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Issue:	FAC Requirements; Misc. Accounting Adjustments
Witness:	Linda J. Nunn
Type of Exhibit:	Direct Testimony
Sponsoring Party:	Evergy Missouri West
Case No.:	ER-2027-0077
Date Testimony Prepared:	November 3, 2026

MISSOURI PUBLIC SERVICE COMMISSION

CASE NO.: ER-2027-0077

DIRECT TESTIMONY

OF

LINDA J. NUNN

ON BEHALF OF

EVERGY MISSOURI WEST

Kansas City, Missouri
November 2026

TABLE OF CONTENTS

I. INTRODUCTION 1
II. FUEL ADJUSTMENT CLAUSE REQUIREMENTS 3
100% Recovery of FAC Cost Variances 6
Long-Term Capacity Costs and Revenues 7
Natural Gas Fuel Supply Plan 9
Large-Load Rider Costs and Revenues 9
Other FAC Tariff Changes 10
III. ACCOUNTING ADJUSTMENTS 14
R-82 TRANSMISSION REVENUE 14
R-99 NUCOR REVENUE 14
CS-23 REMOVE FAC OVER/UNDER-COLLECTION 15
CS-86 SPP RTO ADMINISTRATION FEES 17

DIRECT TESTIMONY

OF

LINDA J. NUNN

CASE NO. ER-2027-0077

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 Evergy Missouri Metro ("EMM"), Evergy Missouri West, Inc. d/b/a Evergy Missouri West ("EMW" or the "Company"), Evergy Metro, Inc. d/b/a Evergy Kansas Metro ("EKM"), and Evergy Kansas Central, Inc. and Evergy South, Inc., collectively d/b/a Evergy Kansas Central ("EKC"), the operating utilities of Evergy, Inc. ("Evergy").

Q: On whose behalf are you testifying?

A: I am testifying on behalf of EMW.

Q: What are your responsibilities?

A: My responsibilities include the coordination, preparation, and review of financial information and schedules associated with fuel or transmission impacts on rate case filings, and the coordination, preparation and review of financial information and

schedules associated with retail rider mechanism tariff filings for Evergy including: EKC, EKM, EMM, and EMW.

Q: Please describe your education, experience, and employment.

A: I became a Senior Regulatory Analyst with Kansas City Power & Light ("KCP&L") in 2008, as a part of the acquisition of Aquila, Inc., by Great Plains Energy. In 2013, I was promoted to Supervisor - Regulatory Affairs. In 2018, I became Manager, Regulatory Affairs. In 2025, I became Senior Manager, Regulatory Affairs. Prior to my employment with KCP&L, I was employed by Aquila, Inc. for a total of eleven years. In addition to Regulatory, I have had experience in Accounting, Audit, and Business Services, where I had responsibility for guiding restructuring within the delivery division. In addition to my utility experience, I was the business manager and controller for two area churches. Prior to that, I was an external auditor with Ernst & Whinney. I received a Bachelor of Science Degree in Business Administration with a concentration in Accounting from Northwest Missouri State University.

Q: Have you previously testified in a proceeding before the Missouri Public Service Commission ("MPSC" or "Commission") or before any other utility regulatory agency?

A: Yes, I have testified before the MPSC in various cases. Additionally, I have provided written testimony in Kansas Corporation Commission dockets.

Q: What is the purpose of your testimony?

A: The purpose of my direct testimony is to discuss various adjustments to the test year revenue requirement and provide the information required to support the Company's request to continue its Fuel Adjustment Clause ("FAC"), with certain

proposed modifications, including the elimination of the 5% sharing mechanism applicable to FAC over- and under-recoveries.

As explained in the testimony of Company witness Ronald A. Klote, adjustments are made to the historical test year for known and measurable changes, along with the annualization and normalization of revenues and expenses and amortization of certain assets and liabilities. I discuss adjustments pertaining to transmission revenue annualization, the imputation of Nucor Steel Sedalia, LLC ("Nucor") revenue if needed, the removal of FAC over/under-collection, transmission of electricity by others, and RTO administrative fees (Schedule 1A fees).

Accounting Category	**Adjustments**
FAC	FAC Requirements Calculation of Proposed FAC Base Rate
Revenue Adjustments	R-82 Transmission Revenues R-99 Impute Nucor Revenue
Cost of Service Adjustments	CS-23 Remove FAC Over/Under-Collection CS-45 Transmission of Electricity by Others CS-86 SPP RTO Administration Fees

II. FUEL ADJUSTMENT CLAUSE REQUIREMENTS

Q: Does the Company currently have an approved FAC?

A: Yes. The FAC was initially approved for EMW in Case No. ER-2007-0004 on May 17, 2007. Several modifications and clarifications have been made to the FAC in subsequent rate cases, all with the intent to improve the FAC and its processes.

Q: Is the Company requesting to continue the FAC?

A: Yes.

Q: What are the rules for continuing an FAC?

A: The requirements for continuing an FAC are found in Section 386.266[1] RSMo. and Commission rule 20 CSR 4240-20.090(2). The supporting information is summarized in the attached Schedules LJN - 1 through LJN - 7.

Q: Has the Company met all of the filing requirements to continue the FAC under 20 CSR 4240-20.090 (2)?

A: Yes.

Q: Are you providing any other support for continuation of the FAC?

A: Yes. 20 CSR 4240-20.090(13)(B) requires a system loss study be conducted no less than every four years to be used in the general rate proceeding necessary to continue to utilize a Rate Adjustment Mechanism. The 2026 loss study is attached to my testimony as Schedule LJN-4. This study reflects data for 2024.

Q: Is the Company proposing to make any changes to the FAC tariff?

A: Yes. The Company is proposing several changes to the FAC tariff, which I discuss by category below.

Q: What changes is the Company proposing related to rebasing and factor updates?

A: The Company is proposing the following updates:

- The FAC base rate has been rebased to reflect the costs included in base rates in this proceeding;
- The voltage-level loss factors have been updated to reflect the results of the line loss study conducted for this case; and

[1] Citations are to the Revised Statutes of Missouri (2016), as amended.

- The percentage of transmission costs flowing through the FAC has been updated.

Q: What substantive changes is the Company proposing to its FAC?

A: The Company is proposing several changes to its FAC to better align the mechanism with the costs and revenues associated with serving customers. The primary proposed changes include:

- Modifying the current 95%/5% sharing mechanism to provide for 100% recovery or return of FAC cost variances;
- Removing the exclusion of Crossroads Energy Center transmission costs;
- Adding provisions addressing extraordinary events;
- Including long term (greater than one year) purchased power capacity costs and revenues;
- Including costs and benefits associated with the Company's natural gas fuel supply plan;
- Incorporating revenues and costs associated with certain large-load riders; and
- Adding certain accounts and subaccounts necessary to reflect FAC-eligible costs.

I discuss these changes below, where applicable, and other Company witnesses provide additional support for certain proposed modifications.

100% Recovery of FAC Cost Variances

Q: Please explain the Company's proposed modification to the current FAC sharing mechanism.

A: The Fuel and Purchased Power Adjustment ("FPA") calculation included in the proposed FAC tariff presents both the currently approved 95% recovery mechanism and the Company's proposed 100% recovery of FAC costs above or below the amounts reflected in base rates.

Q: Why is the Company proposing to modify the current 95%/5% sharing mechanism?

A: The current 95%/5% sharing mechanism no longer reflects the realities of how fuel and purchased power costs are incurred. These costs are significant, volatile, and increasingly influenced by factors outside the Company's direct control, including regional market conditions and Southwest Power Pool ("SPP") centralized market outcomes. Company materials supporting the proposal specifically identify the increased role of SPP centralized dispatch, market pricing, congestion, and other regional market outcomes in determining costs that flow through the FAC.

Requiring the Company to absorb 5% of FAC cost variances does not distinguish between costs resulting from imprudent actions and prudently incurred costs resulting from circumstances outside the Company's control. The proposed 100% recovery mechanism would better align FAC recovery with the actual, prudently incurred costs of serving customers.

Q: Would the proposed 100% recovery eliminate existing customer protections?

A: No. The proposed change would not eliminate the Company's obligation to prudently manage fuel and purchased power costs. FAC costs would continue to be

subject to the existing true-up and prudence review processes. These safeguards are designed to ensure customers pay only actual, prudently incurred FAC costs.

The proposed treatment is also symmetrical. Customers would be responsible for 100% of qualifying cost increases above amounts reflected in base rates and would receive 100% of qualifying cost reductions below those amounts.

Q: Is 100% recovery of fuel and purchased power costs unusual among electric utilities?

A: No. The Company's benchmarking analysis found that, among 33 traditionally regulated states reviewed, 20 fully reconcile fuel and purchased power-related costs without requiring the utility or customers to absorb a fixed percentage of the variance. Please see the direct testimony of Company witness Mr. Gunn for further discussion.

Long-Term Capacity Costs and Revenues

Q: What change is the Company proposing with respect to purchased power capacity costs and revenues?

A: The Company proposes to modify the FAC to include purchased power capacity costs and revenues regardless of contract duration. This change would allow the FAC to reflect qualifying long-term capacity purchases and sales between rate cases and better align the recovery of capacity costs with related customer credits.

Q: Why is the Company proposing to include long-term capacity costs and revenues in the FAC?

A: The proposed treatment recognizes the changing nature of capacity requirements and the potential need to secure capacity between rate cases. Including qualifying capacity purchases and sales in the FAC would allow changes in those costs and

revenues to be reflected on a timelier basis rather than remaining fixed until the Company's next general rate case.

Q: Are long-term market capacity costs fundamentally different from other costs traditionally recovered through the FAC?

A: No. Long-term market capacity costs arise from the same fundamental obligation to reliably serve customer load. As customer demand and resource adequacy requirements change, the Company may need to procure additional capacity to satisfy those obligations. Like purchased power energy costs, market capacity costs may fluctuate with prevailing market conditions.

Q: Could the Company simply file another rate case if capacity costs increase?

A: A subsequent rate case would not eliminate the regulatory lag associated with capacity costs incurred between rate cases. FAC mechanisms address this concern for costs that can change significantly between general rate cases. If EMW must procure additional long-term capacity to meet its load-serving obligations, delaying recovery until a subsequent rate case could create similar regulatory lag.

Q: How do these market capacity costs differ from traditional demand-related costs recovered in base rates?

A: Traditional demand-related costs reflected in base rates generally include costs associated with Company-owned generation assets that are established during a rate case. By contrast, the market capacity costs addressed by this proposal are externally determined wholesale market costs that may change as market conditions and resource adequacy requirements change. Because those costs may change materially between rate cases, the Company proposes to include qualifying market capacity costs and related revenues in the FAC.

Natural Gas Fuel Supply Plan

Q: Is the Company proposing any FAC changes related to its natural gas fuel supply plan?

A: Yes. The Company proposes to include costs and benefits associated with its natural gas fuel supply plan in the FAC.

Q: Please explain what you mean by the natural gas fuel supply plan.

A: The natural gas fuel supply plan is the Company's strategy for reducing natural gas deliverability and price risk through a combination of firm transportation, storage, forward procurement, and short-term or spot purchases. Please see the Direct Testimony of Company witness J.P. Meitner for a complete discussion of the plan.

Q: How would the costs and benefits associated with the natural gas fuel supply plan be treated?

A: The Company proposes that the applicable costs and benefits associated with the natural gas fuel supply plan flow through the FAC. J.P. Meitner provides additional support for this proposal in his Direct Testimony.

Large-Load Rider Costs and Revenues

Q: Is the Company proposing changes to reflect the new large-load riders in the FAC?

A: Yes. The Company proposes adding two factors to appropriately reflect certain revenues and costs associated with the new large-load riders.

Q: Please describe those factors.

A: The Company proposes adding factor RR to reduce Actual Net Energy Costs for applicable retail revenues billed under the Alternative Energy Credit Rider, Renewable Energy Program Rider, and Green Solution Connections Rider.

The Company also proposes to add factor RC, Rider Costs, to reflect applicable costs associated with those riders. In addition, the Demand Response and Local Generation Rider approved as part of the LLPS proceeding is now effective, and the associated costs would also flow through factor RC.

Other FAC Tariff Changes

Q: Are there any other proposed changes to the FAC tariff?

A: Yes. The Company proposes several additional changes, including:

- Removing language that excludes Crossroads Energy Center transmission costs from the FAC;
- Adding provisions addressing extraordinary events;
- Adding Account 501310 related to a new fuel additive; and
- Adding Subaccount 555070 – SPP Integrated Market Purchased Power Administration Costs.

These changes are reflected in the proposed FAC tariff and supporting schedules.

Q: What administrative and clean-up changes is the Company proposing to the FAC tariff?

A: The Company is proposing several administrative updates to ensure the FAC tariff reflects current accounts and SPP charge types. Specifically, the Company:

- Revised certain descriptions associated with FERC Accounts 501 and 547;
- Removed references to Accounts 501020, 501030, 547020, 547030, 555030, 555035, 565020, and 565030, which are no longer used; and

- Updated the listing of Southwest Power Pool ("SPP") charge types to reflect charge types added or removed by SPP since the Company's last rate case.

Q: Will any of the changes to the FAC mentioned above cause any problems with the computation or administration of the FAC?

A: No. All costs and revenues associated with the proposed changes will be easily identifiable on the Company's books and records. The changes are intended to provide a more complete view of the costs incurred and revenues received by the Company.

Q: Does the FAC benefit both customers and the Company?

A: Yes. The FAC is a balanced recovery mechanism which provides the Company with recovery of the majority of its fuel and purchased power costs, and a portion of transmission costs net of off-system sales above a base amount that is included in base rates but also provides customers assurance that EMW is not over-recovering net fuel and purchased power costs. The FAC is needed to help address volatile and uncertain net fuel and purchased power costs and to ensure the Company has an opportunity to earn a fair return in order to generally preserve the financial health of the Company. The net fuel and purchased power and transmission costs contained in the FAC for EMW represent approximately 31% of the overall costs of serving customers.

Q: Do you believe that the absence of an FAC is potentially harmful to the Company and/or its customers?

A: Yes. Without the proposed FAC, under increasing fuel cost scenarios, the Company would not have a reasonable opportunity to earn the rate of return

authorized in this case. Conversely, if net fuel and purchased power, and transmission costs turn out to be lower after the setting of base rates, then the presence of an FAC will protect customers from paying higher prices than the Company's actual experience.

In the direct testimony of Company witness Ann Bulkley, she identifies that, although EMW has access to certain regulatory mechanisms, those mechanisms are limited. The FAC is an important mechanism because fuel and purchased power costs are significant, uncertain, and often volatile, and actual costs can vary substantially from the levels reflected in base rates. The FAC provides EMW an opportunity to recover changes in these costs between rate cases and thereby supports the Company's opportunity to earn its authorized return on equity.

However, under the current 95%/5% sharing mechanism, EMW is not permitted to recover 5% of any increase in net fuel and purchased power costs above the amount reflected in base rates. This is not merely a timing difference or regulatory lag. Rather, that portion of the increased cost is borne by the Company and is not recovered from customers. Given that approximately 31% of EMW's cost to serve customers is addressed through the FAC, this sharing mechanism can have a meaningful impact on EMW's opportunity to earn its authorized return.

Moving to the proposed 100% flow-through would eliminate this unrecovered portion of prudently incurred net fuel and purchased power costs and better align the FAC with the actual costs EMW incurs to serve its customers. This change would provide EMW a more reasonable opportunity to recover its prudently incurred costs and earn its authorized return on equity.

This serves as EMW's explanation, compliant with Commission rule 20 CSR 4240-20.090(2)(A)5, of how the FAC proposed by EMW is designed to provide the Company with a sufficient opportunity to earn a fair return on equity.

Q: What protections exist for customers with regard to the FAC?

A: Beyond the semi-annual reviews performed for each filing of the FAC changes, the FAC is also audited through a detailed prudence review by the Staff of the Commission ("Staff") no less frequently than 18-month intervals. The Office of the Public Counsel ("OPC") also participates in the review process.

Q: Why has the Company provided two versions of its proposed FAC tariff?

A: Schedule LJN-5 reflects the Company's requested outcome, under which 100% of eligible FAC cost and revenue variances would be recovered from or returned to customers. Schedule LJN-5a retains the currently approved 95%/5% sharing mechanism and is provided as an alternative in the event the Commission does not approve the Company's requested 100% treatment. Under either version, FAC amounts would remain subject to the existing true-up, prudence-review, and other customer-protection provisions. Company witness Mr. Gunn provides additional support for eliminating the current 5% sharing mechanism.

III. ACCOUNTING ADJUSTMENTS

R-82 TRANSMISSION REVENUE

Q: Please explain adjustment R-82.

A: The Company projected transmission revenues during the true-up period by utilizing transmission revenue recorded in Federal Energy Regulatory Commission ("FERC") account 456100 - Trans of Elec for Others during the period April 2025 through March 2026.

R-99 NUCOR REVENUE

Q: Please describe the Nucor contract.

A: A Stipulation and Agreement in Case No. EO-2019-0244 was reached to approve the Special Incremental Load ("SIL") tariff to provide service to Nucor for a term of no greater than ten years. EMW agreed to monitor and report to Staff and OPC whether the revenues received under the SIL are sufficient to cover the incremental costs of providing service to Nucor. EMW has provided periodic reports as agreed to per the Stipulation and Agreement. According to the Stipulation and Agreement, if Nucor's revenues do not cover specified costs, then revenue will be imputed in the rate case so that other EMW customers do not supplement Nucor's costs.

Q: Please explain this adjustment.

A: The Company analyzed the Nucor report that was completed for Q1 2026 (the end of the test year in this case) and determined that Nucor revenues are sufficient to

cover Nucor incremental costs. Thus, since there is not a revenue shortfall, no adjustment is needed at this time. The Company will analyze again at true-up.

Q: Were there any cost adjustments associated with Nucor in this case filing?

A: Nucor purchased power costs were annualized and normalized as a part of the fuel, purchased power and off-system sales adjustment.

CS-23 REMOVE FAC OVER/UNDER-COLLECTION

Q: What is adjustment CS-23?

A: This adjustment reverses the amount of over and under recovery relating to the fuel adjustment clause recorded during the test year. Under recoveries are recorded to FERC account 501600. This account is offset by the current year recoveries of prior under recoveries in FERC account 501610. These accounts are used because generally accepted accounting principles ("GAAP") do not allow for the recording of a regulatory asset to be offset by revenue. Therefore, negative expenses are recorded when there is an under recovery. Any over recoveries are posted to FERC account 449110 offset by a regulatory liability. All of these balances are reversed in the rate case in order to remove all impacts of the FAC from revenue requirement. This allows for the rebasing of the FAC according to requirements in the Code of State Regulations.

CS-45 TRANSMISSION OF ELECTRICITY BY OTHERS

Q: What is adjustment CS-45?

A: The Company projected transmission expense during the true-up period by utilizing transmission expense recorded in FERC accounts 565000 - Trans Of Elec By Other, 565027 - Trans By Other Demand, and 565090 – Trans OF Elec SPECCUST during the period April 2025 through March 2026.

Q: Did the Company include an amount for transmission costs associated with the Crossroads Energy Center?

A: Yes. The amount of Crossroads Energy Center transmission expense for the twelve months ended March 31, 2026, of $19,823,038 has been included in the revenue requirement. See the direct testimony of Company witnesses Mr. Ives and Mr. VandeVelde for additional discussion regarding the Crossroads Energy Center transmission costs.

Q: Provide a background of the historical Z2 amortization included in this adjustment CS-45.

A: The Southwest Power Pool ("SPP") established Attachment Z2 to reimburse transmission customers that funded network upgrades when other customers later benefited from those facilities in 2008. Although the Attachment Z2 crediting mechanism had been included in the SPP tariff for a number of years, implementation delays prevented the calculation and payment of certain credits. In 2016, the SPP retroactively assessed charges and distributed credits related to years 2008 to 2016. EMW paid the SPP a net $3.8 million as a result. The Company collected the $3.8 million from retail customers over a nine-year period. The Company first included the amortization in a direct rate case filing in Case No. ER-2018-0146.

Q: Has the Company continued the historical amortization of Z2 payments?

A: No. The amortization began when rates took effect in EMW's 2018 rate case. Rates in this case are expected to take effect in October 2027, approximately two months before the nine-year amortization period ends. Accordingly, the amortization will be substantially complete when new rates take effect.

Q: Have there been any changes to the Z2 issue since the last EMW rate case?

A: Yes. The SPP's decision to retroactively assess charges and distribute credits was partially challenged in the courts and FERC. Ultimately, FERC concluded that retroactive billing for much of the historical period was not permitted, resulting in the reversal of previously authorized Attachment Z2 charges and credits. In July 2026, EMW was informed that it would be refunded $4.7 million, including interest, related to this issue.

Q: How will the Company return the refund to retail customers?

A: The Company is proposing to reduce rates over a two-year time frame. As discussed by Company witnesses Mr. Ives and Mr. Gunn, the Company recognizes affordability remains a primary concern. Among other steps taken to reduce the impact of electric rate changes, the Company has accelerated the return of this refund over a two-year period. Accelerating the refund to a two-year period provides customers the benefit more quickly and reduces the revenue requirement in this rate case by approximately $1.8 million compared to returning the refund over nine years, which corresponds to the period over which the funds were originally collected

CS-86 SPP RTO ADMINISTRATION FEES

Q: What is adjustment CS-86?

A: EMW annualized SPP RTO fees based upon projected rates for March 2027 times the projected volumes for the twelve months ended March 2027.

Secondly, the North American Electric Reliability Corporation ("NERC") fees were annualized using the most recent quarterly NERC assessment multiplied by four.

Thirdly, the Midcontinent Independent System Operator ("MISO") fees were annualized by taking the twelve-month projected March 2027 MISO Schedule 10 Energy and Demand fees and adding to that the twelve-month projected MISO RTO Administration Fees on Point-to-Point services.

The difference between this total and the test-year amount produces the adjustment.

Q: Does this conclude your testimony?

A: Yes, it does.

BEFORE THE PUBLIC SERVICE COMMISSION
OF THE STATE OF MISSOURI

In the Matter of Evergy Missouri West, Inc. d/b/a Evergy Missouri West's Request for Authority to Implement A General Rate Increase for Electric Service	))))	Case No. ER-2027-0077

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 Direct Testimony on behalf of Evergy Missouri West consisting of eighteen (18) 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

Subscribed and sworn before me this 3rd day of November 2026.

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

Requirements to Establish, Continue or Modify the Rate Adjustment Mechanism ("RAM") Evergy Missouri West ("EMW") 20 CSR 4240-20.090

(2) Establishment, Continuance, or Modification of a RAM. An electric utility may only file a request with the commission to establish, continue, or modify a RAM in a general rate proceeding and must rebase base energy costs in each general rate proceeding in which the Fuel Adjustment Clause ("FAC") is continued or modified. Any party in a general rate proceeding may seek to continue, modify, or oppose the RAM. The commission shall approve, modify, or reject such request only after providing the opportunity for a full hearing in a general rate proceeding. The commission shall consider all relevant factors that may affect the costs or overall rates and charges of the petitioning electric utility.

(A) The electric utility shall file the following supporting information, in electronic format, where available, with all links and formulas intact, as part of, or in addition to, its direct testimony:

1. An example of the notice to be provided to customers during the pendency of the general rate proceeding where the RAM is under consideration, which shall be approved by the commission. The notice shall include a description of how its proposed RAM shall be applied to monthly bills, the amount of the proposed change in base rates caused by the rebase of energy costs, and the estimated impact on a typical residential customer's bill resulting from the rebase of energy costs;

See Schedule LJN – 2.

2. An example customer bill(s) covering all of the electric utility's rate classes showing how the proposed RAM shall be separately identified on affected customers' bills in accordance with section (12);

See Schedule LJN – 3.

3. Proposed RAM tariff sheets;

See Schedule LJN – 5

4. A detailed description of the design and intended operation of the proposed RAM;

The design and intended operation of the FAC is the same as approved in Case No. ER-2024-0189. The changes proposed in this filing are for the amounts contained in base rates as well as the changes listed in the body of my Direct Testimony.

Some key features of the FAC include:

• The FAC factor is based upon historical differences between the cost of fuel, energy and certain transmission costs net of off-system sales revenue built into base rates and the actual net costs of these items as incurred during the two six-month accumulation periods.

• Historically there has been a 95% recovery of the difference between these actual net costs and the amounts built into base rates. The Company is proposing a 100% pass through of the over/under going forward. If the Commission is not persuaded to move to the 100% pass through, the Company respectfully requests the FAC sharing remain at 95%/5%.
• Items considered in the FAC are non-labor generating plant fuel costs, purchased power energy and capacity charges, emission allowance costs and revenue, transportation costs, certain large load related rider costs, and certain transmission costs. These costs are offset by off-system sales revenues, and the net revenues from the sale of renewable energy credits, capacity sales, and the retail revenue associated with certain large load related riders.
• Carrying costs are calculated monthly at the Company's short-term debt rate.
• The under or over recovery will be accumulated for 6 months. The collection period for the accumulation is 12 months.
• The base amount in the current tariff is $0.02309 per kWh.
• The proposed base amount for EMW FAC base rate is $0.03053059 per kWh.
• The accumulation of actual net energy costs (ANEC) is compared to the base factor. The difference is the Fuel Adjustment Rate ("FAR").
• The FAR as designed in the rate schedule will be applied to customer bills on a per kilowatt-hour ("kWh") basis, as adjusted for voltage level (to take into account varying line losses at different service voltage levels).
• There are four voltage levels identified in the FAC tariff, primary, secondary, substation and transmission.
• The FAR formula includes the ability to accommodate adjustments made as a result of the true-up process or any prudence disallowances occurring as a result of prudence reviews.

5. A detailed explanation of how the proposed RAM is reasonably designed to provide the electric utility a sufficient opportunity to earn a fair return on equity;

See the body of my Direct Testimony.

6. A detailed explanation of how the proposed FAC shall be trued-up for over- and underbilling, or how and when the refundable portion of the proposed IEC shall be trued-up;

Each month there is an accrual to reflect the over/under recovered current month FAC fuel costs in General Ledger Account 182700 or 254651. The accrual calculation is Total FAC Actual Energy Costs less Base Energy Costs times the jurisdictional factor, times the customer responsibility percentage. After the defined 6-month accumulation periods (June-November and December-May) a filing in accordance with 20 CSR 4240-20.090(8)(A) is made with the Missouri Public Service Commission requesting a new cost adjustment factor. The collection/return periods for these FAC factors are 12-month periods (March-February and September-August). Activity in account 182700 or 254651 is manually tracked by accumulation period and separately identifies

the accrual recovery, interest and over/under recovery balance for each open accumulation period. After the 12-month recovery period is complete, a true-up filing is made, and any remaining over/under recovery identified is included as part of the next FAR filing.

7. A detailed description of how the electric utility's monthly short-term borrowing rate will be defined and how it will be applied, during the accumulation period and the recovery period, to over- and under-billed amounts and prudence disallowances;

The short-term borrowing rate is defined as daily SOFR plus the applicable Margin. The daily amounts are averaged to get an annual rate for that month. This rate divided by 12 is applied monthly to the outstanding FAC balances one month in arrears. The applicable margin is for Eurodollar Advances as defined in the Pricing Schedule of the current EMW Revolving Credit Agreement.

8. A detailed description of how the proposed RAM is compatible with the requirement for prudence reviews in section (11);

EMW's FAC is compatible with the requirement for prudence reviews for several reasons. EMW's FAC is based on actual costs and revenues. The includable costs and revenues are well defined in the FAC tariff, including specific references to the Federal Energy Regulatory Commission ("FERC") accounts in which the costs are recorded. Moreover, 20 CSR 4240-20.090(5), requires the filing monthly of all the supporting data for the fuel and purchased power costs, revenues, plant generation, and related information, all of which can be used as part of the prudence review process. These reports are currently being submitted by EMW on a monthly basis. This includes providing monthly fuel burn and generating statistics for each of the generating plants. All contracts for fuel, transportation, and purchased power will also be available for review in connection with the prudence review process. 20 CSR 4240-20.090 sets forth the definitions, structure, operation, and procedures relevant to a Fuel Adjustment Clause. Section (11) is specific to prudence reviews, requiring a review no less frequently than at eighteen (18)-month intervals. The Company agrees that prudence reviews should occur no less frequently than at 18-month intervals. This requirement is also in the FAC tariff. The Company anticipates that parties to any prudence review proceeding would apply the standard of determining whether decisions were prudent given the facts known at the time those decisions were made, as opposed to a "hindsight" review. If Staff or other parties believe that the evidence supports a prudence adjustment, they have the opportunity to bring that proposal to the Commission for an evidentiary hearing and decision.

9. A detailed explanation of the fuel and purchased power costs, including transportation, that are to be considered in determining the amount to be recovered under the proposed RAM with identification of the specific account and any other designation ordered by the commission where that cost will be recorded on the electric utility's book and records.

The FERC Code of Federal Regulations is the basis for the Company's accounting codes. Fuel used in the production of steam for the generation of electricity is included in FERC account 501. Fuel used in other power generation (Combustion Turbines) is included in FERC account 547. Purchased Power is in FERC account 555. Transmission of electricity by others is included in FERC account 565. Emission Allowance costs and amortizations are in FERC accounts 509, and the gains and losses on the sale of Renewable Energy Credits ("REC") are reflected in FERC accounts 411.8, 411.9, 411.11 and 411.12. Costs associated with certain large load riders charged to specific 908 accounts will also be included. Please see the proposed tariff sheets included in Schedule LJN - 5 for the complete listing of all costs that need to be considered for recovery under the proposed continuation of the RAM along with the specific accounts that will be used for each cost item on the Company's utility books and records. Accounts provided were known as of the time of this filing; however, they may be revised in the future as business needs arise.

10. A detailed explanation of the fuel related revenues that are to be considered in determining the amount to be recovered under the proposed RAM with identification of the specific account and any other designation ordered by the commission where that revenue will be recorded on the electric utility's books and records;

The FERC Code of Federal Regulations is the basis for the Company's accounting codes. Sales for resale are recorded in FERC account 447. Revenues from the sale of emission allowances and RECs are recorded in FERC accounts 509, 411.8, 411.9, 411.11 and 411.12 as an offset to expense. Retail revenues in FERC accounts 440-444 related to certain large load riders will also be included in the FAC net calculation. Please see the proposed tariff sheets included in Schedule LJN - 5 for the complete listing of all revenue accounts that need to be considered in the determination of the amount eligible for recovery under the proposed continuation of the RAM along with the specific accounts that will be used for each revenue item on the Company's utility books and records. This accounting process, and the information used to support the recording of these entries, creates a paper audit trail to enable the audit of the accounts.

11. A detailed explanation of any incentive feature in the proposed RAM with the expected benefit and cost each feature is intended to produce for both the electric utility and its Missouri retail customers;

The Company is proposing to modify the current FAC sharing mechanism from 95%/5% to 100%/0%. Accordingly, the proposed FAC does not include the 5% sharing mechanism that has historically been characterized as an incentive feature.

The Company recognizes that the Commission originally adopted the 95%/5% sharing mechanism in Case No. ER-2007-0004 as a means of providing the utility an incentive to take reasonable actions to control fuel and purchased power costs. However, the Company's proposal in this case reflects its position that retaining 5% of the variance between actual FAC-eligible costs and the amounts reflected in base rates is no longer necessary or appropriate to provide that incentive. Under the proposed 100%/0% mechanism, only prudently incurred FAC-eligible costs would be recoverable from customers. The Company therefore continues to have an incentive to prudently manage fuel and purchased power costs because imprudently incurred costs remain subject to disallowance through the FAC prudence-review process. The proposed change does not eliminate that regulatory oversight or expand the categories of costs eligible for recovery through the FAC. The principal benefit of the proposed change to the Company is a closer alignment between the prudently incurred FAC-eligible costs of serving customers and the amounts ultimately recovered from customers, rather than requiring shareholders to absorb 5% of changes in those costs regardless of whether the costs were prudently incurred.

For customers, the proposed mechanism provides symmetrical treatment of FAC-eligible cost variations: customers would receive 100% of qualifying reductions below the amount reflected in base rates and would be responsible for 100% of qualifying increases, subject to the FAC's existing regulatory review and prudence protections.

The Company therefore believes that the appropriate incentive under the proposed FAC is the requirement that costs be prudently incurred and subject to Commission review, rather than an automatic 5% financial exposure to changes in FAC-eligible costs.

12. A detailed explanation of any rate volatility mitigation feature in the proposed RAM;

See the Direct Testimony of JP Meitner in this case for a discussion of the FAC and mitigation of market risk/price volatility. In addition, accumulating the FAC adjustment for a 6-month period with a corresponding 12-month revenue recovery period lessens rate volatility.

13. A detailed explanation of any feature of the proposed RAM and any existing electric utility policy, procedure, or practice that ensures only prudent fuel and purchased power costs and fuel-related revenues are recovered through the proposed RAM, including, but not limited to, utilization of competitive bidding or other sourcing or sales practices;

The Company’s FAC expenses are subject to periodic Prudence Reviews to ensure that only prudently incurred costs net of appropriate revenues are collected from customers through the FAC. Rules and procedures for contracts are outlined in the Sarbanes Oxley documentation.

The Company’s books and records are audited annually by an independent public accounting firm. The Company’s internal audit staff performs periodic audits on the controls in place associated with the FAC.

14. A detailed explanation of any change to the electric utility's business risk resulting from implementation of the proposed RAM, in addition to any other changes in business risk the electric utility may experience;

See the Direct Testimony of Ann E. Bulkley.

15. A level of efficiency for each of the electric utility's generating units determined by the results of heat rate/efficiency tests or monitoring that were conducted or obtained on each of the electric utility's steam generators, including nuclear steam generators, heat recovery steam generators, steam turbines and combustion turbines within twenty-four (24) months preceding the filing of the general rate increase case. A. The results should be filed in a table format by generating unit type, rated megawatt (MW) output rating, the numerical value of the latest result and the date of the latest result; B. The electric utility shall provide documentation of the actual test/monitoring procedures. The electric utility may, in lieu of filing the documentation of these procedures with the commission, provide them to the staff, OPC, and to other parties as part of the workpapers it provides in connection with its direct case filing. If the electric utility submits the results in workpapers, it will provide a statement in its testimony as to where the results can be found in workpapers;

See the Direct Testimony of Hsin Foo.

16. Information that shows that the electric utility has in place a long-term resource planning process;

See the Direct Testimony of Hsin Foo.

17. If the electric utility proposes to include emissions allowances costs or sales revenue in the proposed FAC and not in an environmental cost recovery mechanism, a detailed explanation of its emissions management policy, and its forecasted environmental investments, emissions allowances purchases, and emissions allowances sales;

See Direct Testimony of JP Meitner for the discussion of the allowance purchases and sales and the direct testimony of Hsin Foo for the explanation of forecasted environmental investments.

18. For each power generating unit the electric utility owns or controls, in whole or in part, the electric utility shall file graphs, accompanied by the data supporting the graphs, for each month over the immediately preceding five (5) years, showing the monthly equivalent availability factor, the monthly equivalent forced outage rate, and the length and timing of each planned outage of that unit; and

Please see Schedules LJN – 6 and LJN – 7 for the required information.

19. Authorization for the staff to release to all parties to the general rate proceeding in which the establishment, continuation, or modification of a RAM is requested, the previous five (5) years of historical surveillance monitoring reports the electric utility submitted in EFIS.

EMW authorizes the Staff to release to all parties to this case its previous five years of historical Surveillance monitoring reports in accordance with 20 CSR 4240-20.090(2)(A)19.

Additional Ways to Provide Comments and Feedback

If you are unable to attend a public hearing, or if you would like to make written comments or receive additional information, you may contact the PSC directly at:

Missouri Public Service Commission
P.O. Box 360
Jefferson City, Missouri 65102
Telephone: 800-392-4211
Email: pscinfo@psc.mo.gov

In addition, you may also provide comments or request additional information from the OPC, a state agency tasked with representing the interests of the public in proceedings before the PSC, by contacting the OPC directly at:

Office of the Public Counsel
P.O. Box 2230
Jefferson City, Missouri 65102
Telephone: 866-922-2959 (toll free)
or 573-751-4857
Email: opcservice@opc.mo.gov

Comments may also be submitted electronically using the PSC's Electronic Filing Information System ("EFIS") at https://psc.mo.gov/General/Submit_Comments. From this webpage, click on "Submit comments" under the heading "Submit Comments in Writing." When submitting comments please reference File No. ER-2026-0143.

All documents filed as part of the rate review can be found on the PSC's EFIS at psc.mo.gov/general/efis, click on "Docket Sheet" under the heading "EFIS Shortcuts," and enter Case No. XX-XXXX-XXXX.

Important Notice

Evergy Missouri West ("Evergy") has filed a rate increase request with the Missouri Public Service Commission ("PSC"). Evergy has requested an increase of $xx million, or X%. When adjusted for fuel, the request is $xx million or X%.

For the average residential customer, the proposed increase would result in an increase of about $X.XX per month.

Evergy has also asked the PSC to continue the Fuel Adjustment Clause ("FAC"). The FAC allows Evergy to adjust customers' bills two times per year based on the varying cost of fuel and power purchased in the current volatile market. The FAC adjustment is applied to customers' bills based on the customer's usage.

Any increase or decrease in fuel costs is reflected in the FAC. This means the customer bill is based on more current fuel costs.

Local Public Hearing Information

The PSC is holding public hearings where customers can ask questions and testify about Evergy's rate request. Customers are encouraged to participate in the hearings.

Each hearing is divided into two parts. In the first part, you may ask questions of Evergy, the Missouri Office of the Public Counsel ("OPC"), and the PSC Staff. The PSC Commissioners and the regulatory law judge will not attend the informal question and answer session. Your questions and the answers provided will not be part of the evidence the PSC reviews. In the second part, PSC Commissioners and a regulatory law judge will be present, and you may testify as part of the official record of the case.

Public hearings will be held in person and virtually according to the following schedule:

Date/Time	Location/Access Information
TBD	TBD
TBD	Phone number: **855-718-6621**; WebEx Access Code: **TBD**

Anyone is welcome to attend the in-person local public hearings at the addresses and times listed above.

To attend a virtual local public hearing by telephone, at the time of the hearing call toll-free, listen to the prompt and enter the corresponding meeting number listed above followed by # (pound/hashtag symbol). If prompted for a password, enter the corresponding password listed above. To attend a virtual local public hearing by WebEx video (internet), visit the website www.webex.com. You can also download the Cisco WebEx meetings application on your mobile device, laptop, desktop, or tablet prior to the hearing and join the meeting at the hearing time by entering the corresponding meeting number and password listed above.

To facilitate an orderly presentation that can be preserved for the record, members of the public who wish to participate in the WebEx question-and-answer session or make comment to the Commission during a WebEx hearing should register by calling 1-800-392-4211 by 5:00 p.m. the day before the hearing.

Any individuals needing special accommodations to participate in the hearings should contact the PSC at least ten days prior to the hearing at one of the following numbers: Consumer Services Hotline 1-800-392-4211 or TDD Hotline 1-800-829-7541.

SCHEDULE LJN-3
CONTAINS CONFIDENTIAL INFORMATION
NOT AVAILABLE TO THE PUBLIC.

ORIGINAL FILED UNDER SEAL.



Evergy 2026 System Loss Study – Missouri West

Prepared by Evergy Long-Term T&D Planning

Final

June 22, 2026

Executive Summary

Introduction

This report presents Evergy's 2026 analysis of system losses for its Missouri West portion of the power system. Evergy Staff performed the study using 2024 data and developed separate demand (MW) and energy (MWh) loss factors for the major component sectors of Evergy's power system: transmission, transmission-to-distribution substations, primary distribution, and secondary distribution.

Conclusion

The results of the study yielded the following loss factors:

Table 1: Cumulative Loss Factors for Missouri West

	Demand Loss Factor	Energy Loss Factor
Transmission	1.01160	1.00941
T-to-D Substation	1.01674	1.01267
Primary Distribution	1.03962	1.03982
Secondary Distribution	1.04151	1.06465

Table 2: Losses as a Percent of Total Load

		Internal Demand [MW]	Internal Energy [MWh]	Municipal Demand [MW]	Municipal Energy [MWh]
Missouri West	**Input**	4.10%	3.08%	2.94%	2.16%
	Output	4.28%	3.18%	2.94%	2.23%

Revision History

Revision	Date	Author(s)	Revision Notes
0	2026-May-20	Marcus Moor	Initial draft issued.
Final	2026-Jun-22	Marcus Moor	Final draft issued.

Table of Contents

Executive Summary i
Introduction ..... *i*
Conclusion ..... *i*
Revision History ii
Table of Contents iii
Section 1: Introduction 4
1.1 Purpose *4*
1.2 Project Description/Background *4*
Section 2: Objective and Study Approach 5
2.1 Overall Study Approach *5*
2.2 Transformer Models *6*
2.3 Transmission Line Models *6*
2.4 Distribution Line Models *6*
Section 3: Conclusion 7
Appendix A: Input Summary 8

Section 1: Introduction

1.1 Purpose

This report presents Evergy's 2026 analysis of system losses for its Missouri West portion of the power system. Evergy Staff performed the study using 2024 data and developed separate demand (MW) and energy (MWh) loss factors for the major component sectors of Evergy's power system: transmission, transmission-to-distribution substations, primary distribution, and secondary distribution.

1.2 Project Description/Background

One source of a utility's total system energy, peak demand, and system losses for any year is reported annually to the Federal Government via the FERC Form 1, Page 401.

This study seeks to use demand, energy, and loss numbers reported for a given year via FERC Form 1 in conjunction with Evergy's system data (both known and assumed) to estimate losses for the major component sectors of the power system: transmission, transmission-to-distribution substations, primary distribution, and secondary distribution.

Section 2: Objective and Study Approach

The objective of this study is to determine peak demand (MW) and energy (MWh) loss factors for the major component sectors (i.e., transmission, transmission-to-distribution substation, primary distribution, and secondary distribution) for a portion of Evergy's power system.

2.1 Overall Study Approach

Evergy followed a methodology developed by Martin Gustafson and Jill Baylor of Stone & Webster Management Consultants, Inc., and described in a 1988 article published by the IEEE Power Engineering Society. This method includes the development of an algebraic expression to describes losses in terms of "load" loss (those losses that increase with usage, a.k.a. I^2R losses) and "no-load" loss (those losses incurred, but do not vary with system load changes). Once the total load and no-load loss values have been determined for the Evergy system, they can be split into the major component sectors using known and assumed information about Evergy's electric system (e.g., estimated losses and population of secondary transformers, calculated losses on a sample of Evergy's primary distribution system, estimated losses for an average secondary service, etc.). The study follows the general flow depicted in Figure 1:

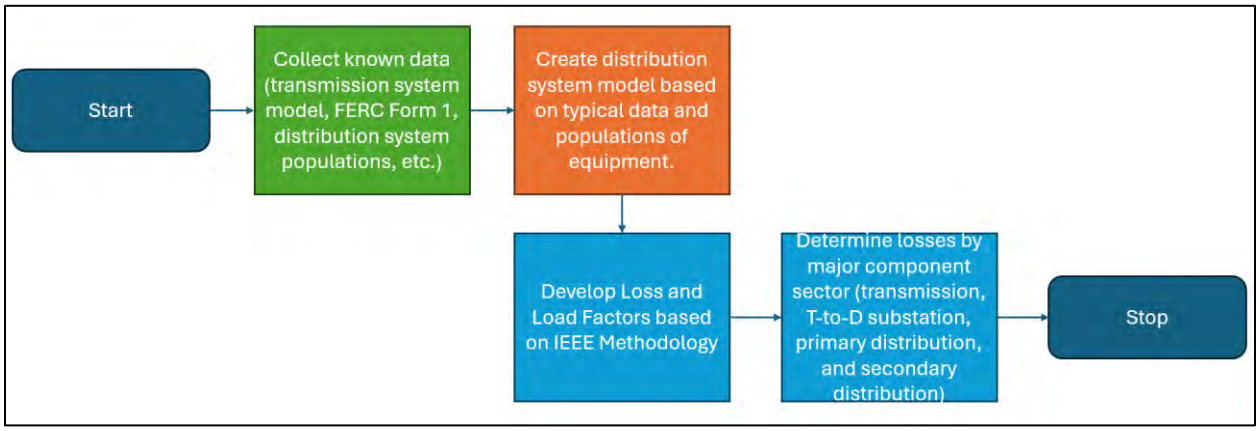


Figure 1: General Study Flow Diagram

2.2 Transformer Models

Evergy has explicit models for those transformers connected to transmission voltages (i.e., those with a low-sided voltage of 69kV or greater) to represent the load loss and no-load loss components in the loss study.

As transformer populations increase, it is difficult to maintain detailed models for all transformers due to the sheer volume of information and frequency with which changes are made. Therefore, average/typical values are applied to create an estimate for losses of transmission-to-distribution and primary-to-secondary distribution transformers. Once the population of distribution transformers is known, typical values allow the load and no-load losses to be modeled.

2.3 Transmission Line Models

Evergy maintains a model of the transmission system to represent the transmission line losses. Unlike transformers, however, transmission line models do not differentiate between load and no-load losses. Therefore, line mileage at each transmission voltage class (e.g., 345kV, 161kV, 69kV, etc.) is used to estimate the corona (i.e., no-load) losses.

2.4 Distribution Line Models

As line population increases, it is difficult to maintain detailed models for all lines due to the sheer volume of information and frequency with which changes are made. Evergy's approach is to use existing detailed models for a representative subset of the distribution line population and simulate the losses at peak to determine a typical value for loss by voltage class. This typical value is then applied to individual voltage classes based on the number of miles.

Corona (i.e., no-load) losses are negligible at voltages below 60kV. Therefore, no accommodation for corona losses is made for distribution lines.

Section 3: Conclusion

The results of the study yielded the following loss factors:

Table 3: Cumulative Loss Factors for Evergy Missouri West

	Demand Loss Factor	Energy Loss Factor
Transmission	1.01160	1.00941
T-to-D Substation	1.01674	1.01267
Primary Distribution	1.03962	1.03982
Secondary Distribution	1.04151	1.06465

Table 4: Losses as a Percent of Total Load

		Internal Demand [MW]	Internal Energy [MWh]	Municipal Demand [MW]	Municipal Energy [MWh]
Missouri West	**Input**	4.10%	3.08%	2.94%	2.16%
	Output	4.28%	3.18%	2.94%	2.23%

Appendix A: Input Summary

Table 5: FERC Form 1 Input Data

Company	Energy Input [MWh] Line 20, 401a	Non-Requirements Sales for Resale (i.e., Wholesale) [MWh] Line 24, 401a
Missouri West	9,233,108	436,721

Table 6: Hourly Losses Input Data Summary

Company	Total Energy Losses [MWh]	Peak Demand Losses [MW]
Missouri West	277,013	57

Table 7: Transformer Population Summary

Company	Number of Transmission Transformers	Number of Transmission-to-Distribution Transformers	Number of Distribution Transformers
Missouri West	34	294	186551

Table 8: Transformer No-Load Demand Summary

Company	Transmission Transformer No-Load Demand [MW]	Substation Transformer No-Load Demand [MW]	Distribution Transformer No-Load Demand [MW]	Total Transformer No-Load Demand [MW]
Missouri West	1.57	2.94	6.61	11.12

Table 9: Transformer No-Load Annual Energy Summary

Company	Transmission Transformer No-Load Energy [MWh]	Substation Transformer No-Load Energy [MWh]	Distribution Transformer Energy No-Load Losses [MWh]	Total Energy No-Load Losses [MWh]
Missouri West	13753.20	25754.40	57903.60	97411.20

Table 10: Transmission Line Corona Losses

Company	Line Miles (>= 69kV)	Average Hourly Corona Losses [MW]	Estimated Total Corona Energy Losses [MWh]
Missouri West	1191	0.697505272	6110.14618

Table 11: Estimated Transmission Line Peak Demand Losses

Company	Peak Transmission Losses [MW]
Missouri West	53.19

Table 12: Estimated Distribution Line Peak Demand Losses

Company	Total Peak Losses [MW]
Missouri West	33.6666

Table 13: Calculated Load Factors

Company	Load Factor (LDf)
Missouri West	0.510241

Table 14: Calculated Loss Factors

Company	Loss Factor (EQf)
Missouri West	0.274486

Table 15: System Loss Summary

Company	Total Hourly No-Load Losses [MW]	Total No-Load Energy Losses [MWh]	Total Annual Variable Energy Losses [MWh]	Loss Equation Coefficient A2
Missouri West	11.82	103,522	173,491	0.00001863

Table 16: Total Peak Variable Losses

Company	Peak Losses [MW]
Missouri West	69

Table 17: Primary Distribution Line Miles

Company	Customer Profile	34.5kV	25kV	23kV	13.8kV	13.2kV	12.47kV	8.32kV	7.2kV	4.16kV	2.4kV	Total
Missouri West	Rural	494.38	473.33	0	251.86	3.7	12377.12	90.48	41.82	128.82	26.06	13887.57
Missouri West	Suburban	0	0	0	0	0	1074.84	34.77	0	30.58	0	1140.19
Missouri West	Urban	0	0	0	0	0	0	0	0	0	0	0
Missouri West	Total	494.38	473.33	0	251.86	3.7	13451.96	125.25	41.82	159.4	26.06	15027.76

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

P.S.C. MO. No. 1 165th Revised Sheet No. 127

Canceling P.S.C. MO. No. 1 154th Revised Sheet No. 127

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASED POWER ADJUSTMENT CLAUSE
(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 will be as shown below. Each filing shall include detailed work papers in electronic format to support the filing.

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

A recovery period consists of the months during which the FAR is applied to 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 ~~hedging program~~ all as incurred during the accumulation period. These costs will be offset by jurisdictional off-system sales revenues, applicable SPP revenues, 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 or~~ costs associated with service provided to customers taking energy through Schedule MKT. ~~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 not served under Schedule MKT will be adjusted (up or down) in March and September subject to application of the Rider FAC and approval by the Missouri Public Service Commission ("MPSC" or "Commission").

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

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASED POWER ADJUSTMENT CLAUSE
(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 aggregated 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, depreciation and applicable taxes, natural gas costs including reservation charges, storage, transportation, fuel quality adjustments, natural gas fuel supply plan hedging 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 costhedge position with a brokerage or exchange), oil costs for commodity, propane costs, storage, taxes, fees, and fuel losses, coal and oil inventory adjustments, and insurance recoveries, subrogation recoveries and settlement proceeds for fuel expenses in the 501 Accounts.

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued):

~~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 adjustment, powder activated carbon, urea, propane, sodium bicarbonate, calcium bromide, sulfur, and RESPond, or other consumables which perform similar functions;

Subaccount 501310: Glycol additive

Subaccount 501400 : residual 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 547:

Subaccount 547000: natural gas and oil costs for commodity, transportation, ~~broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers),~~ storage, taxes, fees and fuel losses, fixed natural gas fuel costs for sales~~hedging costs for natural gas for sales~~, 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), and margins (cash or collateral used to secure or maintain the Company's fixed fuel costs~~hedge~~ 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, including any associated broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) offset by revenue amortizations.

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

P.S.C. MO. No. 1 ~~65~~th Revised Sheet No. 127.3

Canceling P.S.C. MO. No. 1 ~~54~~th Revised Sheet No. 127.3

For Missouri Retail Service Area

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued):

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), and), 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) amounts associated with the purchase of power for customers served under the MKT Schedule; 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 555035: purchased power costs associated with the WAPA agreement.~~
Subaccount 555070: purchased power SPP administrative ~~Admin F~~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, excluding any transmission costs associated with the Crossroads Power Plant and ~~66.03~~73.66% of the SPP transmission service costs which includes the schedules listed below as well as any adjustments 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.

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued):

~~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.~~

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).

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, , 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, 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 and (3) 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-2022-0130.

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.

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

P.S.C. MO. No. 1 ~~9~~10th Revised Sheet No. 127.5

Canceling P.S.C. MO. No. 1 ~~8~~9th Revised Sheet No. 127.5

For Missouri Retail Service Area

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued):

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

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 any costs ~~.~~identified in factor RC above and include software and NAR fees.
~~Net of: Account 908XXX – Offsetting costs including software and NAR fees.~~

Natural ~~g~~Gas ~~f~~Fuel ~~s~~Supply ~~p~~Plans~~Hedging~~ 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 allother costs as defined by the comprehensive Natural Gas Fuel Supply Plan.~~limited to the Company's use of derivatives in the form of forward contracts.~~

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

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

P.S.C. MO. No. 1 ~~65~~th Revised Sheet No. 127.6

Canceling P.S.C. MO. No. 1 ~~54~~th Revised Sheet No. 127.6

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASED POWER ADJUSTMENT CLAUSE
(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)

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
Day Ahead Uncertainty Reserve Amount
Day Ahead Uncertainty Reserve Distribution 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 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
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

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

P.S.C. MO. No. 1 ~~56~~th Revised Sheet No. 127.7

Canceling P.S.C. MO. No. 1 ~~45~~th Revised Sheet No. 127.7

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASED POWER ADJUSTMENT CLAUSE
(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)

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
Day Ahead Combined Interest Resource Adjustment Amount
Real Time Combined Interest Resource Adjustment 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
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
Day-Ahead Self-Incremental Energy Make Whole Payment Amount
Day-Ahead Transmission Congestion Rights West DC Tie Funding Amount
Day-Ahead Uncertainty Reserve Amount
Day-Ahead Uncertainty Reserve Distribution Amount
Incremental Market Efficiency Use (IMEU) Distribution Amount
Incremental Market Efficiency Use Amount
Integrated Marketplace Clearing Administration Service
Integrated Marketplace Facilitation Administration Service

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FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASED POWER ADJUSTMENT CLAUSE
(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)

- Local Reliability Distribution Amount
- Real-Time Incremental Energy Make Whole Payment Amount
- Real-Time Joint Operating Agreement Distribution Amount
- Real-Time Out-of-Merit Distribution Amount
- Real-Time Price Correction Amount
- Real-Time Price Correction Distribution Amount
- Real-Time Pseudo-Tie Distribution Amount
- Real-Time Regulation Service Deployment Adjustment Distribution Amount
- Real-Time Transmission Congestion Rights West DC Tie Funding 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
- RUC Self-Incremental Energy Make Whole Payment Amount
- Transmission Congestion Rights Administration Service

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.
N e t 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, at the generation level, excluding the energy used by customers served under the MKT Schedule.

BF = Company base factor costs per kWh: $0.0305~~92309~~

J = Missouri Retail Energy Ratio = Retail kWh sales/total system kWh
Where: total system kWh equals retail and full and partial requirement sales associated with MO West.

T = True-up amount as defined below.

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued):

I = Interest applicable to (i) the difference between Missouri Retail ANEC and B for all kWh of energy supplied during an accumulation period 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 adjustment amount, if any.

FAR = FPA/S_{RP}

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

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

Where:

FPA = Fuel and Purchased Power Adjustment

S_{RP} = Forecasted Missouri jurisdictional recovery period retail NSI in kWh, at the generation level, excluding the energy used by customers served under the MKT Schedule.

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

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

P.S.C. MO. No. 1 ~~7~~8th Revised Sheet No. 127.10

Canceling P.S.C. MO. No. 1 ~~6~~7th Revised Sheet No. 127.10

For Missouri Retail Service Area

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

TRUE-UPS:

After completion of each recovery period, 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 MISSOURI WEST, INC. d/b/a EVERGY MISSOURI WEST

P.S.C. MO. No. 1 4th~~3rd~~ Revised Sheet No. 127.11

Canceling P.S.C. MO. No. 1 3rd~~2nd~~ Revised Sheet No. 127.11

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASED POWER ADJUSTMENT CLAUSE
(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) *		$0.03059~~2309~~
	2.2 Accumulation Period NSI (S_{AP})		
3	(ANEC-B)		
4	Jurisdictional Factor (J)	x	
5	(ANEC-B)*J Customer Responsibility		
~~6~~	~~Customer Responsibility~~	~~x~~	
~~7~~	~~95% *((ANEC-B)*J)~~		
~~8~~6	True-Up Amount (T)	+	
~~9~~7	Interest (I)	+	
~~10~~8	Prudence Adjustment Amount (P)	+	
~~11~~9	Fuel and Purchased Power Adjustment (FPA)	=	
	~~11.1 PISA Deferral (Sec. 393.1400)~~		
	~~11.2 FPA Subject to Recover in True-Up~~		
10~~2~~	Estimated Recovery Period Retail NSI (S_{RP})	÷	
11~~3~~	**Current Period Fuel Adjustment Rate (FAR)**	=	
12~~4~~	Current Period FAR_{Sec} = FAR x VAF_{Sec}		
13~~5~~	Prior Period FAR_{Sec}	+	
14~~6~~	Current Annual FAR_{Sec}	=	
15~~7~~	Current Period FAR_{Prim} = FAR x VAF_{Prim}		
16~~8~~	Prior Period FAR_{Prim}	+	
17~~9~~	Current Annual FAR_{Prim}	=	
18~~20~~	Current Period FAR_{Sub} = FAR x VAF_{Sub}		
19~~21~~	Prior Period FAR_{Sub}	+	
20~~2~~	Current Annual FAR_{Sub}	=	
21~~3~~	Current Period FAR_{Trans} = FAR x VAF_{Trans}		
22~~4~~	Prior Period FAR_{Trans}	+	
23~~5~~	Current Annual FAR_{Trans}	=	
24~~6~~	VAF_{Sec} = 1.~~0766~~0647		
25~~7~~	VAF_{Prim} = 1.~~0503~~0398		
26~~8~~	VAF_{Sub} = 1.0~~388~~127		
27~~9~~	VAF_{Trans} = 1.0~~300~~094		

Credits are shown in parentheses, e.g. ($0.05).

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

P.S.C. MO. No. 1 165th Revised Sheet No. 127

Canceling P.S.C. MO. No. 1 154th Revised Sheet No. 127

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASED POWER ADJUSTMENT CLAUSE
(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 will be as shown below. Each filing shall include detailed work papers in electronic format to support the filing.

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

A recovery period consists of the months during which the FAR is applied to 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 ~~hedging program~~ all as incurred during the accumulation period. These costs will be offset by jurisdictional off-system sales revenues, applicable SPP revenues, 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 or~~ costs associated with service provided to customers taking energy through Schedule MKT. ~~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 not served under Schedule MKT will be adjusted (up or down) in March and September subject to application of the Rider FAC and approval by the Missouri Public Service Commission ("MPSC" or "Commission").

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FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASED POWER ADJUSTMENT CLAUSE
(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 aggregated 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, depreciation and applicable taxes, natural gas costs including reservation charges, storage, transportation, fuel quality adjustments, natural gas fuel supply plan hedging 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 costhedge position with a brokerage or exchange), oil costs for commodity, propane costs, storage, taxes, fees, and fuel losses, coal and oil inventory adjustments, and insurance recoveries, subrogation recoveries and settlement proceeds for fuel expenses in the 501 Accounts.

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued):

~~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 adjustment, powder activated carbon, urea, propane, sodium bicarbonate, calcium bromide, sulfur, and RESPond, or other consumables which perform similar functions;

Subaccount 501310: Glycol additive

Subaccount 501400 : residual 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 547:

Subaccount 547000: natural gas and oil costs for commodity, transportation, ~~broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers),~~ storage, taxes, fees and fuel losses, fixed natural gas fuel costs for sales~~hedging costs for natural gas for sales~~, 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), and margins (cash or collateral used to secure or maintain the Company's fixed fuel costs~~hedge~~ 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, including any associated broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) offset by revenue amortizations.

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

P.S.C. MO. No. 1 ~~65~~th Revised Sheet No. 127.3

Canceling P.S.C. MO. No. 1 ~~54~~th Revised Sheet No. 127.3

For Missouri Retail Service Area

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued):

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), and), 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) amounts associated with the purchase of power for customers served under the MKT Schedule; 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 555035: purchased power costs associated with the WAPA agreement.~~
Subaccount 555070: purchased power SPP administrative ~~Admin F~~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, excluding any transmission costs associated with the Crossroads Power Plant and ~~66.03~~73.66% of the SPP transmission service costs which includes the schedules listed below as well as any adjustments 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.

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued):

~~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.~~

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).

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, , 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, 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 and (3) 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-2022-0130.

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.

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

P.S.C. MO. No. 1 ~~9~~10th Revised Sheet No. 127.5

Canceling P.S.C. MO. No. 1 ~~8~~9th Revised Sheet No. 127.5

For Missouri Retail Service Area

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued):

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

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 any costs ~~.~~identified in factor RC above and include software and NAR fees.
~~Net of: Account 908XXX – Offsetting costs including software and NAR fees.~~

Natural ~~g~~Gas ~~f~~Fuel ~~s~~Supply ~~p~~Plans~~Hedging~~ 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 allother costs as defined by the comprehensive Natural Gas Fuel Supply Plan.~~limited to the Company's use of derivatives in the form of forward contracts.~~

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

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

P.S.C. MO. No. 1 ~~65~~th Revised Sheet No. 127.6

Canceling P.S.C. MO. No. 1 ~~54~~th Revised Sheet No. 127.6

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASED POWER ADJUSTMENT CLAUSE
(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)

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
Day Ahead Uncertainty Reserve Amount
Day Ahead Uncertainty Reserve Distribution 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 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
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

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASED POWER ADJUSTMENT CLAUSE
(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)

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
Day Ahead Combined Interest Resource Adjustment Amount
Real Time Combined Interest Resource Adjustment 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
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
Day-Ahead Self-Incremental Energy Make Whole Payment Amount
Day-Ahead Transmission Congestion Rights West DC Tie Funding Amount
Day-Ahead Uncertainty Reserve Amount
Day-Ahead Uncertainty Reserve Distribution Amount
Incremental Market Efficiency Use (IMEU) Distribution Amount
Incremental Market Efficiency Use Amount
Integrated Marketplace Clearing Administration Service
Integrated Marketplace Facilitation Administration Service

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASED POWER ADJUSTMENT CLAUSE
(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)

- Local Reliability Distribution Amount
- Real-Time Incremental Energy Make Whole Payment Amount
- Real-Time Joint Operating Agreement Distribution Amount
- Real-Time Out-of-Merit Distribution Amount
- Real-Time Price Correction Amount
- Real-Time Price Correction Distribution Amount
- Real-Time Pseudo-Tie Distribution Amount
- Real-Time Regulation Service Deployment Adjustment Distribution Amount
- Real-Time Transmission Congestion Rights West DC Tie Funding 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
- RUC Self-Incremental Energy Make Whole Payment Amount
- Transmission Congestion Rights Administration Service

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.
N e t 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, at the generation level, excluding the energy used by customers served under the MKT Schedule.

BF = Company base factor costs per kWh: $0.0305~~92309~~

J = Missouri Retail Energy Ratio = Retail kWh sales/total system kWh
Where: total system kWh equals retail and full and partial requirement sales associated with MO West.

T = True-up amount as defined below.

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued):

I = Interest applicable to (i) the difference between Missouri Retail ANEC and B for all kWh of energy supplied during an accumulation period 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 adjustment amount, if any.

FAR = FPA/S_{RP}

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

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

Where:

FPA = Fuel and Purchased Power Adjustment

S_{RP} = Forecasted Missouri jurisdictional recovery period retail NSI in kWh, at the generation level, excluding the energy used by customers served under the MKT Schedule.

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

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

P.S.C. MO. No. 1 ~~78~~th Revised Sheet No. 127.10

Canceling P.S.C. MO. No. 1 ~~67~~th Revised Sheet No. 127.10

For Missouri Retail Service Area

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

TRUE-UPS:

After completion of each recovery period, 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

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

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

P.S.C. MO. No. 1 4th~~3rd~~ Revised Sheet No. 127.11

Canceling P.S.C. MO. No. 1 3rd~~2nd~~ Revised Sheet No. 127.11

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASED POWER ADJUSTMENT CLAUSE
(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) *		$0.030592309
	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)	=	
	~~11.1 PISA Deferral (Sec. 393.1400)~~		
	~~11.2 FPA Subject to Recover in True-Up~~		
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	
13	**Current Period Fuel Adjustment Rate (FAR)**	**=**	
14	Current Period FAR_{Sec} = FAR x VAF_{Sec}		
15	Prior Period FAR_{Sec}	+	
16	Current Annual FAR_{Sec}	=	
17	Current Period FAR_{Prim} = FAR x VAF_{Prim}		
18	Prior Period FAR_{Prim}	+	
19	Current Annual FAR_{Prim}	=	
20	Current Period FAR_{Sub} = FAR x VAF_{Sub}		
21	Prior Period FAR_{Sub}	+	
22	Current Annual FAR_{Sub}	=	
23	Current Period FAR_{Trans} = FAR x VAF_{Trans}		
24	Prior Period FAR_{Trans}	+	
25	Current Annual FAR_{Trans}	=	
26	VAF_{Sec} = 1.076606047		
27	VAF_{Prim} = 1.~~0503~~0398		
28	VAF_{Sub} = 1.0~~388~~127		
29	VAF_{Trans} = 1.0~~300~~094		

Credits are shown in parentheses, e.g. ($0.05).

Issued:
Issued by: Darrin R. Ives, Vice President

Effective:
1200 Main, Kansas City, MO 64105

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Evergy Missouri West, Inc. d/b/a Evergy Missouri West

Docket No.: ER-2027-0077
Date: November 3, 2026

CONFIDENTIAL INFORMATION

The following information is provided to the Missouri Public Service Commission under CONFIDENTIAL SEAL:

Document/Page	**Reason for Confidentiality from List Below**
Confidential Schedule LJN-3	1

Rationale for the "confidential" designation pursuant to 20 CSR 4240-2.135 is documented below:

1. Customer-specific information;

2. Employee-sensitive personnel information;

3. Marketing analysis or other market-specific information relating to services offered in competition with others;

4. Marketing analysis or other market-specific information relating to goods or services purchased or acquired for use by a company in providing services to customers;

5. Reports, work papers, or other documentation related to work produced by internal or external auditors, consultants, or attorneys, except that total amounts billed by each external auditor, consultant, or attorney for services related to general rate proceedings shall always be public;

6. Strategies employed, to be employed, or under consideration in contract negotiations;

7. Relating to the security of a company's facilities; or

8. Concerning trade secrets, as defined in section 417.453, RSMo.

9. Other (specify) _____.

Should any party challenge the Company's assertion of confidentiality with respect to the above information, the Company reserves the right to supplement the rationale contained herein with additional factual or legal information.