those system capacity costs.

Q: Would the Company's proposal result in double recovery of Interim Capacity costs?

A: No. The Company is not proposing to recover through the FAC capacity costs that are separately recovered from an LLPS customer under an Interim Capacity Agreement. Those costs should be excluded from the FAC. The Company's proposal concerns other long-term capacity purchases incurred to meet the Company's ongoing system capacity requirements.

Q: Do you agree with Staff witness Lange's assertion that EMM does not require recovery of long-term capacity costs through the FAC because increased customer demand will result in increased revenues sufficient to cover those costs?

A: No. Staff's example oversimplifies both the economics of serving incremental load and the manner in which EMM incurs capacity obligations. Staff's analysis is premised on the expectation that the additional revenues associated with load growth will generally provide a source of recovery for the additional capacity required to serve that load. However, Staff does not demonstrate that those revenues will necessarily equal the actual capacity costs EMM incurs under future market conditions. That assumption is not supported by the actual ratemaking framework applicable to EMM or by the realities of wholesale capacity procurement.

The critical issue is not whether additional load produces additional revenues. Additional load generally does produce additional revenues. Rather, the issue is whether the revenues collected under existing rates are sufficient to recover the actual cost of the incremental capacity resources EMM must obtain to reliably serve that load between rate cases. Staff's example simply assumes that outcome without demonstrating it.

Q: Does increased load necessarily create revenues equal to the cost of required capacity additions?

A: No. It does not. The rates approved in a general rate case are based on a historical test period and forecasted system conditions. The demand charges embedded in those rates are not specifically designed to track future market-based capacity costs that may arise after rates are established. Consequently, there is no assurance that revenues associated with load growth will equal or exceed the cost of new capacity obligations incurred after the conclusion of a rate case.

In fact, the relationship between incremental revenues and incremental capacity costs can vary substantially depending on market conditions, reserve requirements, timing of load additions, and the cost of available capacity resources. A utility may therefore experience significant cost increases that are not adequately offset by revenues collected under existing rates.

Q: Is there a flaw in Staff's hypothetical utility example?

A: Yes. Staff's example assumes that the utility receives an additional $300,000 of demand-related revenue and therefore has a corresponding "$300,000 budget" to purchase capacity for the new customer. However, that conclusion assumes without analysis that the demand-related revenues embedded in rates accurately reflect the future market cost of capacity.

The example does not examine:

- Whether market capacity prices have increased since rates were established;
- Whether the utility must procure capacity at prices significantly different from those reflected in rates;
- Whether reserve margin requirements increase the amount of capacity that must be obtained;
- Whether the incremental customers contribute proportionally to the system peak that drives capacity obligations; or
- Whether the utility must commit to long-term contracts before a future rate case can occur.

- As a result, Staff's example assumes away the very issue being debated. In addition, Staff's analysis assumes that incremental revenues associated with new load are available to fund capacity additions. In reality, those revenues must also support transmission costs, distribution system investments, operations and maintenance expenses, administrative costs, taxes, and other components of service. Therefore, it is unreasonable to assume that increased load automatically creates a one-for-one source of funding for new capacity obligations.

Q: How are long-term capacity costs different from the type of costs traditionally included in the FAC?

A: The costs for both long-term market capacity and other types traditionally included in the FAC are not different. Long-term market capacity costs arise from the same fundamental load serving entity requirements as energy costs to serve load. Both are expenses that EMM must incur to serve customer load reliably. Like energy costs to serve load, market capacity costs can fluctuate with the prevailing market.

When customer demand increases, EMM's capacity obligations increase as well. Those costs are incurred because customers require service and because EMM must satisfy resource adequacy requirements. The same principle that supports FAC treatment of energy costs supports FAC treatment of prudently incurred capacity costs.

Q: Staff argues that EMM can simply file another rate case if capacity costs exceed revenues. Do you agree?

A: That argument ignores the very purpose of an FAC. FAC treatment exists because certain costs can change significantly between rate cases, creating substantial regulatory lag.

Energy costs are not excluded from the FAC merely because a utility could file a rate case. Similarly, the existence of a future rate case does not eliminate the financial consequences of unrecovered capacity costs incurred in the interim.

If EMM must procure additional long-term capacity resources to meet load obligations, delaying recovery until a future rate proceeding creates the same regulatory lag concerns that FAC mechanisms are intended to address.

Q: Why are long-term capacity costs different from traditional embedded demand-related costs historically recovered in base rates?

A: Traditional demand-related costs reflected in base rates are associated with owned generation assets whose costs are established during a rate case and remain relatively stable until new assets are added or rates are reset. By contrast, the market capacity costs at issue here are externally determined wholesale market expenses that are subject to changing market conditions, accreditation requirements, reserve requirements, and resource adequacy standards. Like purchased power energy costs, these market-based costs can change significantly between rate cases and therefore present the same regulatory lag concerns that FAC mechanisms are designed to address.

Q: Staff also contend that any deficiency should be recovered through the LLPS Interim Capacity provision rather than through the FAC. What is your response?

A: Staff's proposal would treat capacity costs differently depending on the specific customer class or tariff giving rise to the obligation. However, EMM's capacity procurement obligations are incurred on a system-wide basis to ensure reliable service and compliance with applicable resource adequacy requirements.

Long-term capacity resources are not obtained solely for a single customer. They are procured to support the reliability needs of the overall system. Accordingly, recovery through the FAC provides a more appropriate and consistent mechanism because it aligns recovery with the nature of the underlying cost.

Further, an Interim Capacity charge is designed to address temporary or customer-specific circumstances. It was not designed to function as the primary recovery mechanism for ongoing wholesale capacity costs that arise from the utility's broader obligation to maintain adequate resources for all customers.

Q: Please summarize your disagreement with Staff's position.

A: Staff's conclusion depends on the unsupported assumption that incremental revenues resulting from load growth will always be sufficient to recover the actual cost of additional capacity resources. That assumption is neither demonstrated nor guaranteed. Long-term capacity costs are market-based, externally driven expenses incurred to serve customer demand and satisfy resource adequacy obligations. Like other wholesale power supply costs already recovered through the FAC, these costs can change materially between rate cases and are subject to regulatory lag. For these reasons, Staff's example does not provide a sufficient basis for excluding prudently incurred long-term capacity costs from FAC treatment.

IV: LLPS PARTICIPATION IN THE FAC

Q: Staff now states that, while it continues to recommend removing LLPS customers from the FAC, it would not oppose establishing a separate FAC mechanism for LLPS customers with a separate base factor and separate over- and under-recovery calculations. Do you agree with that approach?

A: No. The proposal is inconsistent with the fundamental design and operation of an FAC. An FAC is intended to compare actual prudently incurred fuel and purchased power costs against the costs reflected in base rates, accumulate the difference over a defined recovery period, and then true-up those amounts in a subsequent period. That process functions properly because the FAC is applied to the same customer population whose revenues were used to establish the FAC base factor.

The separate FAC proposal would artificially divide what is currently a single, integrated FAC mechanism into multiple parallel calculations. Doing so would add complexity without improving the accuracy of the FAC.

Q: Why is the proposal inconsistent with how EMM incurs its FAC costs?

A: Because EMM does not procure energy, purchased power, or capacity resources separately for LLPS customers and non-LLPS customers. EMM manages those obligations on a system-wide basis. The wholesale power supply costs recorded in the FAC are incurred to serve the Company's aggregate load and reliability requirements, not discrete customer groups operating independently of one another.

As a result, the actual costs accumulated through the FAC are not naturally incurred in separate LLPS and non-LLPS buckets. Creating separate FAC calculations would therefore require allocating costs between customer groups for regulatory purposes even though those costs are incurred as part of an integrated portfolio.

Q: Can the Company accurately identify the actual SPP energy costs incurred specifically to serve LLPS customers?

A: No. That is a fundamental problem with proposals to establish a separate LLPS FAC. Evergy's generation and wholesale market transactions are conducted on an integrated system basis. The Company does not purchase one set of megawatt hours from SPP for LLPS customers and another set for its remaining retail customers. Consequently, the Company's actual net energy costs cannot simply be divided between LLPS and non-LLPS customers.

Staff's proposed use of LLPS hourly load multiplied by the day-ahead LMP is an estimate of the market value of serving that load, but it does not identify the Company's actual cost of serving LLPS customers. Actual net energy costs also reflect the Company's generation, real-time market transactions, ancillary services, congestion, uplift, and other SPP settlement items that are incurred for the integrated system. There is no objective means of determining which portion of many of those costs was incurred to serve LLPS customers rather than other retail customers.

Staff witness Lange effectively acknowledges this limitation. She states that she is unable to calculate an LLPS-only FAC base factor that incorporates real-time variations and required ancillary-service expenses. Thus, a separate LLPS FAC would necessarily depend upon proxies and allocations rather than an actual separation of the Company's net energy costs.

Q: Would additional data reporting solve this problem?

A: No. Additional LLPS load and SPP settlement data may permit more detailed estimates, but they do not change how Evergy participates in the SPP market. Unless LLPS customers are separately settled in a manner that identifies the wholesale transactions and costs attributable to those customers, there is no accounting record that can be used to accurately separate actual LLPS net energy costs from the costs incurred to serve the remainder of Evergy's retail load.

Q: Would separating LLPS customers in a separate FAC improve the relationship between actual costs and FAC recovery?

A: No. In fact, it creates additional complications. The FAC mechanism already contains a process for comparing actual costs to the base established in rates and then reconciling any over- or under-recovery as well as true-up adjustments. A separate LLPS FAC would require separate tracking of costs, separate comparison to separate base levels, separate accumulation balances, and separate true-up calculations.

The result would be a more complex mechanism with no corresponding improvement in the accuracy of cost recovery.

Q: Is there also a concern regarding the accumulation and true-up features of the FAC?

A: Yes. One of the core principles of an FAC is that cost variances accumulate over time and are ultimately reconciled through the true-up process. Creating a separate FAC structure for one subset of customers fragments that process and unnecessarily complicates the calculation of over- and under-recoveries.

The Commission has traditionally approved FAC structures that compare total eligible costs against a single base level and then reconcile the resulting differences through a single recovery mechanism. Separating LLPS customers would introduce an additional layer of calculation and administration that is not justified by the manner in which the underlying costs are incurred.

Q: Does this conclude your surrebuttal testimony?

A: Yes, it does.

TRUE-UP DIRECT TESTIMONY

OF

LINDA J. NUNN

Case No. ER-2026-0143

I. INTRODUCTION

Q: Please state your name and business address.

A: Linda J. Nunn. My business address is 1200 Main, Kansas City, Missouri 64105.

Q: Are you the same Linda J. Nunn who previously filed direct and rebuttal testimony in this case?

A: Yes.

Q: On whose behalf are you testifying?

A: I am testifying on behalf of Evergy Missouri Metro.

Q: What is the purpose of your true-up direct testimony?

A: The purpose of my testimony is to discuss the true-up of certain adjustments I previously supported in my Direct testimony. The following were the more significant revenue and expense true-up adjustments that I address in my testimony:

Fuel and Purchased Power

The true-up adjustment for Fuel and Purchased Power is discussed in the true-up direct testimony of Company witnesses JP Meitner and Hsin Foo.

FAC True-up Base Calculation

For EMM, the true-up model supports a FAC base rate of $0.01931 per kWh. Schedule LJN – 8 provides the Company-proposed FAC tariffs, which address all issues included in the Company's direct, rebuttal, and surrebuttal testimonies related to all changes proposed throughout the case associated with the FAC tariffs.

LLPS and the FAC

As discussed in the testimony of Company witness Graham Jaynes, revenues for Customers A and B were annualized to reflect expected ongoing levels. The resulting updates to Net System Input ("NSI") were then incorporated into the net fuel and purchased power modeling. The output of that modeling served as the basis for calculating the proposed FAC base rate.

Annualization of Transmission revenue

The true-up adjustment for transmission revenue reflects the actual transmission revenue recorded in FERC Account 456 for the 12-month period ended June 30, 2026. Because transmission revenues fluctuate from month to month, utilizing a full 12-month period provides a representative measure of ongoing revenue levels and is appropriate for ratemaking purposes.

Annualization of Transmission expense

The true-up adjustment for transmission expense includes the annualization of expenses incurred from March through June 2026. Beginning in March 2026, transmission expenses exhibited a consistent increase related to SPP base plan funding levels assigned to Evergy Metro. As a result, the expenses incurred during the four-month period ended June 30, 2026, were annualized to better reflect the current level of transmission costs for ratemaking purposes.

Q: Does this conclude your true-up direct testimony?

A: Yes, it does.

BEFORE THE PUBLIC SERVICE COMMISSION
OF THE STATE OF MISSOURI

In the Matter of Evergy Metro, Inc. d/b/a Evergy Missouri Metro's Request for Authority to Implement A General Rate Increase for Electric Service	))))	Case No. ER-2026-0143

AFFIDAVIT OF LINDA J. NUNN

STATE OF MISSOURI)
) **ss**
COUNTY OF JACKSON)

Linda J. Nunn, being first duly sworn on his oath, states:

1. My name is Linda J. Nunn. I work in Kansas City, Missouri and I am employed by Evergy Metro, Inc. as Sr. Manager, Regulatory Affairs.

2. Attached hereto and made a part hereof for all purposes is my Surrebuttal Testimony on behalf of Evergy Missouri Metro consisting of fifteen (15) pages, having been prepared in written form for introduction into evidence in the above-captioned docket.

3. I have knowledge of the matters set forth therein. I hereby swear and affirm that my answers contained in the attached testimony to the questions therein propounded, including any attachments thereto, are true and accurate to the best of my knowledge, information and belief.

Linda J. Nunn
Linda J. Nunn

Subscribed and sworn before me this 10th day of September 2026.

Anthy R. Westenkirchner
Notary Public

My commission expires: April 26, 2029

ANTHONY R WESTENKIRCHNER
NOTARY PUBLIC - NOTARY SEAL
STATE OF MISSOURI
MY COMMISSION EXPIRES APRIL 26, 2029
PLATTE COUNTY
COMMISSION #17279952

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

P.S.C. MO. No.	7	4th~~3rd~~	Revised Sheet No. 50.11
Canceling P.S.C. MO. No.	7	~~2n~~3rd	Revised Sheet No. 50.11

For Missouri Retail Service Area

~~FUEL ADJUSTMENT CLAUSE – Rider FAC~~
~~FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC~~
~~(Applicable to Service Provided June 8, 2017 through December 5, 2018)~~

~~DEFINITIONS~~

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~~ACCUMULATION PERIODS, FILING DATES AND RECOVERY PERIODS - An accumulation period is the six calendar months during which the actual costs and revenues subject to this rider will be accumulated for the purposes of determining the Fuel Adjustment Rate ("FAR"). The two six-month accumulation periods each year through May 27, 2021, the two corresponding twelve-month recovery periods and the filing dates are as shown below. Each filing shall include detailed work papers in electronic format with formulas intact to support the filing.~~

~~Accumulation Periods~~	~~Filing Dates~~	~~Recovery Periods~~
~~January – June~~	~~By August 1~~	~~October – September~~
~~July – December~~	~~By February 1~~	~~April – March~~

~~A recovery period consists of the months during which the FAR is applied to retail customer billings on a per kilowatt-hour (kWh) basis.~~

~~COSTS AND REVENUES - Costs eligible for the Fuel and Purchased Power Adjustment ("FPA") will be the Company's allocated jurisdictional costs for the fuel component of the Company's generating units, purchased power energy charges including applicable Southwest Power Pool ("SPP") charges, emission allowance costs and amortizations, cost of transmission of electricity by others associated with purchased power and off system sales – all as incurred during the accumulation period. These costs will be offset by jurisdictional off-system sales revenues, applicable SPP revenues, and revenue from the sale of Renewable Energy Certificates or Credits ("REC"). Eligible costs do not include the purchased power demand costs associated with purchased power contracts in excess of one year. Likewise, revenues do not include demand or capacity receipts associated with power contracts in excess of one year.~~

~~APPLICABILITY~~

~~The price per kWh of electricity sold to retail customers will be adjusted (up or down) periodically subject to application of the Rider FAC and approval by the Missouri Public Service Commission ("MPSC" or "Commission").~~

~~The FAR is the result of dividing the FPA by forecasted Missouri retail net system input ("S~~$_{RP}$~~") for the recovery period, expanded for Voltage Adjustment Factors ("VAF"), rounded to the nearest $0.00001, and aggregating over two accumulation periods. The amount charged on a separate line on retail customers' bills is equal to the current annual FAR multiplied by kWh billed.~~

Issued: ~~December 2, 2022~~ Effective: ~~January 1, 2023~~
Issued by: Darrin R. Ives, Vice President 1200 Main, Kansas City, MO 64105

~~FUEL ADJUSTMENT CLAUSE – Rider FAC~~

~~FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC~~

~~(Applicable to Service Provided June 8, 2017 through December 5, 2018)~~

~~**FORMULAS AND DEFINITIONS OF COMPONENTS**~~

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~~FPA = 95% * ((ANEC – B) * J) + T + I + P~~

~~ANEC = Actual Net Energy Costs = (FC + E + PP + TC – OSSR - R)~~

~~FC = Fuel Costs Incurred to Support Sales:~~
~~The following costs reflected in FERC Account Number 501:~~
~~Subaccount 501000: coal commodity and transportation, side release and freeze conditioning agents, dust mitigation agents, accessorial charges as delineated in railroad accessorial tariffs [additional crew, closing hopper railcar doors, completion of loading of a unit train and its release for movement, completion of unloading of a unit train and its release for movement, delay for removal of frozen coal, destination detention, diversion of empty unit train (including administration fee, holding charges, and out-of-route charges which may include fuel surcharge), diversion of loaded coal trains, diversion of loaded unit train fees (including administration fee, additional mileage fee or out-of-route charges which may include fuel surcharge), fuel surcharge, held in transit, hold charge, locomotive release, miscellaneous handling of coal cars, origin detention, origin re-designation, out-of-route charges (including fuel surcharge), out-of-route movement, pick-up of locomotive power, placement and pick-up of loaded or empty private coal cars on railroad supplied tracks, placement and pick-up of loaded or empty private coal cars on shipper supplied tracks, railcar storage, release of locomotive power, removal, rotation and/or addition of cars, storage charges, switching, trainset positioning, trainset storage, and weighing], unit train maintenance and leases, applicable taxes, natural gas costs, fuel quality adjustments, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), oil costs for commodity, transportation, storage, taxes, fees, and fuel losses, coal and oil inventory adjustments, and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 501 Accounts.~~
~~Subaccount 501020: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to native load;~~
~~Subaccount 501030: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to off system sales;~~
~~Subaccount 501300: fuel additives and consumable costs for Air Quality Control Systems ("AQCS") operations, such as ammonia, hydrated lime, lime, limestone, powder activated carbon, sulfur, and RESPond, or other consumables which perform similar functions;~~
~~Subaccount 501400: residual costs and revenues associated with combustion product, slag and ash disposal costs and revenues including contractors, materials and other miscellaneous expenses.~~

~~The following costs reflected in FERC Account Number 518:~~
~~Subaccount 518000: nuclear fuel commodity and hedging costs;~~
~~Subaccount 518201: nuclear fuel waste disposal expense;~~
~~Subaccount 518100: nuclear fuel oil.~~

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

P.S.C. MO. No. 7 ~~3rd~~4th Revised Sheet No. 50.13

Canceling P.S.C. MO. No. 7 ~~2n~~3rd Revised Sheet No. 50.13

For Missouri Retail Service Area

~~FUEL ADJUSTMENT CLAUSE – Rider FAC~~
~~FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC~~
~~(Applicable to Service Provided June 8, 2017 through December 5, 2018)~~

~~**FORMULAS AND DEFINITIONS OF COMPONENTS** (continued)~~

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~~The following costs reflected in FERC Account Number 547:~~
~~Subaccount 547000: natural gas and oil costs for commodity, transportation, storage, taxes, fees and fuel losses, and settlement proceeds, insurance recoveries, subrogation recoveries for increased fuel expenses, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers);~~
~~Subaccount 547020: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to native load;~~
~~Subaccount 547030: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to off system sales;~~
~~Subaccount 547300: fuel additives.~~

~~E = Net Emission Costs~~
~~The following costs and revenues reflected in FERC Account Number 509:~~
~~Subaccount 509000: NOx and SO_2 emission allowance costs and revenue amortizations offset by revenues from the sale of NOx and SO_2 emission allowances, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers).~~

~~PP = Purchased Power Costs~~
~~The following costs or revenues reflected in FERC Account Number 555:~~
~~Subaccount 555000: purchased power costs, energy charges from capacity purchases of any duration, insurance recoveries, and subrogation recoveries for purchased power expenses, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), charges and credits related to the SPP Integrated Marketplace ("IM") or other IMs including, energy, revenue neutrality, make whole and out of merit payments and distributions, over collected losses payments and distributions, Transmission Congestion Rights ("TCR") and Auction Revenue Rights ("ARR") settlements, virtual energy costs, revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, load/export charges, ancillary services including non-performance and distribution payments and charges and other miscellaneous SPP Integrated Market charges including uplift charges or credits;~~
~~Subaccount 555005: capacity charges for capacity purchases one year or less in duration;~~
~~Subaccount 555030: the allocation of the allowed costs in the 555000 account attributed to purchases for off system sales.~~

Issued: ~~December 2, 2022~~ Effective: ~~January 1, 2023~~
Issued by: Darrin R. Ives, Vice President 1200 Main, Kansas City, MO 64105

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~~FUEL ADJUSTMENT CLAUSE – Rider FAC~~
~~FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC~~
~~(Applicable to Service Provided June 8, 2017 through December 5, 2018)~~

~~**FORMULAS AND DEFINITIONS OF COMPONENTS** (continued)~~

Reserved for Future Use

~~TC = Transmission Costs:~~
~~The following costs reflected in FERC Account Number 565:~~
~~Subaccount 565000: non-SPP transmission used to serve off system sales or to make purchases for load and 20.91% of the SPP transmission service costs which includes the schedules listed below as well as any adjustment to the charges in the schedules below:~~
- ~~Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service~~
- ~~Schedule 8 – Non Firm Point to Point Transmission Service~~
- ~~Schedule 9 – Network Integration Transmission Service~~
- ~~Schedule 10 – Wholesale Distribution Service~~
- ~~Schedule 11 – Base Plan Zonal Charge and Region Wide Charge~~

~~Subaccount 565020: the allocation of the allowed costs in the 565000 account attributed to native load;~~
~~Subaccount 565027: the allocation of the allowed costs in the 565000 account attributed to transmission demand charges;~~
~~Subaccount 565030: the allocation of the allowed costs in account 565000 attributed to off system sales.~~

~~OSSR = Revenues from Off-System Sales:~~
~~The following revenues or costs reflected in FERC Account Number 447:~~
~~Subaccount 447020: all revenues from off-system sales. This includes charges and credits related to the SPP IM including, energy, ancillary services, revenue sufficiency (such as make whole payments and out of merit payments and distributions), revenue neutrality payments and distributions, over collected losses payments and distributions, TCR and ARR settlements, demand reductions, virtual energy costs and revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, generation/export charges, ancillary services including non-performance and distribution payments and SPP uplift revenues or credits. Off-system sales revenues from full and partial requirements sales to municipalities that are served through bilateral contracts in excess of one year shall be excluded from OSSR component;~~
~~Subaccount 447012: capacity charges for capacity sales one year or less in duration;~~
~~Subaccount 447030: the allocation of the includable sales in account 447020 not attributed to retail sales.~~

~~R = Renewable Energy Credit Revenue:~~
~~Revenues reflected in FERC account 509000 from the sale of Renewable Energy Credits that are not needed to meet the Renewable Energy Standards.~~

~~Any cost identified above which is a Missouri-only cost shall be grossed up by the current kWh energy factor, included in the ANEC calculation and allocated as indicated in component J below. Any cost identified above which is a Kansas-only cost shall be excluded from the ANEC calculation.~~

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~~FUEL ADJUSTMENT CLAUSE – Rider FAC~~
~~FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC~~
~~(Applicable to Service Provided June 8, 2017 through December 5, 2018)~~

~~**FORMULAS AND DEFINITIONS OF COMPONENTS** (continued)~~

Reserved for Future Use

~~Costs and revenues not specifically detailed in Factors FC, PP, E, TC, OSSR, or R shall not be included in the Company's FAR filings; provided however, in the case of Factors PP, TC or OSSR, the market settlement charge types under which SPP or another centrally administered market (e.g., PJM or MISO) bills/credits a cost or revenue need not be detailed in Factors PP or OSSR for the costs or revenues to be considered specifically detailed in Factors PP or OSSR; and provided further, should the SPP or another centrally administered market (e.g. PJM or MISO) implement a new market settlement charge type not listed below or a new schedule not listed in TC:~~

~~A. The Company may include the new schedule, charge type cost or revenue in its FAR filings if the Company believes the new schedule, charge type cost or revenue possesses the characteristics of, and is of the nature of, the costs or revenues listed below or in the schedules listed in TC, as the case may be, subject to the requirement that the Company make a filing with the Commission as outlined in B below and also subject to another party's right to challenge the inclusion as outlined in E. below;~~

~~B. The Company will make a filing with the Commission giving the Commission notice of the new schedule or charge type no later than 60 days prior to the Company including the new schedule, charge type cost or revenue in a FAR filing. Such filing shall identify the proposed accounts affected by such change, provide a description of the new charge type demonstrating that it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule, or market settlement charge type(s) which the new schedule or charge type replaces or supplements;~~

~~C. The Company will also provide notice in its monthly reports required by the Commission's fuel adjustment clause rules that identifies the new schedule, charge type costs or revenues by amount, description and location within the monthly reports;~~

~~D. The Company shall account for the new schedule, charge type costs or revenues in a manner which allows for the transparent determination of current period and cumulative costs or revenues;~~

~~E. If the Company makes the filing provided for in B above and a party challenges the inclusion, such challenge will not delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, a party shall make a filing with the Commission based upon that party's contention that the new schedule, charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC or OSSR, as the case may be. A party wishing to challenge the inclusion of a schedule or charge type shall include in its filing the reasons why it believes the Company did not show that the new schedule or charge type possesses the characteristics of the costs or revenues listed in Factors TC, PP or OSSR, as the case may be, and its filing shall be made within 30 days of the Company's filing under B above. In the event of a timely challenge, the Company shall bear the burden of proof to support its decision to include a new schedule or charge type in a FAR filing. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P; and~~

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~~FUEL ADJUSTMENT CLAUSE – Rider FAC~~
~~FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC~~
~~(Applicable to Service Provided June 8, 2017 through December 5, 2018)~~

~~**FORMULAS AND DEFINITIONS OF COMPONENTS** (continued)~~

Reserved for Future Use

~~F. A party other than the Company may seek the inclusion of a new schedule or charge type in a FAR filing by making a filing with the Commission no less than 60 days before the Company's next FAR filing date of August 1 or February 1. Such a filing shall give the Commission notice that such party believes the new schedule or charge type should be included because it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR, as the case may be. The party's filing shall identify the proposed accounts affected by such change, provide a description of the new schedule or charge type demonstrating that it possesses the characteristics of, and is of the nature of, the schedules, costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule or market settlement charge type(s) which the new schedule or charge type replaces or supplements. If a party makes the filing provided for by this paragraph F and a party (including the Company) challenges the inclusion, such challenge will not delay inclusion of the new schedule or charge type in the FAR filing or delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, the challenging party shall make a filing with the Commission based upon that party's contention that the new schedule or charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC, or OSSR, as the case may be. The challenging party shall make its filing challenging the inclusion and stating the reasons why it believes the new schedule or charge type does not possess the characteristic of the costs or revenues listed in Factors PP, TC or OSSR, as the case may be, within 30 days of the filing that seeks inclusion of the new schedule or charge type. In the event of a timely challenge, the party seeking the inclusion of the new schedule or charge type shall bear the burden of proof to support its contention that the new schedule or charge type should be included in the Company's FAR filings. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P.~~

~~SPP IM charge/revenue types that are included in the FAC are listed below:~~

~~*Day Ahead Regulation Down Service Amount*~~
~~*Day Ahead Regulation Down Service Distribution Amount*~~
~~*Day Ahead Regulation Up Service Amount*~~
~~*Day Ahead Regulation Up Service Distribution Amount*~~
~~*Day Ahead Spinning Reserve Amount*~~
~~*Day Ahead Spinning Reserve Distribution Amount*~~
~~*Day Ahead Supplemental Reserve Amount*~~
~~*Day Ahead Supplemental Reserve Distribution Amount*~~
~~*Real Time Contingency Reserve Deployment Failure Amount*~~
~~*Real Time Contingency Reserve Deployment Failure Distribution Amount*~~
~~*Real Time Regulation Service Deployment Adjustment Amount*~~
~~*Real Time Regulation Down Service Amount*~~
~~*Real Time Regulation Down Service Distribution Amount*~~
~~*Real Time Regulation Non-Performance*~~
~~*Real Time Regulation Non-Performance Distribution*~~
~~*Real Time Regulation Up Service Amount*~~
~~*Real Time Regulation Up Service Distribution Amount*~~
~~*Real Time Spinning Reserve Amount*~~

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~~FUEL ADJUSTMENT CLAUSE – Rider FAC~~
~~FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC~~
~~(Applicable to Service Provided June 8, 2017 through December 5, 2018)~~

~~FORMULAS AND DEFINITIONS OF COMPONENTS (continued)~~

Reserved for Future Use

~~SPP IM charge/revenue types that are included in the FAC (continued)~~
- ~~Real Time Spinning Reserve Distribution Amount~~
- ~~Real Time Supplemental Reserve Amount~~
- ~~Real Time Supplemental Reserve Distribution Amount~~
- ~~Day Ahead Asset Energy~~
- ~~Day Ahead Non-Asset Energy~~
- ~~Day Ahead Virtual Energy Amount~~
- ~~Real Time Asset Energy Amount~~
- ~~Real Time Non-Asset Energy Amount~~
- ~~Real Time Virtual Energy Amount~~
- ~~Transmission Congestion Rights Funding Amount~~
- ~~Transmission Congestion Rights Daily Uplift Amount~~
- ~~Transmission Congestion Rights Monthly Payback Amount~~
- ~~Transmission Congestion Rights Annual Payback Amount~~
- ~~Transmission Congestion Rights Annual Closeout Amount~~
- ~~Transmission Congestion Rights Auction Transaction Amount~~
- ~~Auction Revenue Rights Funding Amount~~
- ~~Auction Revenue Rights Uplift Amount~~
- ~~Auction Revenue Rights Monthly Payback Amount~~
- ~~Auction Revenue Annual Payback Amount~~
- ~~Auction Revenue Rights Annual Closeout Amount~~
- ~~Day Ahead Virtual Energy Transaction Fee Amount~~
- ~~Day Ahead Demand Reduction Amount~~
- ~~Day Ahead Demand Reduction Distribution Amount~~
- ~~Day Ahead Grandfathered Agreement Carve Out Daily Amount~~
- ~~Grandfathered Agreement Carve Out Distribution Daily Amount~~
- ~~Day Ahead Grandfathered Agreement Carve Out Monthly Amount~~
- ~~Grandfathered Agreement Carve Out Distribution Monthly Amount~~
- ~~Day Ahead Grandfathered Agreement Carve Out Yearly Amount~~
- ~~Grandfathered Agreement Carve Out Distribution Yearly Amount~~
- ~~Day Ahead Make Whole Payment Amount~~
- ~~Day Ahead Make Whole Payment Distribution Amount~~
- ~~Miscellaneous Amount~~
- ~~Reliability Unit Commitment Make Whole Payment Amount~~
- ~~Real Time Out of Merit Amount~~
- ~~Reliability Unit Commitment Make Whole Payment Distribution Amount~~
- ~~Over Collected Losses Distribution Amount~~
- ~~Real Time Joint Operating Agreement Amount~~
- ~~Real Time Reserve Sharing Group Amount~~
- ~~Real Time Reserve Sharing Group Distribution Amount~~
- ~~Real Time Demand Reduction Amount~~
- ~~Real Time Demand Reduction Distribution Amount~~

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~~FUEL ADJUSTMENT CLAUSE – Rider FAC~~
~~FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC~~
~~(Applicable to Service Provided June 8, 2017 through December 5, 2018)~~

~~**FORMULAS AND DEFINITIONS OF COMPONENTS** (continued)~~

Reserved for Future Use

~~SPP IM charge/revenue types that are included in the FAC (continued)~~
~~Real Time Pseudo Tie Congestion Amount~~
~~Real Time Pseudo Tie Losses Amount~~
~~Unused Regulation Up Mileage Make Whole Payment Amount~~
~~Unused Regulation Down Mileage Make Whole Payment Amount~~
~~Revenue Neutrality Uplift Distribution Amount~~

~~Should FERC require any item covered by components FC, E, PP, TC, OSSR or R to be recorded in an account different than the FERC accounts listed in such components, such items shall nevertheless be included in component FC, E, PP, TC, OSSR or R. In the month that the Company begins to record items in a different account, the Company will file with the Commission the previous account number, the new account number and what costs or revenues that flow through the Rider FAC to be recorded in the account.~~

~~B = Net base energy costs ordered by the Commission in the last general rate case consistent with the costs and revenues included in the calculation of the FPA. Net Base Energy costs will be calculated as shown below:~~

~~S_{AP} x Base Factor ("BF")~~

~~S_{AP} = Net system input ("NSI") in kWh for the accumulation period~~

~~BF = Company base factor costs per kWh: $0.01542~~

~~J = Missouri Retail Energy Ratio = (MO Retail kWh sales + MO Losses) / (MO Retail kWh Sales + MO Losses + KS Retail kWh Sales + KS Losses + Sales for Resale, Municipals kWh Sales [includes border customers] + Sales for Resale, Municipals Losses)~~
~~MO Losses = 6.32%; KS Losses = 7.52%; Sales for Resale, Municipals Losses = 6.84%~~

~~T = True-up amount as defined below.~~

~~I = Interest applicable to (i) the difference between Missouri Retail ANEC and B for all kWh of energy supplied during an AP until those costs have been recovered; (ii) refunds due to prudence reviews ("P"), if any; and (iii) all under- or over-recovery balances created through operation of this FAC, as determined in the true-up filings ("T") provided for herein. Interest shall be calculated monthly at a rate equal to the weighted average interest paid on the Company's short-term debt, applied to the month-end balance of items (i) through (iii) in the preceding sentence.~~

~~P = Prudence disallowance amount, if any, as defined in this tariff.~~

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~~**FORMULAS AND DEFINITIONS OF COMPONENTS** (continued)~~

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~~FAR = FPA/S_{RP}~~

~~Single Accumulation Period Transmission/Substation Voltage $FAR_{Trans/Sub}$ = FAR * $VAF_{Trans/Sub}$~~
~~Single Accumulation Period Primary Voltage FAR_{Prim} = FAR * VAF_{Prim}~~
~~Single Accumulation Period Secondary Voltage FAR_{Sec} = FAR * VAF_{Sec}~~

~~Annual Primary Voltage $FAR_{Trans/Sub}$ = Aggregation of the two Single Accumulation Period Transmission/Substation Voltage FARs still to be recovered~~
~~Annual Primary Voltage FAR_{Prim} = Aggregation of the two Single Accumulation Period Primary Voltage FARs still to be recovered~~
~~Annual Secondary Voltage FAR_{Sec} = Aggregation of the two Single Accumulation Period Secondary Voltage FARs still to be recovered~~

~~Where:~~

~~FPA = Fuel and Purchased Power Adjustment~~

~~S_{RP} = Forecasted recovery period Missouri retail NSI in kWh, at the generation level~~

~~VAF = Expansion factor by voltage level~~
~~$VAF_{Trans/Sub}$ = Expansion factor for transmission/substation and higher voltage level customers~~
~~VAF_{Prim} = Expansion factor for between primary and trans/sub voltage level customers~~
~~VAF_{Sec} = Expansion factor for lower than primary voltage customers~~

~~**TRUE-UPS**~~

~~After completion of each RP, the Company shall make a true-up filing by the filing date of its next FAR filing. Any true-up adjustments shall be reflected in component "T" above. Interest on the true-up adjustment will be included in component "I" above.~~

~~The true-up amount shall be the difference between the revenues billed and the revenues authorized for collection during the RP as well as any corrections identified to be included in the current FAR filing. Any corrections included will be discussed in the testimony accompanying the true-up filing.~~

~~**PRUDENCE REVIEWS**~~

~~Prudence reviews of the costs subject to this Rider FAC shall occur no less frequently than every eighteen months, and any such costs which are determined by the Commission to have been imprudently incurred or incurred in violation of the terms of this Rider FAC shall be returned to customers. Adjustments by Commission order, if any, pursuant to any prudence review shall be included in the FAR calculation in component "P" above unless a separate refund is ordered by the Commission. Interest on the prudence adjustment will be included in component "I" above.~~

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~~EVERGY METRO, INC. d/b/a EVERGY MISSOURI METRO~~~~KANSAS CITY POWER AND LIGHT COMPANY~~

P.S.C. MO. No.	7	45th	Revised Sheet No. 50.20
Canceling P.S.C. MO. No.	7	4th~~3rd~~	Revised Sheet No. 50.20

For Missouri Retail Service Area

~~FUEL ADJUSTMENT CLAUSE – Rider FAC~~
~~FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC~~
~~(Applicable to Service Provided June 8, 2017 through Effective Date of Rates in Case No. ER-2018-0145)~~
~~Effective for Customer Usage Beginning October 1, 2018 through March 31, 2019~~

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~~Accumulation Period Ending:~~			~~June 30, 2018~~
~~1~~	~~Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)~~		~~$166,937,457~~
~~2~~	~~Net Base Energy Cost (B)~~	~~-~~	~~$124,074,917~~
	~~2.1 Base Factor (BF)~~		~~$0.01542~~
	~~2.2 Accumulation Period NSI (SAP)~~		~~8,046,363,000~~
~~3~~	~~(ANEC-B)~~		~~$42,862,540~~
~~4~~	~~Jurisdictional Factor (J)~~	~~x~~	~~56.625354%~~
~~5~~	~~(ANEC-B)*J~~		~~$24,271,065~~
~~6~~	~~Customer Responsibility~~	~~x~~	~~95%~~
~~7~~	~~95% *((ANEC-B)*J)~~		~~$23,057,512~~
~~8~~	~~True-Up Amount (T)~~	~~+~~	~~$1,965,134~~
~~9~~	~~Interest (I)~~	~~+~~	~~$704,419~~
~~10~~	~~Prudence Adjustment Amount (P)~~	~~+~~	~~$0~~
~~11~~	~~Fuel and Purchased Power Adjustment (FPA)~~	~~=~~	~~$25,727,065~~
~~12~~	~~Estimated Recovery Period Retail NSI (SRP)~~	~~÷~~	~~8,986,742,303~~
~~13~~	~~Current Period Fuel Adjustment Rate (FAR)~~	~~=~~	~~$0.00286~~
~~14~~			
~~15~~	~~Current Period FARTrans/Sub = FAR x VAFTrans/Sub~~		~~$0.00292~~
~~16~~	~~Prior Period FARTrans/Sub~~	~~+~~	~~$0.00238~~
~~17~~	~~Current Annual FARTrans/Sub~~	~~=~~	~~$0.00530~~
~~18~~			
~~19~~	~~Current Period FARPrim = FAR x VAFPrim~~		~~$0.00299~~
~~20~~	~~Prior Period FARPrim~~	~~+~~	~~$0.00244~~
~~21~~	~~Current Annual FARPrim~~	~~=~~	~~$0.00543~~
~~22~~			
~~23~~	~~Current Period FARSec = FAR x VAFSec~~		~~$0.00306~~
~~24~~	~~Prior Period FARSec~~	~~+~~	~~$0.00249~~
~~25~~	~~Current Annual FARSec~~	~~=~~	~~$0.00555~~
~~26~~			
~~27~~	~~VAFTrans/Sub = 1.0195~~		
~~28~~	~~VAFPrim = 1.0451~~		
~~29~~	~~VAFSec= 1.0707~~		

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FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 through January 8, 2023~~the Day Prior to the Effective Date of Tariff Sheets 50.32 through 50.42~~)

DEFINITIONS

ACCUMULATION PERIODS, FILING DATES AND RECOVERY PERIODS: An accumulation period is the six calendar months during which the actual costs and revenues subject to this rider will be accumulated for the purposes of determining the Fuel Adjustment Rate ("FAR"). The two six-month accumulation periods each year through four years from the effective date of this tariff sheet, the two corresponding twelve-month recovery periods and the filing dates are as shown below. Each filing shall include detailed work papers in electronic format with formulas intact to support the filing.

Accumulation Periods	Filing Dates	Recovery Periods
January – June	By August 1	October – September
July – December	By February 1	April – March

A recovery period consists of the months during which the FAR is applied to retail customer billings on a per kilowatt-hour (kWh) basis.

COSTS AND REVENUES: Costs eligible for the Fuel and Purchased Power Adjustment ("FPA") will be the Company's allocated jurisdictional costs for the fuel component of the Company's generating units, purchased power energy charges including applicable Southwest Power Pool ("SPP") charges, emission allowance costs and amortizations, cost of transmission of electricity by others associated with purchased power and off system sales – all as incurred during the accumulation period. These costs will be offset by jurisdictional off-system sales revenues, applicable SPP revenues, and revenue from the sale of Renewable Energy Certificates or Credits ("REC"). Eligible costs do not include the purchased power demand costs associated with purchased power contracts in excess of one year. Likewise, revenues do not include demand or capacity receipts associated with power contracts in excess of one year.

APPLICABILITY

The price per kWh of electricity sold to retail customers will be adjusted (up or down) periodically subject to application of the Rider FAC and approval by the Missouri Public Service Commission ("MPSC" or "Commission").

The FAR is the result of dividing the FPA by forecasted Missouri retail net system input ("S_{RP}") for the recovery period, expanded for Voltage Adjustment Factors ("VAF"), rounded to the nearest $0.00001, and aggregating over two accumulation periods. The amount charged on a separate line on retail customers' bills is equal to the current annual FAR multiplied by kWh billed.

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 through January 8, 2023~~the Day Prior to the Effective Date of Tariff Sheets 50.32 through 50.42~~)

FORMULAS AND DEFINITIONS OF COMPONENTS

FPA = 95% * ((ANEC – B) * J) + T + I + P

ANEC = Actual Net Energy Costs = (FC + E + PP + TC – OSSR - R)

FC = Fuel Costs Incurred to Support Sales:
The following costs reflected in FERC Account Number 501:
Subaccount 501000: coal commodity and transportation, side release and freeze conditioning agents, dust mitigation agents, applicable taxes, accessorial charges as delineated in railroad accessorial tariffs [additional crew, closing hopper railcar doors, completion of loading of a unit train and its release for movement, completion of unloading of a unit train and its release for movement, delay for removal of frozen coal, destination detention, diversion of empty unit train (including administration fee, holding charges, and out-of-route charges which may include fuel surcharge), diversion of loaded coal trains, diversion of loaded unit train fees (including administration fee, additional mileage fee or out-of-route charges which may include fuel surcharge), fuel surcharge, held in transit, hold charge, locomotive release, miscellaneous handling of coal cars, origin detention, origin re-designation, out-of-route charges (including fuel surcharge), out-of-route movement, pick-up of locomotive power, placement and pick-up of loaded or empty private coal cars on railroad supplied tracks, placement and pick-up of loaded or empty private coal cars on shipper supplied tracks, railcar storage, release of locomotive power, removal, rotation and/or addition of cars, storage charges, switching, trainset positioning, trainset storage, and weighing], unit train maintenance, leases, taxes and depreciation, natural gas costs, fuel quality adjustments, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), oil costs for commodity, transportation, storage, taxes, fees, and fuel losses, coal and oil inventory adjustments, and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 501 Accounts.

Subaccount 501020: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to native load;
Subaccount 501030: the allocation of the allowed costs in the 501000, 501300, and 501400 accounts attributed to off system sales;
Subaccount 501300: fuel additives and consumable costs for Air Quality Control Systems ("AQCS") operations, such as ammonia, hydrated lime, lime, limestone, limestone inventory adjustments, powder activated carbon, calcium bromide, sulfur, and RESPond, or other consumables which perform similar functions;
Subaccount 501400: residuals costs and revenues associated with combustion byproducts, slag and ash disposal costs and revenues including contractors, materials and other miscellaneous expenses.

The following costs reflected in FERC Account Number 518:
Subaccount 518000: nuclear fuel commodity and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 518 Accounts
Subaccount 518201: nuclear fuel waste disposal expense;
Subaccount 518100: nuclear fuel oil.

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 through January 8, 2023~~the Day Prior to the Effective Date of Tariff Sheets 50.32 through 50.42~~)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

The following costs reflected in FERC Account Number 547:

Subaccount 547000: natural gas and oil costs for commodity, transportation, storage, taxes, fees and fuel losses, and settlement proceeds, insurance recoveries, subrogation recoveries for increased fuel expenses, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers);

Subaccount 547020: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to native load;

Subaccount 547030: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to off system sales;

Subaccount 547300: fuel additives and consumable costs for Air Quality Control Systems (“AQCS”) operations, such as ammonia or other consumables which perform similar functions.

E = Net Emission Costs:

The following costs and revenues reflected in FERC Account Number 509:

Subaccount 509000: NOx and SO_2 emission allowance costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) offset by revenue amortizations and revenues from the sale of NOx and SO_2 emission allowances.

PP = Purchased Power Costs:

The following costs or revenues reflected in FERC Account Number 555:

Subaccount 555000: purchased power costs, energy charges from capacity purchases of any duration, insurance recoveries, and subrogation recoveries for purchased power expenses, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), charges and credits related to the SPP Integrated Marketplace (“IM”) or other IMs, including energy, revenue neutrality, make whole and out of merit payments and distributions, over collected losses payments and distributions, Transmission Congestion Rights (“TCR”) and Auction Revenue Rights (“ARR”) settlements, virtual energy costs, revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, load/export charges, ancillary services including non-performance and distribution payments and charges and other miscellaneous SPP Integrated Market charges including uplift charges or credits, excluding (1) the amounts associated with purchased power agreements associated with the Renewable Energy Rider tariff and (2) the Missouri allocated portion of the difference between the amount of the bilateral contract for hydro energy purchased from CNPPID and the average monthly LMP value at the CNPPID nodes times the amount of energy sold to the SPP at the CNPPID nodes. The CNPPID nodes are defined as NPPD.KCPL.JFY1, NPPD.KCPL.JFY2, NPPD.KCPL.JHN1, NPPD.KCPL.JN11, NPPD.KCPL.JN12;

Subaccount 555005: capacity charges for capacity purchases one year or less in duration;

Subaccount 555030: the allocation of the allowed costs in the 555000 account attributed to purchases for off system sales.

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 through January 8, 2023~~the Day Prior to the Effective Date of Tariff Sheets 50.32 through 50.42~~)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

TC = Transmission Costs:
The following costs reflected in FERC Account Number 565:
Subaccount 565000: non-SPP transmission used to serve off system sales or to make purchases for load and 26.40% of the SPP transmission service costs which includes the schedules listed below as well as any adjustment to the charges in the schedules below:

- Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service
- Schedule 8 – Non Firm Point to Point Transmission Service
- Schedule 9 – Network Integration Transmission Service
- Schedule 10 – Wholesale Distribution Service
- Schedule 11 – Base Plan Zonal Charge and Region Wide Charge

excluding amounts associated with portions of purchased power agreements dedicated to specific customers under the Renewable Energy Rider tariff.
Subaccount 565020: the allocation of the allowed costs in the 565000 account attributed to native load;
Subaccount 565027: the allocation of the allowed costs in the 565000 account attributed to transmission demand charges;
Subaccount 565030: the allocation of the allowed costs in the 565000 account attributed to off system sales.

OSSR = Revenues from Off-System Sales:
The following revenues or costs reflected in FERC Account Number 447:
Subaccount 447020: all revenues from off-system sales. This includes charges and credits related to the SPP IM, or other IMs, including, energy, ancillary services, revenue sufficiency (such as make whole payments and out of merit payments and distributions), revenue neutrality payments and distributions, over collected losses payments and distributions, TCR and ARR settlements, demand reductions, virtual energy costs and revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, generation/export charges, ancillary services including non-performance and distribution payments and SPP uplift revenues or credits, but excluding (1) off-system sales revenues from full and partial requirements sales to municipalities that are served through bilateral contracts in excess of one year and (2) the amounts associated with purchased power agreements associated with the Renewable Energy Rider tariff. Additional revenue will be added at an imputed 75% of the unsubscribed portion associated with the Solar Subscription Rider valued at market price;
Subaccount 447012: capacity charges for capacity sales one year or less in duration;
Subaccount 447030: the allocation of the includable sales in account 447020 not attributed to retail sales.

R = Renewable Energy Credit Revenue:
Revenues reflected in FERC account 509000 from the sale of Renewable Energy Credits that are not needed to meet the Renewable Energy Standards.

Any cost identified above which is a Missouri-only cost shall be grossed up by the current kWh energy factor, included in the ANEC calculation and allocated as indicated in component J below. Any cost identified above which is a Kansas-only cost shall be excluded from the ANEC calculation.

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 through January 8, 2023~~the Day Prior to the Effective Date of Tariff Sheets 50.32 through 50.42~~)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)
Costs and revenues not specifically detailed in Factors FC, PP, E, TC, OSSR, or R shall not be included in the Company's FAR filings; provided however, in the case of Factors PP, TC or OSSR, the market settlement charge types under which SPP or another centrally administered market (e.g., PJM or MISO) bills/credits a cost or revenue need not be detailed in Factors PP or OSSR for the costs or revenues to be considered specifically detailed in Factors PP or OSSR; and provided further, should the SPP or another centrally administered market (e.g. PJM or MISO) implement a new market settlement charge type not listed below or a new schedule not listed in TC:

A. The Company may include the new schedule, charge type cost or revenue in its FAR filings if the Company believes the new schedule, charge type cost or revenue possesses the characteristics of, and is of the nature of, the costs or revenues listed below or in the schedules listed in TC, as the case may be, subject to the requirement that the Company make a filing with the Commission as outlined in B below and also subject to another party's right to challenge the inclusion as outlined in E. below;

B. The Company will make a filing with the Commission giving the Commission notice of the new schedule or charge type no later than 60 days prior to the Company including the new schedule, charge type cost or revenue in a FAR filing. Such filing shall identify the proposed accounts affected by such change, provide a description of the new charge type demonstrating that it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule, or market settlement charge type(s) which the new schedule or charge type replaces or supplements;

C. The Company will also provide notice in its monthly reports required by the Commission's fuel adjustment clause rules that identifies the new schedule, charge type costs or revenues by amount, description and location within the monthly reports;

D. The Company shall account for the new schedule, charge type costs or revenues in a manner which allows for the transparent determination of current period and cumulative costs or revenues;

E. If the Company makes the filing provided for in B above and a party challenges the inclusion, such challenge will not delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, a party shall make a filing with the Commission based upon that party's contention that the new schedule, charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC or OSSR, as the case may be. A party wishing to challenge the inclusion of a schedule or charge type shall include in its filing the reasons why it believes the Company did not show that the new schedule or charge type possesses the characteristics of the costs or revenues listed in Factors TC, PP or OSSR, as the case may be, and its filing shall be made within 30 days of the Company's filing under B above. In the event of a timely challenge, the Company shall bear the burden of proof to support its decision to include a new schedule or charge type in a FAR filing. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P; and

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 through January 8, 2023~~the Day Prior to the Effective Date of Tariff Sheets 50.32 through 50.42~~)

FORMULAS AND DEFINITIONS OF COMPONENTSU (continued)

F. A party other than the Company may seek the inclusion of a new schedule or charge type in a FAR filing by making a filing with the Commission no less than 60 days before the Company's next FAR filing date of August 1 or February 1. Such a filing shall give the Commission notice that such party believes the new schedule or charge type should be included because it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR, as the case may be. The party's filing shall identify the proposed accounts affected by such change, provide a description of the new schedule or charge type demonstrating that it possesses the characteristics of, and is of the nature of, the schedules, costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule or market settlement charge type(s) which the new schedule or charge type replaces or supplements. If a party makes the filing provided for by this paragraph F and a party (including the Company) challenges the inclusion, such challenge will not delay inclusion of the new schedule or charge type in the FAR filing or delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, the challenging party shall make a filing with the Commission based upon that party's contention that the new schedule or charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC, or OSSR, as the case may be. The challenging party shall make its filing challenging the inclusion and stating the reasons why it believes the new schedule or charge type does not possess the characteristic of the costs or revenues listed in Factors PP, TC or OSSR, as the case may be, within 30 days of the filing that seeks inclusion of the new schedule or charge type. In the event of a timely challenge, the party seeking the inclusion of the new schedule or charge type shall bear the burden of proof to support its contention that the new schedule or charge type should be included in the Company's FAR filings. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P.

SPP IM charge/revenue types that are included in the FAC are listed below:

- Day Ahead Regulation Down Service Amount
- Day Ahead Regulation Down Service Distribution Amount
- Day Ahead Regulation Up Service Amount
- Day Ahead Regulation Up Service Distribution Amount
- Day Ahead Spinning Reserve Amount
- Day Ahead Spinning Reserve Distribution Amount
- Day Ahead Supplemental Reserve Amount
- Day Ahead Supplemental Reserve Distribution Amount
- Real Time Contingency Reserve Deployment Failure Amount
- Real Time Contingency Reserve Deployment Failure Distribution Amount
- Real Time Regulation Service Deployment Adjustment Amount
- Real Time Regulation Down Service Amount
- Real Time Regulation Down Service Distribution Amount
- Real Time Regulation Non-Performance
- Real Time Regulation Non-Performance Distribution
- Real Time Regulation Up Service Amount
- Real Time Regulation Up Service Distribution Amount
- Real Time Spinning Reserve Amount

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FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 through January 8, 2023~~the Day Prior to the Effective Date of Tariff Sheets 50.32 through 50.42~~)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC (continued)

- Real Time Spinning Reserve Distribution Amount
- Real Time Supplemental Reserve Amount
- Real Time Supplemental Reserve Distribution Amount
- Day Ahead Asset Energy
- Day Ahead Non-Asset Energy
- Day Ahead Virtual Energy Amount
- Real Time Asset Energy Amount
- Real Time Non-Asset Energy Amount
- Real Time Virtual Energy Amount
- Transmission Congestion Rights Funding Amount
- Transmission Congestion Rights Daily Uplift Amount
- Transmission Congestion Rights Monthly Payback Amount
- Transmission Congestion Rights Annual Payback Amount
- Transmission Congestion Rights Annual Closeout Amount
- Transmission Congestion Rights Auction Transaction Amount
- Auction Revenue Rights Funding Amount
- Auction Revenue Rights Uplift Amount
- Auction Revenue Rights Monthly Payback Amount
- Auction Revenue Annual Payback Amount
- Auction Revenue Rights Annual Closeout Amount
- Day Ahead Virtual Energy Transaction Fee Amount
- Day Ahead Demand Reduction Amount
- Day Ahead Demand Reduction Distribution Amount
- Day Ahead Grandfathered Agreement Carve Out Daily Amount
- Grandfathered Agreement Carve Out Distribution Daily Amount
- Day Ahead Grandfathered Agreement Carve Out Monthly Amount
- Grandfathered Agreement Carve Out Distribution Monthly Amount
- Day Ahead Grandfathered Agreement Carve Out Yearly Amount
- Grandfathered Agreement Carve Out Distribution Yearly Amount
- Day Ahead Make Whole Payment Amount
- Day Ahead Make Whole Payment Distribution Amount
- Miscellaneous Amount
- Reliability Unit Commitment Make Whole Payment Amount
- Real Time Out of Merit Amount
- Reliability Unit Commitment Make Whole Payment Distribution Amount
- Over Collected Losses Distribution Amount
- Real Time Joint Operating Agreement Amount
- Real Time Reserve Sharing Group Amount
- Real Time Reserve Sharing Group Distribution Amount
- Real Time Demand Reduction Amount
- Real Time Demand Reduction Distribution Amount

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FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 through January 8, 2023~~the Day Prior to the Effective Date of Tariff Sheets 50.32 through 50.42~~)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC (continued)
- Real Time Pseudo Tie Congestion Amount
- Real Time Pseudo Tie Losses Amount
- Unused Regulation Up Mileage Make Whole Payment Amount
- Unused Regulation Down Mileage Make Whole Payment Amount
- Revenue Neutrality Uplift Distribution Amount

Should FERC require any item covered by components FC, E, PP, TC, OSSR or R to be recorded in an account different than the FERC accounts listed in such components, such items shall nevertheless be included in component FC, E, PP, TC, OSSR or R. In the month that the Company begins to record items in a different account, the Company will file with the Commission the previous account number, the new account number and what costs or revenues that flow through the Rider FAC to be recorded in the account.

B = Net base energy costs ordered by the Commission in the last general rate case consistent with the costs and revenues included in the calculation of the FPA. Net Base Energy costs will be calculated as shown below:

S_{AP} x Base Factor ("BF")

S_{AP} = Net system input ("NSI") in kWh for the accumulation period

BF = Company base factor costs per kWh: $0.01675

J = Missouri Retail Energy Ratio = (MO Retail kWh sales + MO Losses) / (MO Retail kWh Sales + MO Losses + KS Retail kWh Sales + KS Losses + Sales for Resale, Municipals kWh Sales [includes border customers] + Sales for Resale, Municipals Losses)
MO Losses = 6.32%; KS Losses = 7.52%; Sales for Resale, Municipals Losses = 6.84%

T = True-up amount as defined below.

I = Interest applicable to (i) the difference between Missouri Retail ANEC and B for all kWh of energy supplied during an AP until those costs have been recovered; (ii) refunds due to prudence reviews ("P"), if any; and (iii) all under- or over-recovery balances created through operation of this FAC, as determined in the true-up filings ("T") provided for herein. Interest shall be calculated monthly at a rate equal to the weighted average interest paid on the Company's short-term debt, applied to the month-end balance of items (i) through (iii) in the preceding sentence.

P = Prudence disallowance amount, if any, as defined in this tariff.

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FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 through January 8, 2023~~the Day Prior to the Effective Date of Tariff Sheets 50.32 through 50.42~~)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

FAR = FPA/S_{RP}

Single Accumulation Period Transmission Voltage FAR_{Trans} = $FAR * VAF_{Trans}$
Single Accumulation Period Substation Voltage FAR_{Sub} = $FAR * VAF_{Sub}$
Single Accumulation Period Primary Voltage FAR_{Prim} = $FAR * VAF_{Prim}$
Single Accumulation Period Secondary Voltage FAR_{Sec} = $FAR * VAF_{Sec}$

Annual Primary Voltage FAR_{Trans} = Aggregation of the two Single Accumulation Period Transmission Voltage FARs still to be recovered
Annual Primary Voltage FAR_{Sub} = Aggregation of the two Single Accumulation Period Substation Voltage FARs still to be recovered
Annual Primary Voltage FAR_{Prim} = Aggregation of the two Single Accumulation Period Primary Voltage FARs still to be recovered
Annual Secondary Voltage FAR_{Sec} = Aggregation of the two Single Accumulation Period Secondary Voltage FARs still to be recovered

Where:

FPA = Fuel and Purchased Power Adjustment

S_{RP} = Forecasted recovery period Missouri retail NSI in kWh, at the generation level

VAF = Expansion factor by voltage level
- VAF_{Trans} = Expansion factor for transmission voltage level customers
- VAF_{Sub} = Expansion factor for substation to transmission voltage level customers
- VAF_{Prim} = Expansion factor for between primary and substation voltage level customers
- VAF_{Sec} = Expansion factor for lower than primary voltage customers

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided December 6, 2018 through January 8, 2023~~the Day Prior to the Effective Date of Tariff Sheets 50.32 through 50.42~~)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

TRUE-UPS

After completion of each RP, the Company shall make a true-up filing by the filing date of its next FAR filing. Any true-up adjustments shall be reflected in component “T” above. Interest on the true-up adjustment will be included in component “I” above.

The true-up amount shall be the difference between the revenues billed and the revenues authorized for collection during the RP as well as any corrections identified to be included in the current FAR filing. Any corrections included will be discussed in the testimony accompanying the true-up filing.

PRUDENCE REVIEWS

Prudence reviews of the costs subject to this Rider FAC shall occur no less frequently than every eighteen months, and any such costs which are determined by the Commission to have been imprudently incurred or incurred in violation of the terms of this Rider FAC shall be returned to customers. Adjustments by Commission order, if any, pursuant to any prudence review shall be included in the FAR calculation in component “P” above unless a separate refund is ordered by the Commission. Interest on the prudence adjustment will be included in component “I” above.

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided January 9, 2023 through the Day Prior to the Effective Date of This Tariff Sheet~~ and Thereafter~~)

DEFINITIONS

ACCUMULATION PERIODS, FILING DATES AND RECOVERY PERIODS - An accumulation period is the six calendar months during which the actual costs and revenues subject to this rider will be accumulated for the purposes of determining the Fuel Adjustment Rate ("FAR"). The two six-month accumulation periods each year through four years from the effective date of this tariff sheet, the two corresponding twelve-month recovery periods and the filing dates are as shown below. Each filing shall include detailed work papers in electronic format with formulas intact to support the filing.

Accumulation Periods	**Filing Dates**	**Recovery Periods**
January – June	By August 1	October – September
July – December	By February 1	April – March

A recovery period consists of the months during which the FAR is applied to retail customer billings on a per kilowatt-hour (kWh) basis.

COSTS AND REVENUES - Costs eligible for the Fuel and Purchased Power Adjustment ("FPA") will be the Company's allocated jurisdictional costs for the fuel component of the Company's generating units, reservation charges, purchased power energy charges including applicable Southwest Power Pool ("SPP") charges, emission allowance costs and amortizations, cost of transmission of electricity by others associated with purchased power and off-system sales – all as incurred during the accumulation period. These costs will be offset by jurisdictional off-system sales revenues, applicable SPP revenues, and revenue from the sale of Renewable Energy Certificates or Credits ("REC"). Eligible costs do not include the purchased power demand costs associated with purchased power contracts in excess of one year. Likewise, revenues do not include demand or capacity receipts associated with power contracts in excess of one year.

APPLICABILITY

The price per kWh of electricity sold to retail customers will be adjusted (up or down) in April and October subject to application of the Rider FAC and approval by the Missouri Public Service Commission ("MPSC" or "Commission").

The FAR is the result of dividing the FPA by forecasted Missouri retail net system input ("S_{RP}") for the recovery period, expanded for Voltage Adjustment Factors ("VAF"), rounded to the nearest $0.00001, and aggregating over two accumulation periods. The amount charged on a separate line on retail customers' bills is equal to the current annual FAR multiplied by kWh billed.

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided January 9, 2023 though the Day Prior to the Effective Date of This Tariff Sheet ~~and Thereafter~~)

FORMULAS AND DEFINITIONS OF COMPONENTS

FPA = 95% * ((ANEC – B) * J) + T + I + P

ANEC = Actual Net Energy Costs = (FC + E + PP + TC – OSSR R)

FC = Fuel costs, excluding decommissioning and retirement costs, incurred to support sales and revenues associated with the Company's in-service generating plants:
The following costs reflected in Federal Energy Regulatory Commission ("FERC") Account Number 501:
Subaccount 501000: coal commodity and transportation, side release and freeze conditioning agents, dust mitigation agents, applicable taxes, accessorial charges as delineated in railroad accessorial tariffs [additional crew, closing hopper railcar doors, completion of loading of a unit train and its release for movement, completion of unloading of a unit train and its release for movement, delay for removal of frozen coal, destination detention, diversion of empty unit train (including administration fee, holding charges, and out-of-route charges which may include fuel surcharge), diversion of loaded coal trains, diversion of loaded unit train fees (including administration fee, additional mileage fee or out-of-route charges which may include fuel surcharge), fuel surcharge, held in transit, hold charge, locomotive release, miscellaneous handling of coal cars, origin detention, origin re-designation, out-of-route charges (including fuel surcharge), out-of-route movement, pick-up of locomotive power, placement and pick-up of loaded or empty private coal cars on railroad supplied tracks, placement and pick-up of loaded or empty private coal cars on shipper supplied tracks, railcar storage, release of locomotive power, removal, rotation and/or addition of cars, storage charges, switching, trainset positioning, trainset storage, and weighing], unit train maintenance, leases, taxes and depreciation, natural gas costs including reservation charges, fuel quality adjustments, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), oil costs for commodity, transportation, storage, taxes, fees, and fuel losses, coal and oil inventory adjustments, and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 501 Accounts.
Subaccount 501020: the allocation of the allowed costs in the 501000, 501300, 501400 and 501420 accounts attributed to native load;
Subaccount 501030: the allocation of the allowed costs in the 501000, 501300, 501400 and 501420 accounts attributed to off system sales;
Subaccount 501300: fuel additives and consumable costs for Air Quality Control Systems ("AQCS") operations, such as ammonia, hydrated lime, lime, limestone, limestone inventory adjustments, powder activated carbon, calcium bromide, sulfur, and RESPond, or other consumables which perform similar functions;
Subaccount 501400 and 501420: residuals costs and revenues associated with combustion byproducts, slag and ash disposal costs and revenues including contractors, materials and other miscellaneous expenses.
The following costs reflected in FERC Account Number 518:
Subaccount 518000: nuclear fuel commodity and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 518 Accounts
Subaccount 518201: nuclear fuel waste disposal expense;
Subaccount 518100: nuclear fuel oil.

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

The following costs reflected in FERC Account Number 547:

Subaccount 547000: natural gas and oil costs for commodity, transportation, storage, taxes, fees and fuel losses~~,~~ and settlement proceeds, insurance recoveries, subrogation recoveries for increased fuel expenses, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers)

Subaccount 547020: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to native load;

Subaccount 547027: natural gas reservation charges;

Subaccount 547030: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to off system sales;

Subaccount 547300: fuel additives and consumable costs for Air Quality Control Systems ("AQCS") operations, such as ammonia or other consumables which perform similar functions.

E = Net Emission Costs:

The following costs and revenues reflected in FERC Account Number 509:
Subaccount 509000: NOx and SO_2 emission allowance costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) offset by revenue amortizations and revenues from the sale of NOx and SO_2 emission allowances.

PP = Purchased Power Costs:

The following costs or revenues reflected in FERC Account Number 555:
Subaccount 555000: purchased power costs, energy charges from capacity purchases of any duration, insurance recoveries, and subrogation recoveries for purchased power expenses, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), charges and credits related to the SPP Integrated Marketplace ("IM") or other IMs, including energy, revenue neutrality, make whole and out of merit payments and distributions, over collected losses payments and distributions, Transmission Congestion Rights ("TCR") and Auction Revenue Rights ("ARR") settlements, virtual energy costs, revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, load/export charges, ancillary services including non-performance and distribution payments and charges and other miscellaneous SPP Integrated Market charges including uplift charges or credits, excluding (1) the amounts associated with purchased power agreements ("PPA") associated with the Renewable Energy Rider tariff, (2) costs associated with the CNPPID Hydro PPA, and (3) net costs associated with wind PPA entered into after May 2019 whose costs exceed their revenues resulting in a net loss;

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided January 9, 2023 and the Day Prior to the Effective Date of This Tariff Sheet ~~and Thereafter~~)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

PP = Purchased Power Costs (continued):

Subaccount 555005: capacity charges for capacity purchases one year or less in duration;

Subaccount 555030: the allocation of the allowed costs in the 555000 account attributed to purchases for off system sales.

TC = Transmission Costs:
The following costs reflected in FERC Account Number 565:
Subaccount 565000: non-SPP transmission used to serve off system sales or to make purchases for load and 28.50% of the SPP transmission service costs which includes the schedules listed below as well as any adjustment to the charges in the schedules below:

- Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service
- Schedule 8 – Non Firm Point to Point Transmission Service
- Schedule 9 – Network Integration Transmission Service
- Schedule 10 – Wholesale Distribution Service
- Schedule 11 – Base Plan Zonal Charge and Region Wide Charge

excluding amounts associated with portions of purchased power agreements dedicated to specific customers under the Renewable Energy Rider tariff.

Subaccount 565020: the allocation of the allowed costs in the 565000 account attributed to native load;

Subaccount 565027: the allocation of the allowed costs in the 565000 account attributed to transmission demand charges;

Subaccount 565030: the allocation of the allowed costs in the 565000 account attributed to off system sales.

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided January 9, 2023 and the Day Prior to the Effective Date of This Tariff Sheet ~~and Thereafter~~)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

OSSR = Revenues from Off-System Sales:
The following revenues or costs reflected in FERC Account Number 447:
Subaccount 447020: all revenues from off-system sales. This includes charges and credits related to the SPP IM, or other IMs, including, energy, ancillary services, revenue sufficiency (such as make whole payments and out of merit payments and distributions), revenue neutrality payments and distributions, over collected losses payments and distributions, TCR and ARR settlements, demand reductions, virtual energy costs and revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, generation/export charges, ancillary services including non-performance and distribution payments and SPP uplift revenues or credits, but excluding (1) off-system sales revenues from full and partial requirements sales to municipalities that are served through bilateral contracts in excess of one year, (2) the amounts associated with PPA associated with the Renewable Energy Rider tariff, (3) SPP revenues associated with the CNPPID Hydro PPA and (4) net costs associated with wind PPA entered into after May 2019 whose costs exceed their revenues resulting in a net loss.

Notwithstanding anything to the contrary contained in the tariff sheets for Rider FAC, factors PP and OSSR shall not include costs and revenues for any undersubscribed portion of a permanent Solar Subscription Rider resource allocated to shareholders under the approved stipulation in File No. ER-2022-0129.

Subaccount 447012: capacity charges for capacity sales one year or less in duration;

Subaccount 447030: the allocation of the includable sales in account 447020 not attributed to retail sales.

R = Renewable Energy Credit Revenue:
Revenues reflected in FERC account 509000 and gains or losses to be recorded in FERC accounts 411800 and 411900 from the sale of Renewable Energy Credits (RECs) that are not needed to meet the Missouri Renewable Energy Standards less the cost associated with making the sale.

Any cost identified above which is a Missouri-only cost shall be grossed up by the current kWh energy factor, included in the ANEC calculation and allocated as indicated in component J below. Any cost identified above which is a Kansas-only cost shall be excluded from the ANEC calculation.

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided January 9, 2023 and the Day Prior to the Effective Date of This Tariff Sheet ~~and Thereafter~~)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

Costs and revenues not specifically detailed in Factors FC, PP, E, TC, OSSR, or R shall not be included in the Company's FAR filings; provided however, in the case of Factors PP, TC or OSSR, the market settlement charge types under which SPP or another centrally administered market (e.g., PJM or MISO) bills/credits a cost or revenue need not be detailed in Factors PP or OSSR for the costs or revenues to be considered specifically detailed in Factors PP or OSSR; and provided further, should the SPP or another centrally administered market (e.g. PJM or MISO) implement a new market settlement charge type not listed below or a new schedule not listed in TC:

SPP IM charge/revenue types that are included in the FAC are listed below:

- Day-Ahead Ramp Capability Up Amount
- Day-Ahead Ramp Capability Down Amount
- Day-Ahead Ramp Capability Up Distribution Amount
- Day-Ahead Ramp Capability Down Distribution Amount
- Day Ahead Regulation Down Service Amount
- Day Ahead Regulation Down Service Distribution Amount
- Day Ahead Regulation Up Service Amount
- Day Ahead Regulation Up Service Distribution Amount
- Day Ahead Spinning Reserve Amount
- Day Ahead Spinning Reserve Distribution Amount
- Day Ahead Supplemental Reserve Amount
- Day Ahead Supplemental Reserve Distribution Amount
- Real Time Contingency Reserve Deployment Failure Amount
- Real Time Contingency Reserve Deployment Failure Distribution Amount
- Real Time Ramp Capability Up Amount
- Real Time Ramp Capability Down Amount
- Real Time Ramp Capability Up Distribution Amount
- Real Time Ramp Capability Down Distribution Amount
- Real Time Ramp Capability Non-Performance Amount
- Real Time Ramp Capability Non-Performance Distribution Amount
- Real Time Regulation Service Deployment Adjustment Amount
- Real Time Regulation Down Service Amount
- Real Time Regulation Down Service Distribution Amount
- Real Time Regulation Non-Performance
- Real Time Regulation Non-Performance Distribution
- Real Time Regulation Up Service Amount
- Real Time Regulation Up Service Distribution Amount
- Real Time Spinning Reserve Amount
- Real Time Spinning Reserve Distribution Amount
- Real Time Supplemental Reserve Amount
- Real Time Supplemental Reserve Distribution Amount
- Day Ahead Asset Energy
- Day Ahead Non-Asset Energy
- Day Ahead Virtual Energy Amount

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided January 9, 2023 through the Day Prior to the Effective Date of This Tariff Sheet ~~and Thereafter~~)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC (continued)

Real Time Asset Energy Amount
Real Time Non-Asset Energy Amount
Real Time Virtual Energy Amount
Transmission Congestion Rights Funding Amount
Transmission Congestion Rights Daily Uplift Amount
Transmission Congestion Rights Monthly Payback Amount
Transmission Congestion Rights Annual Payback Amount
Transmission Congestion Rights Annual Closeout Amount
Transmission Congestion Rights Auction Transaction Amount
Auction Revenue Rights Funding Amount
Auction Revenue Rights Uplift Amount
Auction Revenue Rights Monthly Payback Amount
Auction Revenue Annual Payback Amount
Auction Revenue Rights Annual Closeout Amount
Day Ahead Demand Reduction Amount
Day Ahead Demand Reduction Distribution Amount
Day Ahead Grandfathered Agreement Carve Out Daily Amount
Grandfathered Agreement Carve Out Distribution Daily Amount
Day Ahead Grandfathered Agreement Carve Out Monthly Amount
Grandfathered Agreement Carve Out Distribution Monthly Amount
Day Ahead Grandfathered Agreement Carve Out Yearly Amount
Grandfathered Agreement Carve Out Distribution Yearly Amount
Day Ahead Make Whole Payment Amount
Day Ahead Make Whole Payment Distribution Amount
Miscellaneous Amount
Reliability Unit Commitment Make Whole Payment Amount
Real Time Out of Merit Amount
Reliability Unit Commitment Make Whole Payment Distribution Amount
Over Collected Losses Distribution Amount
Real Time Joint Operating Agreement Amount
Real Time Reserve Sharing Group Amount
Real Time Reserve Sharing Group Distribution Amount
Real Time Demand Reduction Amount
Real Time Demand Reduction Distribution Amount
Day Ahead Combined Interest Resource Adjustment Amount
Real Time Combined Interest Resource Adjustment Amount
Real Time Pseudo Tie Congestion Amount
Real Time Pseudo Tie Losses Amount
Unused Regulation Up Mileage Make Whole Payment Amount
Unused Regulation Down Mileage Make Whole Payment Amount
Revenue Neutrality Uplift Distribution Amount

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided January 9, 2023 through the Day Prior to the Effective Date of This Tariff Sheet ~~and Thereafter~~)

Should FERC require any item covered by components FC, E, PP, TC, OSSR or R to be recorded in an account different than the FERC accounts listed in such components, such items shall nevertheless be included in component FC, E, PP, TC, OSSR or R. In the month that the Company begins to record items in a different account, the Company will file with the Commission the previous account number, the new account number and what costs or revenues that flow through the Rider FAC to be recorded in the account.

B = Net base energy costs ordered by the Commission in the last general rate case consistent with the costs and revenues included in the calculation of the FPA. Net Base Energy costs will be calculated as shown below:

S_{AP} x Base Factor ("BF")

S_{AP} = Net system input ("NSI") in kWh for the accumulation period

BF = Company base factor costs per kWh: $0.01829

J = Missouri Retail Energy Ratio = (MO Retail kWh sales + MO Losses) / (MO Retail kWh Sales + MO Losses + KS Retail kWh Sales + KS Losses + Sales for Resale, Municipals kWh Sales [includes border customers] + Sales for Resale, Municipals Losses)
MO Losses = 6.09%; KS Losses = 6.51%; Sales for Resale, Municipals Losses = 6.84%

T = True-up amount as defined below.

I = Interest applicable to (i) the difference between Missouri Retail ANEC and B for all kWh of energy supplied during an AP until those costs have been recovered; (ii) refunds due to prudence reviews ("P"), if any; and (iii) all under- or over-recovery balances created through operation of this FAC, as determined in the true-up filings ("T") provided for herein. Interest shall be calculated monthly at a rate equal to the weighted average interest paid on the Company's short-term debt, applied to the month-end balance of items (i) through (iii) in the preceding sentence.

P = Prudence disallowance amount, if any, as defined in this tariff.

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided January 9, 2023 through the Day Prior to the Effective Date of This Tariff Sheet ~~and Thereafter~~)

FAR = FPA/S_{RP}

Single Accumulation Period Transmission Voltage FAR_{Trans} = FAR * VAF_{Trans}
Single Accumulation Period Substation Voltage FAR_{Sub} = FAR * VAF_{Sub}
Single Accumulation Period Primary Voltage FAR_{Prim} = FAR * VAF_{Prim}
Single Accumulation Period Secondary Voltage FAR_{Sec} = FAR * VAF_{Sec}

Annual Primary Voltage FAR_{Trans} = Aggregation of the two Single Accumulation Period Transmission Voltage FARs still to be recovered
Annual Primary Voltage FAR_{Sub} = Aggregation of the two Single Accumulation Period Substation Voltage FARs still to be recovered
Annual Primary Voltage FAR_{Prim} = Aggregation of the two Single Accumulation Period Primary Voltage FARs still to be recovered
Annual Secondary Voltage FAR_{Sec} = Aggregation of the two Single Accumulation Period Secondary Voltage FARs still to be recovered

Where:

FPA = Fuel and Purchased Power Adjustment

S_{RP} = Forecasted recovery period Missouri retail NSI in kWh, at the generation level

VAF = Expansion factor by voltage level
- VAF_{Trans} = Expansion factor for transmission voltage level customers
- VAF_{Sub} = Expansion factor for substation to transmission voltage level customers
- VAF_{Prim} = Expansion factor for between primary and substation voltage level customers
- VAF_{Sec} = Expansion factor for lower than primary voltage customers

TRUE-UPS

After completion of each RP, the Company shall make a true-up filing by the filing date of its next FAR filing. Any true-up adjustments shall be reflected in component "T" above. Interest on the true-up adjustment will be included in component "I" above.

The true-up amount shall be the difference between the revenues billed and the revenues authorized for collection during the RP as well as any corrections identified to be included in the current FAR filing. Any corrections included will be discussed in the testimony accompanying the true-up filing.

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided January 9, 2023 through the Day Prior to the Effective Date of This Tariff Sheet ~~and Thereafter~~)

PRUDENCE REVIEWS

Prudence reviews of the costs subject to this Rider FAC shall occur no less frequently than every eighteen months, and any such costs which are determined by the Commission to have been imprudently incurred or incurred in violation of the terms of this Rider FAC shall be returned to customers. Adjustments by Commission order, if any, pursuant to any prudence review shall be included in the FAR calculation in component “P” above unless a separate refund is ordered by the Commission. Interest on the prudence adjustment will be included in component “I” above.

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

DEFINITIONS

ACCUMULATION PERIODS, FILING DATES AND RECOVERY PERIODS - An accumulation period is the six calendar months during which the actual costs and revenues subject to this rider will be accumulated for the purposes of determining the Fuel Adjustment Rate ("FAR"). The two six-month accumulation periods each year through four years from the effective date of this tariff sheet, the two corresponding twelve-month recovery periods and the filing dates are as shown below. Each filing shall include detailed work papers in electronic format with formulas intact to support the filing.

Accumulation Periods	Filing Dates	Recovery Periods
January – June	By August 1	October – September
July – December	By February 1	April – March

A recovery period consists of the months during which the FAR is applied to retail customer billings on a per kilowatt-hour (kWh) basis, as adjusted for service voltage. Notwithstanding that each recovery period covers a period of twelve months, when an extraordinary event has occurred that results in an increase to actual net energy costs in an accumulation period, for good cause shown, subject to Commission approval after an opportunity for any party to be heard, the Company shall defer recovery beyond twelve months over a period determined by the Commission upon a finding that the magnitude of the increase on customers of recovering the difference between actual net energy costs and net base energy costs for that accumulation period should be mitigated. The difference not recovered within the twelve-month recovery period applicable to the accumulation period at issue will be added to subsequent recovery periods until recovered with a true-up at the end of the Commission approved extended recovery period.

COSTS AND REVENUES - Costs eligible for the Fuel and Purchased Power Adjustment ("FPA") will be the Company's allocated jurisdictional costs for the fuel component of the Company's generating units, reservation charges, purchased power energy charges including applicable Southwest Power Pool ("SPP") charges, emission allowance costs and amortizations, cost of transmission of electricity by others associated with purchased power and off-system sales, and the cost described below associated with the company's Natural Gas Fuel Supply Plan –, all as incurred during the accumulation period. These costs will be offset by jurisdictional off-system sales revenues, applicable SPP revenues, and revenue from the sale of Renewable Energy Certificates or Credits ("REC"). ~~Eligible costs do not include the purchased power demand costs associated with purchased power contracts in excess of one year. Likewise, revenues do not include demand or capacity receipts associated with power contracts in excess of one year~~.

APPLICABILITY

The price per kWh of electricity sold to retail customers will be adjusted (up or down) in April and October subject to application of the Rider FAC and approval by the Missouri Public Service Commission ("MPSC" or "Commission").

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

APPLICABILITY (continued):
The FAR is the result of dividing the FPA by forecasted Missouri retail net system input (“S_{RP}”) for the recovery period, expanded for Voltage Adjustment Factors (“VAF”), rounded to the nearest $0.00001, and aggregating over two accumulation periods. The amount charged on a separate line on retail customers’ bills is equal to the current annual FAR multiplied by kWh billed.

FORMULAS AND DEFINITIONS OF COMPONENTS

FPA = 95% * ((ANEC – B) * J) + T + I + P

ANEC = Actual Net Energy Costs = (FC + E + PP + TC + RC – OSSR – R - RR)

FC = Fuel costs, excluding decommissioning and retirement costs, incurred to support sales and revenues associated with the Company’s in-service generating plants:
The following costs reflected in Federal Energy Regulatory Commission (“FERC”) Account Number 501:
Subaccount 501000: coal commodity and transportation, side release and freeze conditioning agents, dust mitigation agents, applicable taxes, accessorial charges as delineated in railroad accessorial tariffs [additional crew, closing hopper railcar doors, completion of loading of a unit train and its release for movement, completion of unloading of a unit train and its release for movement, delay for removal of frozen coal, destination detention, diversion of empty unit train (including administration fee, holding charges, and out-of-route charges which may include fuel surcharge), diversion of loaded coal trains, diversion of loaded unit train fees (including administration fee, additional mileage fee or out-of-route charges which may include fuel surcharge), fuel surcharge, held in transit, hold charge, locomotive release, miscellaneous handling of coal cars, origin detention, origin re-designation, out-of-route charges (including fuel surcharge), out-of-route movement, pick-up of locomotive power, placement and pick-up of loaded or empty private coal cars on railroad supplied tracks, placement and pick-up of loaded or empty private coal cars on shipper supplied tracks, railcar storage, release of locomotive power, removal, rotation and/or addition of cars, storage charges, switching, trainset positioning, trainset storage, and weighing], unit train maintenance, leases, taxes and depreciation, natural gas costs including reservation charges, storage, transportation, fuel quality adjustments, natural gas fuel supply plan costs, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), and margins (cash or collateral used to secure or maintain the Company’s fixed natural gas fuel cost position with a brokerage or exchange), oil costs for commodity, transportation, storage, taxes, fees, and fuel losses, coal and oil inventory adjustments, and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 501 Accounts.
Subaccount 501020: the allocation of the allowed costs in the 501000, 501300~~,~~and 501400 ~~and 501420~~ accounts attributed to native load;
Subaccount 501030: the allocation of the allowed costs in the 501000, 501300~~,~~and 501400 ~~and 501420~~ accounts attributed to off-system sales;
Subaccount 501300: fuel additives and consumable costs for Air Quality Control Systems (“AQCS”) operations, such as ammonia, hydrated lime, lime, limestone, limestone inventory adjustments, powder activated carbon, calcium bromide, sulfur, and RESPond, or other consumables which perform similar functions;

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

Subaccount 501310: Glycol additive

Subaccount 501400 ~~and 501420~~: residuals costs and revenues associated with combustion byproducts, slag and ash disposal costs and revenues including contractors, materials and other miscellaneous expenses.

The following costs reflected in FERC Account Number 518:

Subaccount 518000: nuclear fuel commodity and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 518 Accounts

Subaccount 518201: nuclear fuel waste disposal expense;

Subaccount 518100: nuclear fuel oil.

The following costs reflected in FERC Account Number 547:

Subaccount 547000: natural gas and oil costs for commodity, transportation, storage, taxes, fees and fuel losses~~,~~ fixed natural gas fuel costs ~~for natural gas~~ for sales, and settlement proceeds, insurance recoveries, subrogation recoveries for increased fuel expenses, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), and margins (cash or collateral used to secure or maintain the Company's fixed fuel cost position with a brokerage or exchange).

Subaccount 547020: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to native load;

Subaccount 547027: natural gas reservation charges;

Subaccount 547030: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to off-system sales;

Subaccount 547300: fuel additives and consumable costs for Air Quality Control Systems ("AQCS") operations, such as ammonia or other consumables which perform similar functions.

E = Net Emission Costs:

The following costs and revenues reflected in FERC Account Number 509:

Subaccount 509000: NOx and SO_2 emission allowance costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) offset by revenue amortizations and revenues from the sale of NOx and SO_2 emission allowances.

PP = Purchased Power Costs:

The following costs or revenues reflected in FERC Account Number 555:

Subaccount 555000: purchased power costs, energy charges from capacity purchases of any duration, insurance recoveries, and subrogation recoveries for purchased power expenses, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), charges and credits related to the SPP Integrated Marketplace ("IM") or other IMs, including energy, revenue neutrality, make whole and out of merit payments and distributions, over collected losses payments and distributions, Transmission Congestion Rights ("TCR") and Auction Revenue Rights ("ARR") settlements, virtual energy costs, revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, load/export charges, ancillary

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

PP = Purchased Power Costs (continued):

services including non-performance and distribution payments and charges and other miscellaneous SPP Integrated Market charges including uplift charges or credits, excluding (1) the amounts associated with purchased power agreements ("PPA") associated with the Renewable Energy Rider tariff, (2) costs associated with the CNPPID Hydro PPA, and (3) net costs associated with wind PPA entered into after May 2019 whose costs exceed their revenues resulting in a net loss;

Subaccount 555005: capacity charges for capacity purchases one year or less in duration;
Subaccount 555006: capacity charges for capacity purchases greater than one year in duration;
Subaccount 555030: the allocation of the allowed costs in the 555000 account attributed to purchases for off-system sales.
Subaccount 555070: purchased power SPP administrative fees.

TC = Transmission Costs:
The following costs reflected in FERC Account Number 565:
Subaccount 565000: non-SPP transmission used to serve off-system sales or to make purchases for load and ~~28.50~~27.78% of the SPP transmission service costs which includes the schedules listed below as well as any adjustment to the charges in the schedules below:

- Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service
- Schedule 8 – Non Firm Point to Point Transmission Service
- Schedule 9 – Network Integration Transmission Service
- Schedule 10 – Wholesale Distribution Service
- Schedule 11 – Base Plan Zonal Charge and Region Wide Charge

excluding amounts associated with portions of purchased power agreements dedicated to specific customers under the Renewable Energy Rider tariff.

Subaccount 565020: the allocation of the allowed costs in the 565000 account attributed to native load;
Subaccount 565027: the allocation of the allowed costs in the 565000 account attributed to transmission demand charges;
Subaccount 565030: the allocation of the allowed costs in the 565000 account attributed to off-system sales.

RC = Rider Costs:
The following costs reflected in FERC Account Number 908:
Subaccount 908XXX: Costs associated with the implementation of the Demand Response & Local Generation Rider (Schedule DRLR)
Subaccount 908XXX: Costs associated with the Alternative Energy Credit Rider (Schedule AEC), the Renewable Energy Program Rider (Schedule RENEW), and Green Solution Connections Rider (Schedule GSR).

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

OSSR = Revenues from Off-System Sales:
The following revenues or costs reflected in FERC Account Number 447:
Subaccount 447020: all revenues from off-system sales. This includes charges and credits related to the SPP IM, or other IMs, including, energy, ancillary services, revenue sufficiency (such as make whole payments and out of merit payments and distributions), revenue neutrality payments and distributions, over collected losses payments and distributions, TCR and ARR settlements, demand reductions, virtual energy costs and revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, generation/export charges, ancillary services including non-performance and distribution payments and SPP uplift revenues or credits, but excluding (1) off-system sales revenues from full and partial requirements sales to municipalities that are served through bilateral contracts in excess of one year, (2) the amounts associated with PPA associated with the Renewable Energy Rider tariff, (3) SPP revenues associated with the CNPPID Hydro PPA and (4) net costs associated with wind PPA entered into after May 2019 whose costs exceed their revenues resulting in a net loss.

Notwithstanding anything to the contrary contained in the tariff sheets for Rider FAC, factors PP and OSSR shall not include costs and revenues for any undersubscribed portion of a permanent Solar Subscription Rider resource allocated to shareholders under the approved stipulation in File No. ER-2022-0129.

Subaccount 447012: capacity charges for capacity sales one year or less in duration;
Subaccount 447016: capacity charges for capacity sales greater than one year in duration;
Subaccount 447030: the allocation of the includable sales in account 447020 not attributed to retail sales.

R = Emissions and Environmental Credits (this will only include Renewable Energy Credits) Gains or losses:

Subaccounts 411.8 and 411.9: gains and losses of the sale of emission allowances in the current FAC accumulation period.

Subaccounts 411.11 and 411.12: for gains and losses on the sale of environmental credits (this will only include Renewable Energy Credits) in the current FAC accumulation period.
~~Renewable Energy Credit Revenue:~~
~~Revenues reflected in FERC account 509000 and gains or losses to be recorded in FERC accounts 411800 and 411900 from the sale of Renewable Energy Credits (RECs) that are not needed to meet the Missouri Renewable Energy Standards less the cost associated with making the sale.~~

RR = The following retail revenues reflected in FERC Account Numbers 440 – 444:
Accounts 440-444 Retail revenue billed for resource XXXX, Alternative Energy Credit Rider (Schedule AEC), resource XXXX, Renewable Energy Program Rider (Schedule RENEW), resource XXXX, Green Solution Connections Rider (Schedule GSR). These revenues will be net of any costs identified in factor RC above and include software and NAR fees.

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)
Any cost identified above which is a Missouri-only cost shall be grossed up by the current kWh energy factor, included in the ANEC calculation and allocated as indicated in component J below. Any cost identified above which is a Kansas-only cost shall be excluded from the ANEC calculation.

Natural Gas Fuel Supply Plan gains/costs are defined as realized losses and costs (including broker commissions, fees, and margins) minus realized gains associated with mitigating volatility in the Company's cost of natural gas transportation, natural gas storage, physical/financial natural gas, physical/financial purchased power, and all other costs as defined by the comprehensive Natural Gas Fuel Supply Plan.

Costs and revenues not specifically detailed in Factors FC, PP, E, TC, OSSR, or R shall not be included in the Company's FAR filings; provided however, in the case of Factors PP, TC or OSSR, the market settlement charge types under which SPP or another centrally administered market (e.g., PJM or MISO) bills/credits a cost or revenue need not be detailed in Factors PP or OSSR for the costs or revenues to be considered specifically detailed in Factors PP or OSSR; and provided further, should the SPP or another centrally administered market (e.g. PJM or MISO) implement a new market settlement charge type not listed below or a new schedule not listed in TC:

SPP IM charge/revenue types that are included in the FAC are listed below:
- Day-Ahead Ramp Capability Up Amount
- Day-Ahead Ramp Capability Down Amount
- Day-Ahead Ramp Capability Up Distribution Amount
- Day-Ahead Ramp Capability Down Distribution Amount
- Day Ahead Regulation Down Service Amount
- Day Ahead Regulation Down Service Distribution Amount
- Day Ahead Regulation Up Service Amount
- Day Ahead Regulation Up Service Distribution Amount
- Day Ahead Spinning Reserve Amount
- Day Ahead Spinning Reserve Distribution Amount
- Day Ahead Supplemental Reserve Amount
- Day Ahead Supplemental Reserve Distribution Amount
- Real Time Contingency Reserve Deployment Failure Amount
- Real Time Contingency Reserve Deployment Failure Distribution Amount
- Real Time Ramp Capability Up Amount
- Real Time Ramp Capability Down Amount
- Real Time Ramp Capability Up Distribution Amount
- Real Time Ramp Capability Down Distribution Amount
- Real Time Ramp Capability Non-Performance Amount
- Real Time Ramp Capability Non-Performance Distribution Amount
- Real Time Regulation Service Deployment Adjustment Amount
- Real Time Regulation Down Service Amount
- Real Time Regulation Down Service Distribution Amount
- Real Time Regulation Non-Performance
- Real Time Regulation Non-Performance Distribution
- Real Time Regulation Up Service Amount
- Real Time Regulation Up Service Distribution Amount
- Real Time Spinning Reserve Amount

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC (continued)

- Real Time Spinning Reserve Distribution Amount
- Real Time Supplemental Reserve Amount
- Real Time Supplemental Reserve Distribution Amount
- Day Ahead Asset Energy
- Day Ahead Non-Asset Energy
- Day Ahead Virtual Energy Amount
- Real Time Asset Energy Amount
- Real Time Non-Asset Energy Amount
- Real Time Virtual Energy Amount
- Transmission Congestion Rights Funding Amount
- Transmission Congestion Rights Daily Uplift Amount
- Transmission Congestion Rights Monthly Payback Amount
- Transmission Congestion Rights Annual Payback Amount
- Transmission Congestion Rights Annual Closeout Amount
- Transmission Congestion Rights Auction Transaction Amount
- Auction Revenue Rights Funding Amount
- Auction Revenue Rights Uplift Amount
- Auction Revenue Rights Monthly Payback Amount
- Auction Revenue Annual Payback Amount
- Auction Revenue Rights Annual Closeout Amount
- Day Ahead Demand Reduction Amount
- Day Ahead Demand Reduction Distribution Amount
- Day Ahead Grandfathered Agreement Carve Out Daily Amount
- Grandfathered Agreement Carve Out Distribution Daily Amount
- Day Ahead Grandfathered Agreement Carve Out Monthly Amount
- Grandfathered Agreement Carve Out Distribution Monthly Amount
- Day Ahead Grandfathered Agreement Carve Out Yearly Amount
- Grandfathered Agreement Carve Out Distribution Yearly Amount
- Day Ahead Make Whole Payment Amount
- Day Ahead Make Whole Payment Distribution Amount
- Miscellaneous Amount
- Reliability Unit Commitment Make Whole Payment Amount
- Real Time Out of Merit Amount
- Reliability Unit Commitment Make Whole Payment Distribution Amount
- Over Collected Losses Distribution Amount
- ~~Real Time Joint Operating Agreement Amount~~
- Real Time Reserve Sharing Group Amount
- Real Time Reserve Sharing Group Distribution Amount
- Real Time Demand Reduction Amount
- Real Time Demand Reduction Distribution Amount
- Day Ahead Combined Interest Resource Adjustment Amount
- Real Time Combined Interest Resource Adjustment Amount
- Real Time Pseudo Tie Congestion Amount
- Real Time Pseudo Tie Losses Amount

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC (continued)

Unused Regulation Up Mileage Make Whole Payment Amount
Unused Regulation Down Mileage Make Whole Payment Amount
Revenue Neutrality Uplift Distribution Amount
Day-Ahead Uncertainty Reserve Amount
Day-Ahead Uncertainty Reserve Distribution Amount
Day-Ahead Self-Incremental Energy Make Whole Payment Amount
Real-Time Uncertainty Reserve Amount
Real-Time Uncertainty Reserve Distribution Amount
Real-Time Uncertainty Reserve Non-Performance Amount
Real-Time Uncertainty Reserve Non-Performance Distribution Amount
Real-Time Uninstructed Resource Deviation Amount
Real Time Uninstructed Resource Deviation Distribution Amount
Real-Time Incremental Energy Make Whole Payment Amount
RUC Self-Incremental Energy Make Whole Payment Amount
Local Reliability Distribution Amount
Integrated Marketplace Administration Services
Integrated Marketplace Clearing Administration Service
Integrated Marketplace Facilitation Administration Service
Real-Time Regulation Service Adjustment Distribution Amount
Real-Time Pseudo Tie Distribution Amount
Day-Ahead TCR West DC Tie Funding Amount
Real-Time TCR West DC Tie Funding Amount
Real-Time Out-of-Merit Distribution Amount
Real-Time Price Correction Amount
Real-Time Price Correction Distribution Amount
Real-Time Joint Operating Agreement Distribution Amount
Incremental Market Efficiency Use (IMEU) Amount
Incremental Market Efficiency Use (IMEU) Distribution Amount
West DC Tie Federal Service Exemption Amount

Should FERC require any item covered by components FC, E, PP, TC, OSSR or R to be recorded in an account different than the FERC accounts listed in such components, such items shall nevertheless be included in component FC, E, PP, TC, OSSR or R. In the month that the Company begins to record items in a different account, the Company will file with the Commission the previous account number, the new account number and what costs or revenues that flow through the Rider FAC to be recorded in the account.

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

B = Net base energy costs ordered by the Commission in the last general rate case consistent with the costs and revenues included in the calculation of the FPA. Net Base Energy costs will be calculated as shown below:

S_{AP} x Base Factor (“BF”)

S_{AP} = Net system input (“NSI”) in kWh for the accumulation period

BF = Company base factor costs per kWh: $0.01931~~0182941~~

J = Missouri Retail Energy Ratio = (MO Retail kWh sales + MO Losses) / (MO Retail kWh Sales + MO Losses + KS Retail kWh Sales + KS Losses + Sales for Resale, Municipals kWh Sales [includes border customers] + Sales for Resale, Municipals Losses)
MO Losses = ~~6.09~~2.66%; KS Losses = ~~6.51~~2.63%; Sales for Resale, Municipals Losses = ~~6.84~~2.08%

T = True-up amount as defined below.

I = Interest applicable to (i) the difference between Missouri Retail ANEC and B for all kWh of energy supplied during an AP until those costs have been recovered; (ii) refunds due to prudence reviews (“P”), if any; and (iii) all under- or over-recovery balances created through operation of this FAC, as determined in the true-up filings (“T”) provided for herein. Interest shall be calculated monthly at a rate equal to the weighted average interest paid on the Company’s short-term debt, applied to the month-end balance of items (i) through (iii) in the preceding sentence.

P = Prudence disallowance amount, if any, as defined in this tariff.

FAR = FPA/S_{RP}

Single Accumulation Period Transmission Voltage FAR_{Trans} = FAR * VAF_{Trans}
Single Accumulation Period Substation Voltage FAR_{Sub} = FAR * VAF_{Sub}
Single Accumulation Period Primary Voltage FAR_{Prim} = FAR * VAF_{Prim}
Single Accumulation Period Secondary Voltage FAR_{Sec} = FAR * VAF_{Sec}

Annual Primary Voltage FAR_{Trans} = Aggregation of the two Single Accumulation Period Transmission Voltage FARs still to be recovered
Annual Primary Voltage FAR_{Sub} = Aggregation of the two Single Accumulation Period Substation Voltage FARs still to be recovered
Annual Primary Voltage FAR_{Prim} = Aggregation of the two Single Accumulation Period Primary Voltage FARs still to be recovered
Annual Secondary Voltage FAR_{Sec} = Aggregation of the two Single Accumulation Period Secondary Voltage FARs still to be recovered

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

FAR = FPA/S_{RP} (Continued):

Where:

FPA = Fuel and Purchased Power Adjustment

S_{RP} = Forecasted recovery period Missouri retail NSI in kWh, at the generation level

VAF = Expansion factor by voltage level

- VAF_{Trans} = Expansion factor for transmission voltage level customers
- VAF_{Sub} = Expansion factor for substation to transmission voltage level customers
- VAF_{Prim} = Expansion factor for between primary and substation voltage level customers
- VAF_{Sec} = Expansion factor for lower than primary voltage customers

TRUE-UPS

After completion of each RP, the Company shall make a true-up filing by the filing date of its next FAR filing. Any true-up adjustments shall be reflected in component "T" above. Interest on the true-up adjustment will be included in component "I" above.

The true-up amount shall be the difference between the revenues billed and the revenues authorized for collection during the RP as well as any corrections identified to be included in the current FAR filing. Any corrections included will be discussed in the testimony accompanying the true-up filing.

PRUDENCE REVIEWS

Prudence reviews of the costs subject to this Rider FAC shall occur no less frequently than every eighteen months, and any such costs which are determined by the Commission to have been imprudently incurred or incurred in violation of the terms of this Rider FAC shall be returned to customers. Adjustments by Commission order, if any, pursuant to any prudence review shall be included in the FAR calculation in component "P" above unless a separate refund is ordered by the Commission. Interest on the prudence adjustment will be included in component "I" above.

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

P.S.C. MO. No.	7	5th	Revised Sheet No. 50.10
Canceling P.S.C. MO. No.	7	4th	Revised Sheet No. 50.10

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

Accumulation Period Ending:			
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R-RR)		
2	Net Base Energy Cost (B)	-	
	2.1 Base Factor (BF)		$0.~~01741~~01931
	2.2 Accumulation Period NSI (S_{AP})		
3	(ANEC-B)		
4	Jurisdictional Factor (J)	x	
5	(ANEC-B)*J		
6	Customer Responsibility	x	
7	95% *((ANEC-B)*J)		
8	True-Up Amount (T)	+	
9	Interest (I)	+	
10	Prudence Adjustment Amount (P)	+	
11	Fuel and Purchased Power Adjustment (FPA)	=	
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	
13	Current Period Fuel Adjustment Rate (FAR)	=	
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		
16	Prior Period FAR_{Trans}	+	
17	Current Annual FAR_{Trans}	=	
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		
20	Prior Period FAR_{Sub}	+	
21	Current Annual FAR_{Sub}	=	
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		
24	Prior Period FAR_{Prim}	+	
25	Current Annual FAR_{Prim}	=	
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		
28	Prior Period FAR_{Sec}	+	
29	Current Annual FAR_{Sec}	=	
30	VAF_{Trans} = 1.00879		
31	VAF_{Sub} = 1.00982		
32	VAF_{Prim} = 1.02400		
33	VAF_{Sec} = 1.04902		

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