FILED
November 9, 2026
Missouri Public
Service Commission

Exhibit No. 71

Evergy Missouri Metro – Exhibit 71
Direct Testimony of Linda J. Nunn
Case No. ER-2026-0143

Exhibit No.:	FAC Requirements; Fuel & Transmission Related Accounting Adjustments;
Witness:	Linda J. Nunn
Type of Exhibit:	Direct Testimony
Sponsoring Party:	Evergy Missouri Metro
Case No.:	ER-2026-0143
Date Testimony Prepared:	February 6, 2026

MISSOURI PUBLIC SERVICE COMMISSION

CASE NO.: ER-2026-0143

DIRECT TESTIMONY

OF

LINDA J. NUNN

ON BEHALF OF

EVERGY MISSOURI METRO

Kansas City, Missouri
February 2026

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DIRECT TESTIMONY

OF

LINDA J. NUNN

CASE NO. ER-2026-0143

I. INTRODUCTION

Q: Please state your name and business address.

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

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

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

Q: On whose behalf are you testifying?

A: I am testifying on behalf of EMM.

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, and I have provided written testimony in various dockets before the MPSC. I have also worked closely with many MPSC Staff on numerous filings as well as on rate case issues. Additionally, I have provided written testimony in Kansas Corporation Commission dockets.

Q: What is the purpose of your direct testimony?

A: The purpose of my direct testimony is to discuss various adjustments made to the test year revenue requirement, and provide the required information associated with requesting to continue the Company's Fuel Adjustment Clause ("FAC"). 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, normalization and amortization of certain assets, liabilities, revenues, and expenses. In the testimony which follows, I discuss adjustments pertaining to nuclear fuel inventory, transmission revenue annualization, removal of FAC over/under collection, transmission of electricity for others and Schedule 1A fees.

II. FUEL ADJUSTMENT CLAUSE REQUIREMENTS

Q: Does the Company currently have an approved FAC?

A: Yes. The FAC was initially approved for EMM in Case No. ER-2014-0370 on September 2, 2015. 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 RSMo. and Commission rule 20 CSR 4240-20.090(2). The supporting information is included in the attached Schedules LJN - 1 through LJN - 7.

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 ("RAM"). The 2025 loss study is attached to my testimony as Schedule LJN - 4. This study reflects data for 2024.

Q: Has the Company met all of the filing requirements to continue the FAC under 20 CSR 4240-20.090 (2) and Section 386.266 RSMo?

A: Yes.

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

A: Yes, the Company is proposing to make the following changes to the FAC tariff:

- The base rate has been re-based;
- Voltage level loss factors have been updated to take into consideration the output from the line loss study conducted for this case;
- The percentage of transmission which flows through the FAC has been updated;
- Added the words "storage" and "transportation" related to natural gas purchases in Federal Energy Regulatory Commission ("FERC") account 501 to match account 547;
- The listing of the Southwest Power Pool ("SPP") charge types was updated for any additions or deletions made by SPP since the Company's last rate case;
- Added wording to include purchased power capacity costs or revenues for any contract length which would allow for the appropriate matching recovery/customer credits for the management of capacity needs/sales between rate cases. The proposed changes would also allow EMM to include long-term

capacity sales and purchases in the FAC going forward, given the capacity market in SPP continues to tighten and resource adequacy requirements are becoming much more fluid between rate cases as long-term capacity contracts become more prevalent;

- Updated loss factors contained in the jurisdictional ratio calculation for the new loss study outputs;
- Added wording to include costs associated with the Company's natural gas fuel supply plan;
- Add factor RR to reduce the overall actual net energy costs for retail revenues billed related to new large load riders: the Alternative Energy Credit Rider, the Renewable Energy Program Rider, and the Green Solution Connections Rider;
- Updated factor R to reflect account changes made by FERC related to emissions and environmental credits gains and losses;
- Removed reference to an account (501420) no longer used; and
- Added account 501310 related to a new fuel additive.

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

A: Please see the Direct Testimony of Company witness Jessica Tucker.

Q: Will the gains and losses associated with the natural gas fuel supply plan flow through the FAC?

A: Yes. As seen in Ms. Tucker's testimony, the Company is requesting to have the costs and benefits associated with both programs included in the FAC.

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: Why is it important to continue the FAC?

A: The FAC is, by design, a balanced recovery mechanism. It 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 and specific other revenues above a base amount that is included in base rates. Importantly, it also provides customers assurance that EMM 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 EMM represent approximately 34% of the overall costs of serving customers.

Q: Please explain how the proposed FAC is designed to provide the Company with a sufficient opportunity to earn a fair return on equity in compliance with Commission Rule 20 CSR 4240-20.090(2)5.

A: The FAC is designed to provide for full and timely recovery of 95% of the changes in net fuel costs by reflecting changes in such costs in rates. The net fuel costs included in the FAC are often much more significant, volatile, uncertain, and more difficult to control than other utility costs. Without the continuation of the FAC, under increasing fuel cost scenarios, the Company would have less of an 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.

Additionally, a continuation of the FAC helps to keep EMM on somewhat more comparable footing with utilities operating in other states as it pertains to fuel cost recovery. As it stands now, EMM is already at a disadvantage as compared to other companies around the country. As supported in the Direct Testimony of Company Witness Ann Bulkley, approximately 90.41 percent of the operating companies in her proxy group either operate in a state that has restructured (*i.e.,* the electric utilities do not own generation) or are allowed to directly recover fuel and purchased power costs without any sharing at all. In addition, her discussion of adjustment mechanisms in general shows that Missouri lags behind other states in this area and that of adjustment mechanisms it allows. Ms. Bulkley identifies that although EMM has access to some regulatory mechanisms, these are limited.

Further, removing the use of the FAC would contribute to the already challenging regulatory lag environment. The FAC continues to provide EMM with an increased opportunity to earn a fair return on equity because it mitigates to a certain extent the very significant regulatory lag which is prevalent when dealing with such large, uncertain and often volatile costs, by preventing deterioration in (or augmentation of) the utility's financial position (including relative credit standing, which is a key determinant of borrowing costs), and by ensuring recovery of actual net energy costs, which may vary substantially from expected levels.

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

A: In addition to 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 no less frequently than at eighteen (18)-month intervals. OPC also participates in the review process.

III. ACCOUNTING ADJUSTMENTS

RB-75 Nuclear Fuel Inventory

Q: Please explain adjustment RB-75.

A: The Company normalized this balance based on an 18-month average, to coincide with the 18-month Wolf Creek refueling cycle. Nuclear fuel inventory balances increase significantly at the time of a refueling outage and then decrease systematically until the next refueling outage. An averaging method minimizes these ups and downs.

Q: What months are included in the eighteen-month average used in this case?

A: The Company used the period of January 2025 through June 2026.

R-82 Transmission Revenue Annualization

Q: Please explain adjustment R-82.

A: The Company annualized transmission revenue recorded in FERC account 456100 - Trans of Elec for Others based on forecasted levels from January 2026 to June 2026.

CS-23 Remove FAC Over/Under-Collection

Q: Please explain 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 prior periods' FAC from the revenue requirement. Doing 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: Please explain adjustment CS-45.

A: The Company annualized transmission expenses recorded in FERC accounts 565000 - Trans Of Elec By Other and 565030 - Trans By Other Off system based on forecasted costs for March 2026 through June 2026.

CS-86 Schedule 1A Fees

Q: Please explain adjustment CS-86.

A: EMM annualized SPP Schedule 1-A fees based upon projected rates for June 2026 times the 12 months projected June 2026 volumes. EMM also annualized the North American Electric Reliability Corporation ("NERC") fees using the most recent quarterly NERC assessment multiplied times four.

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

AFFIDAVIT OF LINDA J. NUNN

STATE OF MISSOURI)
) ss
COUNTY OF JACKSON)

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

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

2. Attached hereto and made a part hereof for all purposes is my Direct Testimony on behalf of Evergy Missouri Metro consisting of ten (10) 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 6th day of February 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 Metro ("EMM")

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-2018-0146. 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.
- There is 95% recovery of the difference between these actual net costs and the amounts built into base rates.

- Items considered in the FAC are non-labor generating plant fuel costs, purchased power energy and capacity charges, natural gas reservation, transportation and storage charges, emission allowance costs, revenues and amortizations, and certain transmission costs. These costs are offset by off system sales revenues, and the revenues from the sale of renewable energy credits net of the cost to sell the credits and retail revenues associated with certain rider offerings. 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 $0.01829 per kilowatt-hour ("kWh").
- The proposed base amount for EMM FAC base rate is $0.01741 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 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 under-billing, 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 ANEC less Base Energy Costs times the jurisdictional factor, times 95%.

After the defined 6-month accumulation periods (July-December and January-June) 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 (April-March and October-September).

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 FAC 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 Secured Overnight Financing Rate ("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);

EMM's FAC is compatible with the requirement for prudence reviews for several reasons. EMM's FAC is based on actual fuel and purchased power costs, including transportation and emissions costs and revenues, net of actual off-system sales revenues and the net revenues associated with the sale of RECs and retail revenues associated with certain rider offerings, which simplifies the prudence review. The fuel and purchased power costs included in the FAC 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 EMM 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. Nuclear fuel is included in FERC account 518. 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 account 509.

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 or resale are recorded in FERC account 447.

Revenues from the sale of emission allowances and renewable energy credits are recorded in the following FERC accounts: Subaccounts 411.8 and 411.9: gains and losses of the sale of emission allowances and Subaccounts 411.11 and 411.12: for gains and losses on the sale of environmental credits (this will only include Renewable Energy Credits).

Retail revenues in accounts 440 – 444 associated with the Alternative Energy Credit Rider, the Renewable Energy Program Rider, and the Green Solution Connections rider.

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 an 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;

In the Report and Order for Case No. ER-2014-0370 issued September 2, 2015, the Commission explains the reasoning for allowing only 95% of FAC eligible costs to be collected from customers,

> "The Commission finds that allowing KCPL to have 100% recovery of its costs in an FAC would act as a disincentive for KCPL to control those costs. A 95%/5% sharing mechanism, where customers would be responsible for, or receive the benefit of, 95% of any deviation in fuel and purchased power costs

> would provide KCPL a sufficient opportunity to earn a fair return on equity while protecting KCPL's customers by providing the company an incentive to control costs. KCPL's FAC shall include an incentive clause providing that 95% deviation in fuel and purchased power costs from the base level shall be passed to customers and 5% shall be retained by KCPL."

In the Report and Order for Case No. ER-2016-0285 issued May 3, 2017, the Commission again finds that the 95%/5% sharing mechanism is appropriate and states the following decision

> "The Commission finds that allowing KCPL to keep its 95%/5% sharing mechanism is appropriate. Under this mechanism, customers would be responsible for, or receive the benefit of, 95 percent of any deviation in fuel and purchased power costs.
> That, in turn, would provide KCPL a sufficient opportunity to earn a fair return on equity, while protecting KCPL's customers by providing the company an incentive to control costs. KCPL's FAC shall include an incentive clause providing that 95 percent of any deviation in fuel and purchased power costs from the base level shall be passed to customers and 5 percent shall be retained by KCPL."

The 95% pass-through feature remained unchanged in the settlement of Rate Case. Nos. ER-2018-0145 and ER-2022-0129.

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

See the Direct Testimony of Jessica L. Tucker 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 fuel and purchased power costs 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 Jessica L. Tucker 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.

EMM 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. ER-2026-0143.

evergy

Important Notice

Evergy Missouri Metro ("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.

evergy

For billing and service information call toll-free : **1-888-471-5275**
For emergencies or lights out : **1-888-544-4852**
(1-888-LIGHT-KC)

Customer Name : [redacted]
Account Number : [redacted]

Billing Date: 10/06/2025

MESSAGE BOARD

You live in our **Missouri Metro** service area. Rates and available programs can vary based on your service area. For more info, visit **evergy.com/ServiceArea.**

Effective Oct. 1, the factor for the Fuel Adjustment Clause (FAC) charge on your bill will change. For more info, visit **evergy.com/billdefinitions**

Account Summary

For service from 09/04/2025 to 10/05/2025

Previously Billed	$19.79
Utility	$19.79
Payment Received 10/03/2025 - Thank you	-$19.84
Current Charges (details on back)	$19.95
Utility	$19.90
Miscellaneous	$0.05
Due Upon Receipt	**$19.90**
Late charge if received after October 27, 2025	$0.05
Amount due with late charge	$19.95

Please return this portion with your payment. Thank you.

Customer Name : [redacted]
Account Number : [redacted]
Billing Date : **10/06/2025**

Due upon receipt : **$19.90**
Payments must be received by : **October 27, 2025**

Amount Enclosed : **$** _____

☐ *CHECK HERE*
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[redacted]

EVERGY
PO BOX 219330
KANSAS CITY MO 64121-9330

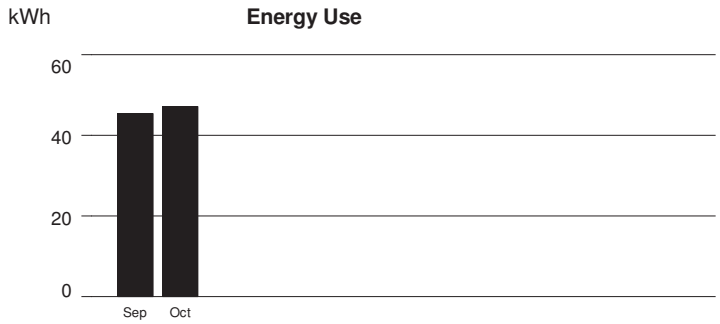
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10601 E 42ND ST,APT H KANSAS CITY MO

Residential General Peak Adjustment - 1RPKA



Comparative Usage Information

Period	kWh	Days	kWh / day	Avg Temp
Current	47	31	1.5	73°
Previous	45	29	1.6	77°
	-	-	-	-

Billing Details - service from 09/04/2025 to 10/05/2025

Customer Charge	$12.00
Energy Charge Summer 39.1782 kWh at $0.14094 per kWh (for 26 of 31 days)	$5.52
Peak Adj Charge On-Peak Summer 6.7134 kWh at $0.01 per kWh (for 26 of 31 days)	$0.07
Peak Adj Credit Super Off-Peak Summer 9.9702 kWh at $-0.01 per kWh (for 26 of 31 days)	-$0.10
Energy Charge Winter 8.0922 kWh at $0.12233 per kWh (for 5 of 31 days)	$0.99
Peak Adj Credit Super Off-Peak Winter 2.1900 kWh at $-0.01 per kWh (for 5 of 31 days)	-$0.02
DSIM Chg 09-05-2025-10-05-2025 for 47.2704 kWh at $0.00402 per kWh	$0.19
FAC Chg 09-05-2025-09-30-2025 for 39.6461 kWh at $0.00132 per kWh	$0.05
FAC Chg 10-01-2025-10-05-2025 for 7.6243 kWh at $0.00101 per kWh	$0.01
Subtotal	$18.71
Kansas City Franchise Fee	$1.19
Current Charges	**$19.90**

Period	kWh Used
Off-Peak Winter Delivered	4.5960
Super Off-Peak Summer Delivered	9.9702
Off-Peak Summer Delivered	22.4946
On-Peak Summer Delivered	6.7134
On-Peak Winter Delivered	1.3062
Super Off-Peak Winter Delivered	2.1900

Contact Information Change Form

Account Number : [redacted]

Your current telephone listing on file simplifies outage and emergency reporting.

[redacted] Change to : ( ) _____ _ _____

Mailing Address changes only. *For service address changes call toll free1-888-471-5275.*

Mailing Address Line 1: _____

Mailing Address Line 2: _____

City: _____ State: _____ ZIP: _____

E-mail Address (optional): _____

Please print changes in blue or black ink and don't forget to mark the box on the front.

(Continued)

Adjustments

Date	Description	Cancel Reason	Amount
10/06/2025	Late Payment Charge		$0.05
Total			**$0.05**

012995 2/2

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evergy

For billing and service information call toll-free : **1-888-471-5275**
For emergencies or lights out : **1-888-544-4852**
(1-888-LIGHT-KC)

Customer Name : [redacted]
Account Number : [redacted]

Billing Date: 10/14/2025

MESSAGE BOARD

You live in our **Missouri Metro** service area. Rates and available programs can vary based on your service area. For more info, visit **evergy.com/ServiceArea.**

Effective Oct. 1, the factor for the Fuel Adjustment Clause (FAC) charge on your bill will change. For more info, visit **evergy.com/billdefinitions**

Account Summary

For service from 09/14/2025 to 10/13/2025

Previously Billed	$284.74
Utility	$284.74
Payment Received 09/26/2025 - Thank you	-$284.74
Current Charges (details on back)	$238.18
Utility	$238.18
Due Upon Receipt	**$238.18**
Late charge if received after October 29, 2025	$0.67
Amount due with late charge	$238.85

Please return this portion with your payment. Thank you.

Customer Name : [redacted]
Account Number : [redacted]
Billing Date : **10/14/2025**

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Due upon receipt : **$238.18**
Payments must be received by : **October 29, 2025**

Amount Enclosed : **$** _____

[redacted]

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PO BOX 219330
KANSAS CITY MO 64121-9330

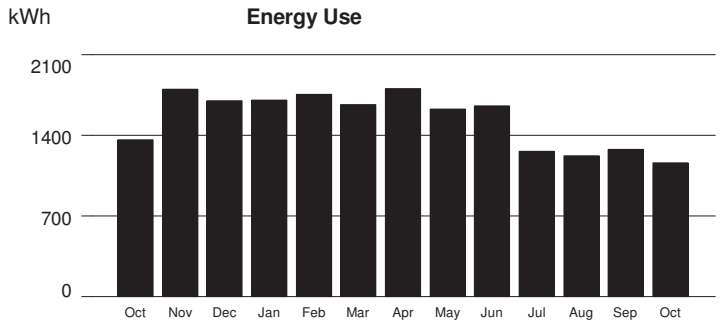
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5901 NW 63RD TER,100 KANSAS CITY MO

SGS Secondary Voltage - 1SGSE



Comparative Usage Information

Period	kWh	Days	kWh / day	Avg Temp
Current	1,166	29	40.2	72°
Previous	1,279	32	40.0	74°
Last Year	1,361	32	42.5	70°

Billing Details - service from 09/14/2025 to 10/13/2025

Customer Chg	$18.69
Energy Chg 643.4724 kWh at $0.16583 per kWh (for 16 of 29 days)	$106.71
Energy Chg 522.8214 kWh at $0.12885 per kWh (for 13 of 29 days)	$67.37
DSIM Chg 09-15-2025-10-13-2025 for 1,166.2938 kWh at $0.00395 per kWh	$4.61
FAC Chg 09-15-2025-09-30-2025 for 643.4724 kWh at $0.00132 per kWh	$0.85
FAC Chg 10-01-2025-10-13-2025 for 522.8214 kWh at $0.00101 per kWh	$0.53
Subtotal	$198.76
Kansas City Franchise Fee	$22.08
Missouri State Sales Tax @ 4.225%	$8.40
Platte County Sales Tax @ 1.25%	$2.48
Kansas City City Sales Tax @ 3.25%	$6.46
Current Charges	**$238.18**

Meter	Start Read Date	End Read Date	Days	End Read	(-)	Start Read	(=)	Read Difference	(x)	Meter Multiplier	(=)	kWh Used	KW Used
1782814714453	09/15	10/14	29	62,057.7044		60,891.4106		1,166.2938		1.0000		1,166.2938	11.3040

Contact Information Change Form

Account Number : [redacted]

Your current telephone listing on file simplifies outage and emergency reporting.

[redacted] [redacted] : ( ) _____ – _____

Mailing Address changes only. *For service address changes call toll free1-888-471-5275.*

Mailing Address Line 1: _____

Mailing Address Line 2: _____

City: _____ State: _____ ZIP: _____

E-mail Address (optional): _____

Please print changes in blue or black ink and don't forget to mark the box on the front.

evergy

For billing and service information call toll-free : **1-888-471-5275**
For emergencies or lights out : **1-888-544-4852**
(1-888-LIGHT-KC)

Customer Name : [redacted]
Account Number : [redacted]

Billing Date: 10/21/2025

MESSAGE BOARD

You live in our **Missouri Metro** service area. Rates and available programs can vary based on your service area. For more info, visit **evergy.com/ServiceArea.**

Effective Oct. 1, the factor for the Fuel Adjustment Clause (FAC) charge on your bill will change. For more info, visit **evergy.com/billdefinitions**

Account Summary

For service from 09/21/2025 to 10/20/2025

Previously Billed	$4,561.17
Utility	$4,561.17
Payment Received 10/07/2025 - Thank you	-$4,561.17
Current Charges (details on back)	$4,799.23
Utility	$4,799.23
Due Upon Receipt	**$4,799.23**
Late charge if received after November 05, 2025	$12.00
Amount due with late charge	$4,811.23

Please return this portion with your payment. Thank you.

Customer Name : [redacted]
Account Number : [redacted]
Billing Date : **10/21/2025**

☐ *CHECK HERE*
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Due upon receipt : **$4,799.23**
Payments must be received by : **November 05, 2025**

Amount Enclosed : **$** _____

[redacted]

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KANSAS CITY MO 64121-9330

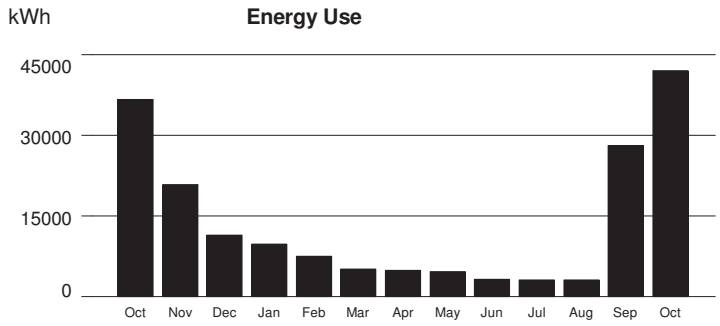
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22 51 20 16 MALTA BEND MO

MGS Secondary Voltage - 1MGSE



Comparative Usage Information

Period	kWh	Days	kWh / day	Avg Temp
Current	42,141	29	1,453.2	68°
Previous	28,153	32	879.8	70°
Last Year	36,710	32	1,147.2	63°

Billing Details - service from 09/21/2025 to 10/20/2025

Customer Chg	$55.47
Facilities Chg 157.3920 kW at $3.223 per kW .	$507.27
Demand Chg 135.7280 kW at $4.217 per kW (for 9 of 29 days)	$177.63
Demand Chg 135.7280 kW at $2.145 per kW (for 20 of 29 days)	$200.78
Energy Chg 7,582.0469 kWh at $0.10953 per kWh (for 9 of 29 days)	$830.46
Energy Chg 5,496.3410 kWh at $0.07492 per kWh (for 9 of 29 days)	$411.79
Energy Chg 16,848.9931 kWh at $0.09464 per kWh (for 20 of 29 days)	$1,594.59
Energy Chg 12,214.0910 kWh at $0.05664 per kWh (for 20 of 29 days)	$691.81
RkVA Chg 36.2800 kW at $0.803 per kW	$29.13
DSIM Chg 09-22-2025-10-20-2025 for 42,141.4720 kWh at $0.00602 per kWh	$253.69
FAC Chg 09-22-2025-09-30-2025 for 13,078.3879 kWh at $0.00132 per kWh	$17.26
FAC Chg 10-01-2025-10-20-2025 for 29,063.0841 kWh at $0.00101 per kWh	$29.35
Subtotal	$4,799.23
**Current Charges	**$4,799.23**

Start Read Date	End Read Date	Days	End Read (-)	Start Read (=)	Read Difference (x)	Meter Multiplier (=)	kWh Used	KW Used	RKVA Used
09/22	10/21	29	3,665.2713	3,401.8871	263.3842	160.0000	42,141.4720	135.7280	104.1440

Contact Information Change Form

Account Number : [redacted]

Your current telephone listing on file simplifies outage and emergency reporting.

[redacted] Change to : ( ) _____ _ _____

Mailing Address changes only. *For service address changes call toll free1-888-471-5275.*

Mailing Address Line 1: _____

Mailing Address Line 2: _____

City: _____ State: _____ ZIP: _____

E-mail Address (optional): _____

Please print changes in blue or black ink and don't forget to mark the box on the front.

evergy

For billing and service information : **816-221-2323**
or toll-free : **1-800-585-4248**
For emergencies or lights out : **1-888-544-4852**
(1-888-LIGHT-KC)

Customer Name : [redacted]
Account Number : [redacted]

Billing Date: 10/15/2025

MESSAGE BOARD

You live in our **Missouri Metro** service area. Rates and available programs can vary based on your service area. For more info, visit **evergy.com/ServiceArea.**

Effective Oct. 1, the factor for the Fuel Adjustment Clause (FAC) charge on your bill will change. For more info, visit **evergy.com/billdefinitions**

Account Summary

For service from 09/15/2025 to 10/14/2025

Previously Billed	$16,813.58
Utility	$16,813.58
Payment Received 09/24/2025 - Thank you	-$16,813.58
Current Charges (details on back)	$15,320.85
Utility	$15,320.85
Due Upon Receipt	**$15,320.85**
Late charge if received after October 30, 2025	$38.30
Amount due with late charge	$15,359.15

Please return this portion with your payment. Thank you.

Customer Name : [redacted]
Account Number : [redacted]
Billing Date : **10/15/2025**

☐ *CHECK HERE*
to indicate address or phone changes on back of stub

Due upon receipt : **$15,320.85**
Payments must be received by : **October 30, 2025**

Amount Enclosed : **$** _____

[redacted]

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PO BOX 219330
KANSAS CITY MO 64121-9330

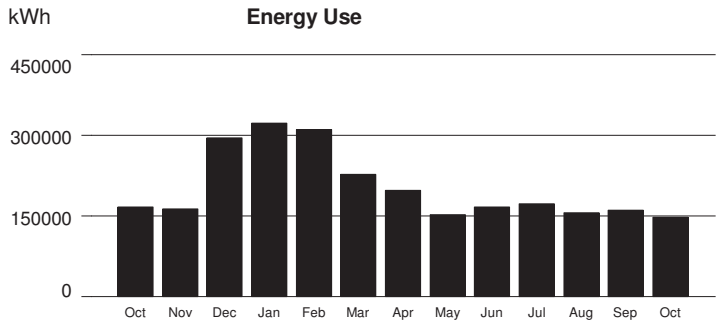
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12 ST AND,ATLANTIC 750 FT NW KANSAS CITY MO

LGS Primary Voltage - 1LGSF



Comparative Usage Information

Period	kWh	Days	kWh / day	Avg Temp
Current	148,410	29	5,117.6	72°
Previous	161,205	32	5,037.6	74°
Last Year	167,766	32	5,242.7	69°

Billing Details - service from 09/15/2025 to 10/14/2025

Customer Chg	$122.14
Facilities Chg 631.6800 kW at $2.897 per kW	$1,829.98
Demand Chg 323.4000 kW at $6.819 per kW (for 15 of 29 days)	$1,140.65
Demand Chg 323.4000 kW at $3.669 per kW (for 14 of 29 days)	$572.82
Energy Chg 30,109.6552 kWh at $0.09584 per kWh (for 15 of 29 days)	$2,885.71
Energy Chg 30,109.6551 kWh at $0.06597 per kWh (for 15 of 29 days)	$1,986.33
Energy Chg 16,544.6690 kWh at $0.0425 per kWh (for 15 of 29 days)	$703.15
Energy Chg 28,102.3448 kWh at $0.08802 per kWh (for 14 of 29 days)	$2,473.57
Energy Chg 28,102.3449 kWh at $0.0507 per kWh (for 14 of 29 days)	$1,424.79
Energy Chg 15,441.6910 kWh at $0.03586 per kWh (for 14 of 29 days)	$553.74
RkVA Chg 21.4200 kW at $0.874 per kW	$18.72
DSIM Chg 09-16-2025-10-14-2025 for 148,410.3600 kWh at $0.0023 per kWh	$341.34
FAC Chg 09-16-2025-09-30-2025 for 76,763.9793 kWh at $0.00129 per kWh	$99.03
FAC Chg 10-01-2025-10-14-2025 for 71,646.3807 kWh at $0.00098 per kWh	$70.21
Subtotal	$14,222.18
Missouri State Sales Tax @ 4.225%	$600.89
Clay County Sales Tax @ 1.25%	$177.78
North KC City Sales Tax @ 2.25%	$320.00
Current Charges	**$15,320.85**

Contact Information Change Form

Account Number : [redacted]

Your current telephone listing on file simplifies outage and emergency reporting.

[redacted] Change to : ( ) _____ _ _____

Mailing Address changes only. *For service address changes call 816-221-2323 or toll-free 1-800-585-4248.*

Mailing Address Line 1: _____

Mailing Address Line 2: _____

City: _____ State: _____ ZIP: _____

E-mail Address (optional): _____

Please print changes in blue or black ink and don't forget to mark the box on the front.

(Continued)

Start Read Date	End Read Date	Days	End Read (-)	Start Read (=)	Read Difference (x)	Meter Multiplier (=)	kWh Used	KW Used	RKVA Used
09/16	10/15	29	3,008.1081	2,955.1044	53.0037	2,800.0000	148,410.3600	323.4000	183.1200

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For billing and service information : **816-221-2323**
or toll-free : **1-800-585-4248**
For emergencies or lights out : **1-888-544-4852**
(1-888-LIGHT-KC)

Customer Name : [redacted]
Account Number : [redacted]

Billing Date: 10/17/2025

MESSAGE BOARD

You live in our **Missouri Metro** service area. Rates and available programs can vary based on your service area. For more info, visit **evergy.com/ServiceArea.**

Effective Oct. 1, the factor for the Fuel Adjustment Clause (FAC) charge on your bill will change. For more info, visit **evergy.com/billdefinitions**

Account Summary

For service from 09/17/2025 to 10/16/2025

Previously Billed	$66,218.00
Utility	$66,218.00
Payment Received 10/06/2025 - Thank you	-$66,218.00
Current Charges (details on back)	$58,406.64
Utility	$58,406.64
Due Upon Receipt	**$58,406.64**
Late charge if received after November 03, 2025	$153.32
Amount due with late charge	$58,559.96

Please return this portion with your payment. Thank you.

Customer Name : [redacted]
Account Number : [redacted]
Billing Date : **10/17/2025**

☐ *CHECK HERE*
to indicate address or phone changes on back of stub

Due upon receipt : **$58,406.64**
Payments must be received by : **November 03, 2025**

Amount Enclosed : **$** _____

[redacted]

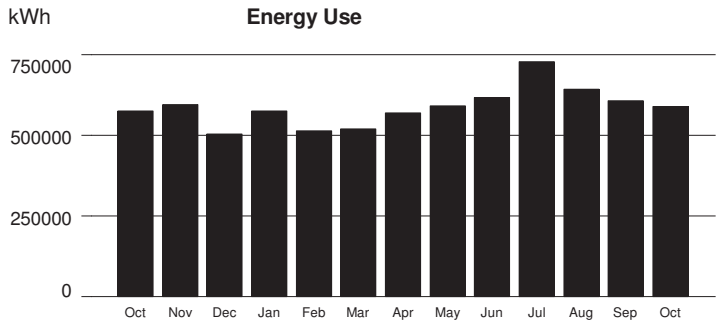
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PO BOX 219330
KANSAS CITY MO 64121-9330

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777 NW ARGOSY PARKWAY KANSAS CITY MO

LPS Secondary Voltage - 1PGSE



Comparative Usage Information

Period	kWh	Days	kWh / day	Avg Temp
Current	589,950	29	20,343.1	71°
Previous	607,301	30	20,243.4	73°
Last Year	577,226	30	19,240.9	67°

Billing Details - service from 09/17/2025 to 10/16/2025

Customer Chg	$1,181.28
Facilities Chg 1,191.4800 kW at $3.956 per kW	$4,713.49
Demand Chg 1,051.6800 kW at $15.348 per kW (for 13 of 29 days)	$7,235.70
Demand Chg 1,051.6800 kW at $10.433 per kW (for 16 of 29 days)	$6,053.62
Energy Chg 84,859.6966 kWh at $0.09127 per kWh (for 13 of 29 days)	$7,745.14
Energy Chg 84,859.6965 kWh at $0.05425 per kWh (for 13 of 29 days)	$4,603.64
Energy Chg 94,741.0414 kWh at $0.02603 per kWh (for 13 of 29 days)	$2,466.11
Energy Chg 104,442.7034 kWh at $0.07737 per kWh (for 16 of 29 days)	$8,080.73
Energy Chg 104,442.7035 kWh at $0.04934 per kWh (for 16 of 29 days)	$5,153.20
Energy Chg 116,604.3586 kWh at $0.02577 per kWh (for 16 of 29 days)	$3,004.89
DSIM Chg 09-18-2025-10-16-2025 for 589,950.2000 kWh at $0.00211 per kWh	$1,244.79
FAC Chg 09-18-2025-09-30-2025 for 264,460.4345 kWh at $0.00132 per kWh	$349.09
FAC Chg 10-01-2025-10-16-2025 for 325,489.7655 kWh at $0.00101 per kWh	$328.74
Subtotal	$52,160.42
Riverside Franchise Fee	$2,608.02
Missouri State Sales Tax @ 4.225%	$2,203.78
Platte County Sales Tax @ 1.25%	$652.01
Riverside City Sales Tax @ 1.5%	$782.41
Current Charges	**$58,406.64**

Contact Information Change Form

Account Number : [redacted]

Your current telephone listing on file simplifies outage and emergency reporting.

[redacted] Change to : ( ) _____ _ _____

Mailing Address changes only. *For service address changes call 816-221-2323 or toll-free 1-800-585-4248.*

Mailing Address Line 1: _____

Mailing Address Line 2: _____

City: _____ State: _____ ZIP: _____

E-mail Address (optional): _____

Please print changes in blue or black ink and don't forget to mark the box on the front.

(Continued)

Start Read Date	End Read Date	Days	End Read	(-)	Start Read	(=)	Read Difference	(x)	Meter Multiplier	(=)	kWh Used	KW Used	RKVA Used
09/18	10/17	29	90,550.5224		89,804.6730		745.8494		400.0000		298,339.7600	1,051.6800	438.6000
09/18	10/17	29	14,713.2467		13,984.2206		729.0261		400.0000		291,610.4400	1,051.6800	438.6000

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For billing and service information : **816-221-2323**
or toll-free : **1-800-585-4248**
For emergencies or lights out : **1-888-544-4852**
(1-888-LIGHT-KC)

Customer Name : [redacted]
Account Number : [redacted]

Billing Date: 10/16/2025

MESSAGE BOARD

You live in our **Missouri Metro** service area. Rates and available programs can vary based on your service area. For more info, visit **evergy.com/ServiceArea.**

Effective Oct. 1, the factor for the Fuel Adjustment Clause (FAC) charge on your bill will change. For more info, visit **evergy.com/billdefinitions**

Account Summary

For service from 09/16/2025 to 10/15/2025

Previously Billed	$22,814.24
Utility	$22,814.24
Payment Received 09/24/2025 - Thank you	-$22,814.24
Current Charges (details on back)	$22,810.44
Utility	$22,810.44
Due Upon Receipt	**$22,810.44**
Late charge if received after October 31, 2025	$57.02
Amount due with late charge	$22,867.46

Please return this portion with your payment. Thank you.

Customer Name : [redacted]
Account Number : [redacted]
Billing Date : **10/16/2025**

☐ *CHECK HERE*
to indicate address or phone changes on back of stub

Due upon receipt : **$22,810.44**
Payments must be received by : **October 31, 2025**

Amount Enclosed : **$** _____

[redacted]

EVERGY
PO BOX 219330
KANSAS CITY MO 64121-9330

036167 1/2

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STREETLIGHTS PARKVILLE MO

Municipal Street Light - 1MLSL

Billing Details - service from 09/16/2025 to 10/15/2025

Basic Chg 39 9500 Lumen High Pressure Sodium Single at $22.64 per item	$882.96
Basic Chg 17 27,500 Lumen High Pressure Sodium Single at $26.80 per item	$455.60
Additional Chg 39 Optional Ext. Under Sod OEUS at $6.51 per item	$253.89
Additional Chg 39 Optional Metal Pole at $1.54 per item	$60.06
FAC Chg 09-17-2025-09-30-2025 for 1,732.5980 kWh at $0.00132 per kWh	$2.29
FAC Chg 10-01-2025-10-15-2025 for 1,856.3551 kWh at $0.00101 per kWh	$1.87
Subtotal	$1,656.67
Current Charges	**$1,656.67**

STREETLIGHTS PARKVILLE MO

Municipal Street Light - LED - 1MLLL

Billing Details - service from 09/16/2025 to 10/15/2025

Basic Chg 1 5000 Lumen LED Class A Single at $20.53 per item	$20.53
Basic Chg 218 5000 Lumen LED Class B Single at $20.53 per item	$4,475.54
Basic Chg 490 7500 Lumen LED Class C Single at $23.10 per item	$11,319.00
Basic Chg 21 12,500 Lumen LED Class D Single at $24.63 per item	$517.23
Additional Chg 597 Optional Ext. Under Sod OEUS at $6.51 per item	$3,886.47
Additional Chg 596 Optional Metal Pole at $1.54 per item	$917.84

Contact Information Change Form

Account Number : [redacted]

Your current telephone listing on file simplifies outage and emergency reporting.

Change to : ( ) _____ – _____

Mailing Address changes only. *For service address changes call 816-221-2323 or toll-free 1-800-585-4248.*

Mailing Address Line 1: _____

Mailing Address Line 2: _____

City: _____ State: _____ ZIP: _____

E-mail Address (optional): _____

Please print changes in blue or black ink and don't forget to mark the box on the front.

(Continued)

Billing Details - service from 09/16/2025 to 10/15/2025

FAC Chg 09-17-2025-09-30-2025 for 7,146.9735 kWh at $0.00132 per kWh	$9.43
FAC Chg 10-01-2025-10-15-2025 for 7,657.4717 kWh at $0.00101 per kWh	$7.73
Subtotal	$21,153.77
Current Charges	**$21,153.77**

036167 2/2

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Evergy 2025 System Loss Study

Prepared by Evergy Long-Term T&D Planning

November 7, 2025

Executive Summary

Introduction

This report presents Evergy's 2025 analysis of system losses for its Metro (Kansas, Missouri, and combined) 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 Evergy Metro - Missouri

	Demand Loss Factor	Energy Loss Factor
Transmission	1.01250	1.00879
T-to-D Substation	1.01540	1.00982
Primary Distribution	1.02581	1.02400
Secondary Distribution	1.03352	1.04902

Table 2: Cumulative Loss Factors for Evergy Metro - Kansas

	Demand Loss Factor	Energy Loss Factor
Transmission	1.01000	1.00671
T-to-D Substation	1.01302	1.00812
Primary Distribution	1.03075	1.02533
Secondary Distribution	1.03364	1.04273

Table 3: Cumulative Loss Factors for Evergy - Combined

	Demand Loss Factor	Energy Loss Factor
Transmission	1.01130	1.00788
T-to-D Substation	1.01425	1.00911
Primary Distribution	1.02639	1.02362
Secondary Distribution	1.03322	1.04629

Table 4: Losses as a Percent of Total Load

		Internal Demand [MW]	Internal Energy [MWh]	Municipal Demand [MW]	Municipal Energy [MWh]
Metro - Missouri	**Input**	3.31%	2.59%	2.06%	1.49%
	Output	3.43%	2.66%	2.06%	1.53%
Metro - Kansas	**Input**	3.33%	2.57%	2.33%	1.72%
	Output	3.44%	2.63%	2.33%	1.77%
Metro - Combined	**Input**	3.28%	2.58%	2.15%	1.59%
	Output	3.40%	2.65%	2.15%	2.08%

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Section 1: Introduction

1.1 Purpose

This report presents Evergy's 2025 analysis of system losses for its Metro (Kansas, Missouri, and combined) 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 those 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:

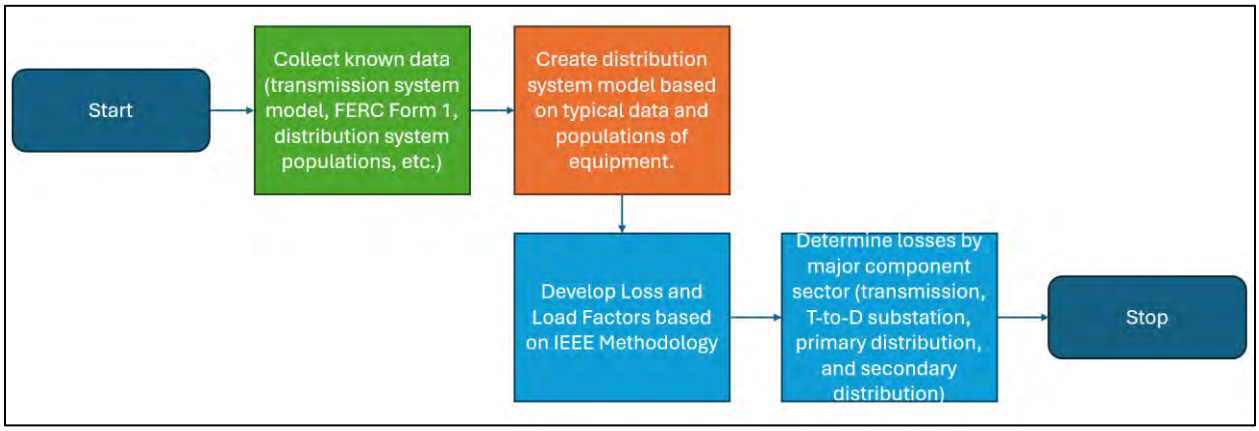


Figure 1: General Study Flow Diagram

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 5: Cumulative Loss Factors for Evergy Metro - Missouri

	Demand Loss Factor	Energy Loss Factor
Transmission	1.01250	1.00879
T-to-D Substation	1.01540	1.00982
Primary Distribution	1.02581	1.02400
Secondary Distribution	1.03352	1.04902

Table 6: Cumulative Loss Factors for Evergy Metro - Kansas

	Demand Loss Factor	Energy Loss Factor
Transmission	1.01000	1.00671
T-to-D Substation	1.01302	1.00812
Primary Distribution	1.03075	1.02533
Secondary Distribution	1.03364	1.04273

Table 7: Cumulative Loss Factors for Evergy - Combined

	Demand Loss Factor	Energy Loss Factor
Transmission	1.01130	1.00788
T-to-D Substation	1.01425	1.00911
Primary Distribution	1.02639	1.02362
Secondary Distribution	1.03322	1.04629

Table 8: Losses as a Percent of Total Load

		Internal Demand [MW]	Internal Energy [MWh]	Municipal Demand [MW]	Municipal Energy [MWh]
Metro - Missouri	**Input**	3.31%	2.59%	2.06%	1.49%
	Output	3.43%	2.66%	2.06%	1.53%
Metro - Kansas	**Input**	3.33%	2.57%	2.33%	1.72%
	Output	3.44%	2.63%	2.33%	1.77%
Metro - Combined	**Input**	3.28%	2.58%	2.15%	1.59%
	Output	3.40%	2.65%	2.15%	2.08%

Appendix A: Input Summary

Table 9: FERC Form 1 Input Data

Company	Energy Input [MWh] Line 20, 401a	Non-Requirements Sales for Resale (i.e., Wholesale) [MWh] Line 24, 401a
Metro - Combined	19,723,788	21,825

Table 10: Hourly Losses Input Data Summary

Company	Total Energy Losses [MWh]	Peak Demand Losses [MW]
Metro - Kansas	673,799	34
Metro - Missouri	405,146	43
Metro - Combined	177,275	83

Table 11: Transformer Population Summary

Company	Number of Transmission Transformers	Number of Transmission-to-Distribution Transformers	Number of Distribution Transformers
Metro - Kansas	7	175	134460
Metro - Missouri	8	144	130012
Metro - Combined	15	319	264472

Table 12: 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]
Metro - Kansas	0.78	1.85	5.94	8.57
Metro - Missouri	0.75	2.73	6.03	9.51
Metro - Combined	1.54	4.59	11.97	18.10

Table 13: 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]
Metro - Kansas	6851.52	16250.40	52176.96	75278.88
Metro - Missouri	6588.00	23980.32	52967.52	83535.84
Metro - Combined	13527.36	40318.56	105144.48	158990.40

Table 14: Transmission Line Corona Losses

Company	Line Miles (>= 69kV)	Average Hourly Corona Losses [MW]	Estimated Total Corona Energy Losses [MWh]
Metro - Kansas	534	0.695876073	6095.8744
Metro - Missouri	777	0.65759865	5760.564172
Metro - Combined	1311	1.353474723	11856.43857

Table 15: Estimated Transmission Line Peak Demand Losses

Company	Peak Transmission Losses [MW]
Metro - Kansas	17
Metro - Missouri	22.83
Metro - Combined	39.83

Table 16: Estimated Distribution Line Peak Demand Losses

Company	Total Peak Losses [MW]
Metro - Kansas	18.3448
Metro - Missouri	9.3602
Metro - Combined	21.4339

Table 17: Calculated Load Factors

Company	Load Factor (LDf)
Metro - Kansas	0.580472
Metro - Missouri	0.687916
Metro - Combined	0.642307

Table 18: Calculated Loss Factors

Company	Loss Factor (EQf)
Metro - Kansas	0.362806
Metro - Missouri	0.493181
Metro - Combined	0.435543

Table 19: 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
Metro - Kansas	9.27	81,375	95,900	0.00001041
Metro - Missouri	10.17	89,297	138,574	0.00000959
Metro - Combined	19.46	170,847	234,299	0.00000502

Table 20: Total Peak Variable Losses

Company	Peak Losses [MW]
Metro - Kansas	47
Metro - Missouri	50
Metro - Combined	96

Table 21: Primary Distribution Line Miles

Company	Customer Profile	34.5	25.0	23	13.8	13.2	12.47	8.32	7.2	4.16	2.4	Total
Metro – Kansas	Rural	337.18	0	0	0	0	6707.8	0	57.13	0	0	7102.11
Metro – Kansas	Suburban	0	0	0	0	0	1974.54	0	0	0	0	1974.54
Metro – Kansas	Urban	0	0	0	0	0	56.91	0	0	0	0	56.91
Metro – Kansas	Total	337.18	0	0	0	0	8739.25	0	57.13	0	0	9133.56
Metro – Missouri	Rural	163.7	0	0	0	715.3	3927.84	0	54.76	0.59	0	4862.19
Metro – Missouri	Suburban	0	0	0	0	1601.39	1492.82	0	0	4.66	0	3098.87
Metro – Missouri	Urban	0	0	0	0	138.09	0	0	0	0	0	138.09
Metro - Missouri	Total	163.7	0	0	0	2454.78	5420.66	0	54.76	5.25	0	8099.15
Metro - Combined	Rural	500.88	0	0	0	715.3	10635.64	0	111.89	0.59	0	11964.3
Metro - Combined	Suburban	0	0	0	0	1601.39	3467.36	0	0	4.66	0	5073.41
Metro - Combined	Urban	0	0	0	0	138.09	56.91	0	0	0	0	195
Metro - Combined	Total	500.88	0	0	0	2454.78	14159.91	0	111.89	5.25	0	17232.71

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

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

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

For Missouri Retail Service Area

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

~~**DEFINITIONS**~~

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

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

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

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

~~**APPLICABILITY**~~

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

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

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

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

P.S.C. MO. No. 7 ~~3rd~~4th Revised Sheet No. 50.12

Canceling P.S.C. MO. No. 7 ~~2n~~3rd Revised Sheet No. 50.12

For Missouri Retail Service Area

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

~~FORMULAS AND DEFINITIONS OF COMPONENTS~~

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

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

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

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

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

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

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

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

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

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P.S.C. MO. No. 7	4th~~3rd~~	Revised Sheet No.	50.14
Canceling P.S.C. MO. No. 7	~~2n~~3rd	Revised Sheet No.	50.14

For Missouri Retail Service Area

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

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

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~~TC = Transmission Costs:~~
~~The following costs reflected in FERC Account Number 565:~~
~~Subaccount 565000: non-SPP transmission used to serve off system sales or to make purchases for load and 20.91% of the SPP transmission service costs which includes the schedules listed below as well as any adjustment to the charges in the schedules below:~~
~~Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service~~
~~Schedule 8 – Non Firm Point to Point Transmission Service~~
~~Schedule 9 – Network Integration Transmission Service~~
~~Schedule 10 – Wholesale Distribution Service~~
~~Schedule 11 – Base Plan Zonal Charge and Region Wide Charge~~
~~Subaccount 565020: the allocation of the allowed costs in the 565000 account attributed to native load;~~
~~Subaccount 565027: the allocation of the allowed costs in the 565000 account attributed to transmission demand charges;~~
~~Subaccount 565030: the allocation of the allowed costs in account 565000 attributed to off system sales.~~

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

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

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

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

P.S.C. MO. No. 7 ~~3rd~~4th Revised Sheet No. 50.15

Canceling P.S.C. MO. No. 7 ~~2n~~3rd Revised Sheet No. 50.15

For Missouri Retail Service Area

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

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

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

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

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

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

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

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

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

P.S.C. MO. No. 7 ~~3rd~~4th Revised Sheet No. 50.16

Canceling P.S.C. MO. No. 7 ~~2n~~3rd Revised Sheet No. 50.16

For Missouri Retail Service Area

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

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

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

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

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

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

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

P.S.C. MO. No. 7 4th~~3rd~~ Revised Sheet No. 50.17

Canceling P.S.C. MO. No. 7 ~~2n~~3rd Revised Sheet No. 50.17

For Missouri Retail Service Area

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

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

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

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

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

P.S.C. MO. No. 7 4th~~3rd~~ Revised Sheet No. 50.18

Canceling P.S.C. MO. No. 7 ~~2n~~3rd Revised Sheet No. 50.18

For Missouri Retail Service Area

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

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

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

~~Real Time Pseudo Tie Congestion Amount~~
~~Real Time Pseudo Tie Losses Amount~~
~~Unused Regulation Up Mileage Make Whole Payment Amount~~
~~Unused Regulation Down Mileage Make Whole Payment Amount~~
~~Revenue Neutrality Uplift Distribution Amount~~

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

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

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

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

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

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

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

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

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

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

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

P.S.C. MO. No. 7 4th~~3rd~~ Revised Sheet No. 50.19

Canceling P.S.C. MO. No. 7 ~~2n~~3rd Revised Sheet No. 50.19

For Missouri Retail Service Area

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

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

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

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

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

~~Where:~~

~~FPA = Fuel and Purchased Power Adjustment~~

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

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

~~TRUE-UPS~~

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

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

~~PRUDENCE REVIEWS~~

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

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

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

P.S.C. MO. No. 7 45th Revised Sheet No. 50.20

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

For Missouri Retail Service Area

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

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

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

DEFINITIONS

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

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

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

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

APPLICABILITY

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

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

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

FORMULAS AND DEFINITIONS OF COMPONENTS

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

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

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

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

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

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

The following costs reflected in FERC Account Number 547:
Subaccount 547000: natural gas and oil costs for commodity, transportation, storage, taxes, fees and fuel losses, and settlement proceeds, insurance recoveries, subrogation recoveries for increased fuel expenses, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers);
Subaccount 547020: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to native load;
Subaccount 547030: the allocation of the allowed costs in the 547000 and 547300 accounts attributed to off system sales;
Subaccount 547300: fuel additives and consumable costs for Air Quality Control Systems ("AQCS") operations, such as ammonia or other consumables which perform similar functions.

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

PP = Purchased Power Costs:
The following costs or revenues reflected in FERC Account Number 555:
Subaccount 555000: purchased power costs, energy charges from capacity purchases of any duration, insurance recoveries, and subrogation recoveries for purchased power expenses, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), charges and credits related to the SPP Integrated Marketplace ("IM") or other IMs, including energy, revenue neutrality, make whole and out of merit payments and distributions, over collected losses payments and distributions, Transmission Congestion Rights ("TCR") and Auction Revenue Rights ("ARR") settlements, virtual energy costs, revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, load/export charges, ancillary services including non-performance and distribution payments and charges and other miscellaneous SPP Integrated Market charges including uplift charges or credits, excluding (1) the amounts associated with purchased power agreements associated with the Renewable Energy Rider tariff and (2) the Missouri allocated portion of the difference between the amount of the bilateral contract for hydro energy purchased from CNPPID and the average monthly LMP value at the CNPPID nodes times the amount of energy sold to the SPP at the CNPPID nodes. The CNPPID nodes are defined as NPPD.KCPL.JFY1, NPPD.KCPL.JFY2, NPPD.KCPL.JHN1, NPPD.KCPL.JN11, NPPD.KCPL.JN12;

Subaccount 555005: capacity charges for capacity purchases one year or less in duration;
Subaccount 555030: the allocation of the allowed costs in the 555000 account attributed to purchases for off system sales.

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

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

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

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

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

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

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

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

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

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

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

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

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

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

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

FORMULAS AND DEFINITIONS OF COMPONENTSU (continued)

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

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

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

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

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

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

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

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

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

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

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

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

BF = Company base factor costs per kWh: $0.01675

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

T = True-up amount as defined below.

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

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

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

FAR = FPA/S_{RP}

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

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

Where:

FPA = Fuel and Purchased Power Adjustment

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

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

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

TRUE-UPS

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

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

PRUDENCE REVIEWS

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

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DEFINITIONS

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

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

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

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

APPLICABILITY

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

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

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FORMULAS AND DEFINITIONS OF COMPONENTS

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

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

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

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

The following costs reflected in FERC Account Number 547:

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

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

Subaccount 547027: natural gas reservation charges;

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

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

E = Net Emission Costs:

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

PP = Purchased Power Costs:

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

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

PP = Purchased Power Costs (continued):

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

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

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

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

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

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

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

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

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

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

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

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

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

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

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

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

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

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

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

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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

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

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

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

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

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

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

BF = Company base factor costs per kWh: $0.01829

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

T = True-up amount as defined below.

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

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

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FAR = FPA/S_{RP}

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

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

Where:

FPA = Fuel and Purchased Power Adjustment

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

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

TRUE-UPS

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

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

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(Applicable to Service Provided January 9, 2023 through the Day Prior to the Effective Date of This Tariff Sheet ~~and Thereafter~~)

PRUDENCE REVIEWS

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

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

DEFINITIONS

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

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

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

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

APPLICABILITY

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

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

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

FORMULAS AND DEFINITIONS OF COMPONENTS

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

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

FC = Fuel costs, excluding decommissioning and retirement costs, incurred to support sales and revenues associated with the Company's in-service generating plants:
The following costs reflected in Federal Energy Regulatory Commission ("FERC") Account Number 501:
Subaccount 501000: coal commodity and transportation, side release and freeze conditioning agents, dust mitigation agents, applicable taxes, accessorial charges as delineated in railroad accessorial tariffs [additional crew, closing hopper railcar doors, completion of loading of a unit train and its release for movement, completion of unloading of a unit train and its release for movement, delay for removal of frozen coal, destination detention, diversion of empty unit train (including administration fee, holding charges, and out-of-route charges which may include fuel surcharge), diversion of loaded coal trains, diversion of loaded unit train fees (including administration fee, additional mileage fee or out-of-route charges which may include fuel surcharge), fuel surcharge, held in transit, hold charge, locomotive release, miscellaneous handling of coal cars, origin detention, origin re-designation, out-of-route charges (including fuel surcharge), out-of-route movement, pick-up of locomotive power, placement and pick-up of loaded or empty private coal cars on railroad supplied tracks, placement and pick-up of loaded or empty private coal cars on shipper supplied tracks, railcar storage, release of locomotive power, removal, rotation and/or addition of cars, storage charges, switching, trainset positioning, trainset storage, and weighing], unit train maintenance, leases, taxes and depreciation, natural gas costs including reservation charges, storage, transportation, fuel quality adjustments, natural gas fuel supply plan costs, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), and margins (cash or collateral used to secure or maintain the Company's fixed natural gas fuel cost position with a brokerage or exchange), oil costs for commodity, transportation, storage, taxes, fees, and fuel losses, coal and oil inventory adjustments, and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 501 Accounts.
Subaccount 501020: the allocation of the allowed costs in the 501000, 501300, and 501400 ~~and 501420~~ accounts attributed to native load;
Subaccount 501030: the allocation of the allowed costs in the 501000, 501300, and 501400 ~~and 501420~~ accounts attributed to off system sales;
Subaccount 501300: fuel additives and consumable costs for Air Quality Control Systems ("AQCS") operations, such as ammonia, hydrated lime, lime, limestone, limestone inventory adjustments, powder activated carbon, calcium bromide, sulfur, and RESPond, or other consumables which perform similar functions;
Subaccount 501310: Glycol additive
Subaccount 501400 ~~and 501420~~: residuals costs and revenues associated with combustion byproducts, slag and ash disposal costs and revenues including contractors, materials and other miscellaneous expenses.
The following costs reflected in FERC Account Number 518:
Subaccount 518000: nuclear fuel commodity and insurance recoveries, subrogation recoveries and settlement proceeds for increased fuel expenses in the 518 Accounts
Subaccount 518201: nuclear fuel waste disposal expense;
Subaccount 518100: nuclear fuel oil.

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

The following costs reflected in FERC Account Number 547:

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

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

Subaccount 547027: natural gas reservation charges;

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

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

E = Net Emission Costs:

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

PP = Purchased Power Costs:

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

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

PP = Purchased Power Costs (continued):

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

TC = Transmission Costs:
The following costs reflected in FERC Account Number 565:
Subaccount 565000: non-SPP transmission used to serve off system sales or to make purchases for load and ~~28.50~~26.55% of the SPP transmission service costs which includes the schedules listed below as well as any adjustment to the charges in the schedules below:

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

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

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

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

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

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

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

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

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

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

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

Subaccounts 411.11 and 411.12: for gains and losses on the sale of environmental credits (this will only include Renewable Energy Credits) in the current FAC accumulation period.

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

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

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

Fuel Supply Plan 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 limited to the Company's use of derivatives in the form of forward contracts.

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

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

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

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

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

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

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

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

SPP IM charge/revenue types that are included in the FAC (continued)
- Real-Time Uncertainty Reserve Amount
- Real-Time Uncertainty Reserve Distribution Amount
- Real-Time Uncertainty Reserve Non-Performance Amount
- Real-Time Uncertainty Reserve Non-Performance Distribution Amount
- Real-Time Uninstructed Resource Deviation Amount
- Real Time Uninstructed Resource Deviation Distribution Amount
- Real-Time Incremental Energy Make Whole Payment Amount
- RUC Self-Incremental Energy Make Whole Payment Amount
- Local Reliability Distribution Amount
- Integrated Marketplace Administration Services
- Integrated Marketplace Clearing Administration Service
- Integrated Marketplace Facilitation Administration Service
- Real-Time Regulation Service Adjustment Distribution Amount
- Real-Time Pseudo Tie Distribution Amount
- Day-Ahead TCR West DC Tie Funding Amount
- Real-Time TCR West DC Tie Funding Amount
- Real-Time Out-of-Merit Distribution Amount
- Real-Time Price Correction Amount
- Real-Time Price Correction Distribution Amount
- Real-Time Joint Operating Agreement Distribution Amount
- Incremental Market Efficiency Use (IMEU) Amount
- Incremental Market Efficiency Use (IMEU) Distribution Amount
- West DC Tie Federal Service Exemption Amount

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

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

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

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

BF = Company base factor costs per kWh: $0.01741~~829~~

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

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

T = True-up amount as defined below.

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

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

FAR = FPA/S_{RP}

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

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

Where:

FPA = Fuel and Purchased Power Adjustment

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

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

FUEL ADJUSTMENT CLAUSE – Rider FAC
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TRUE-UPS

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

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

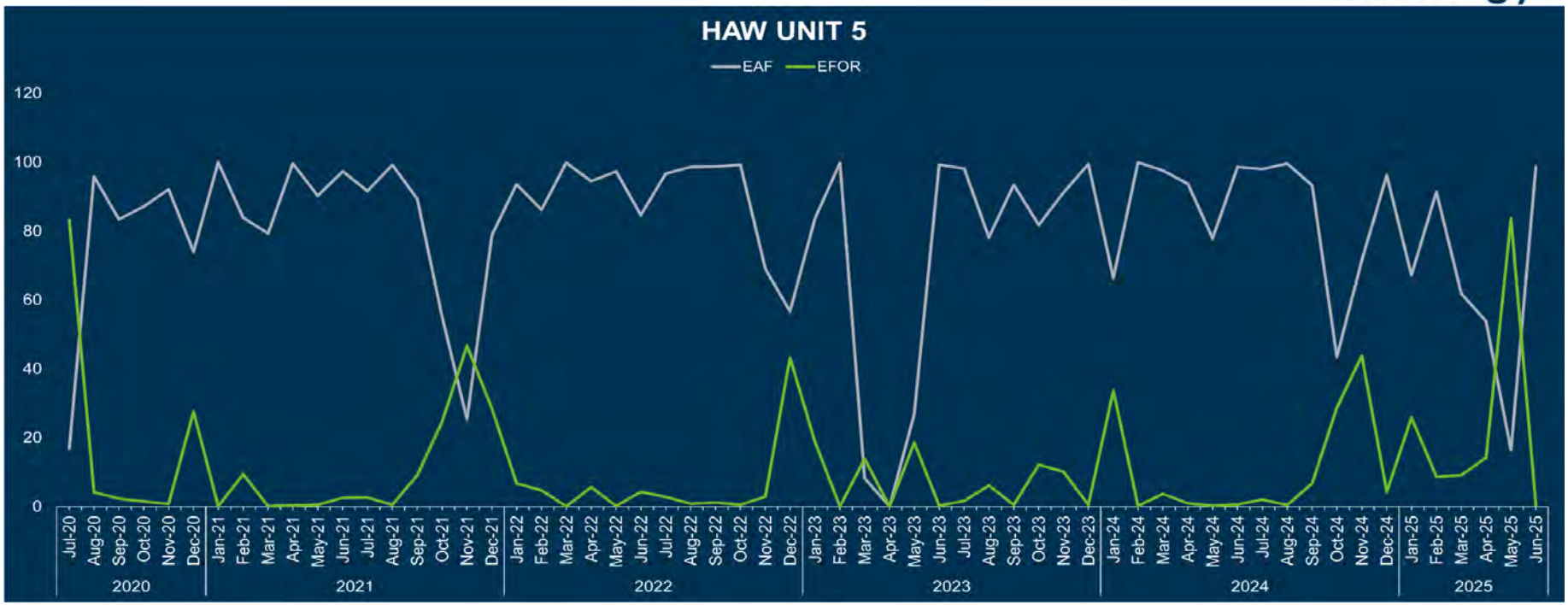
PRUDENCE REVIEWS

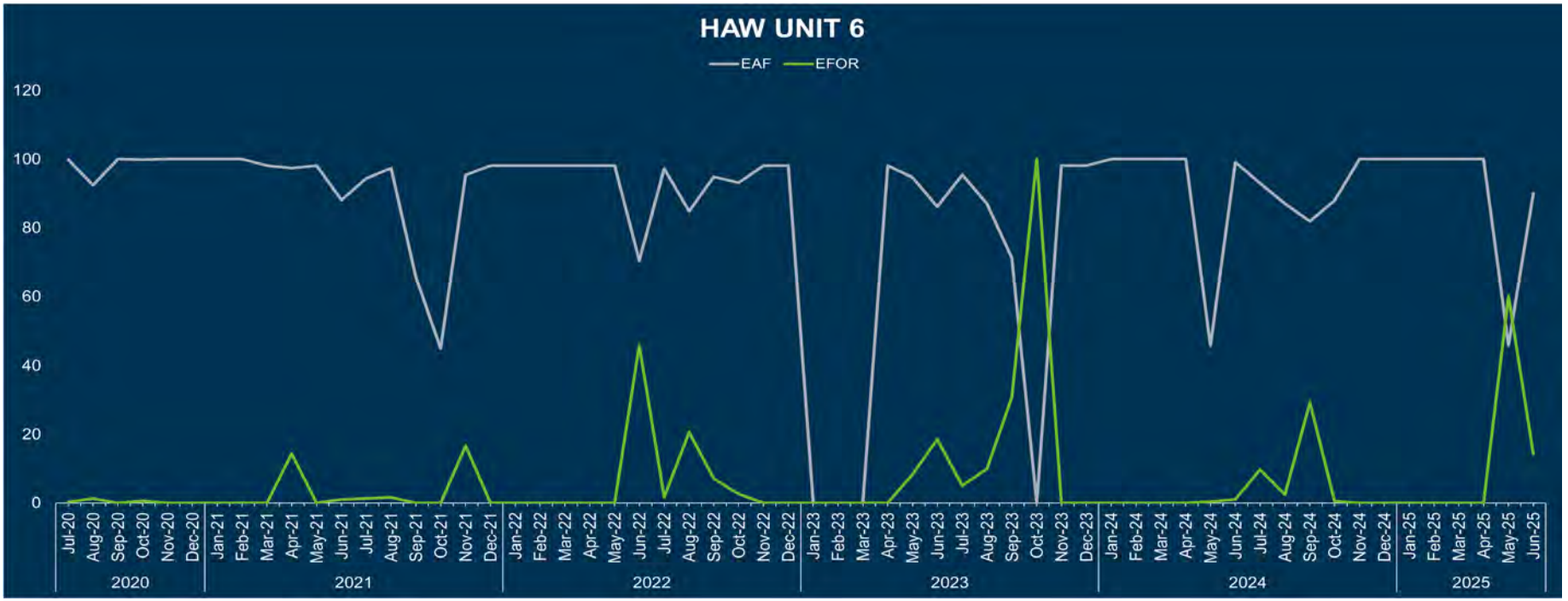
Prudence reviews of the costs subject to this Rider FAC shall occur no less frequently than every eighteen months, and any such costs which are determined by the Commission to have been imprudently incurred or incurred in violation of the terms of this Rider FAC shall be returned to customers. Adjustments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

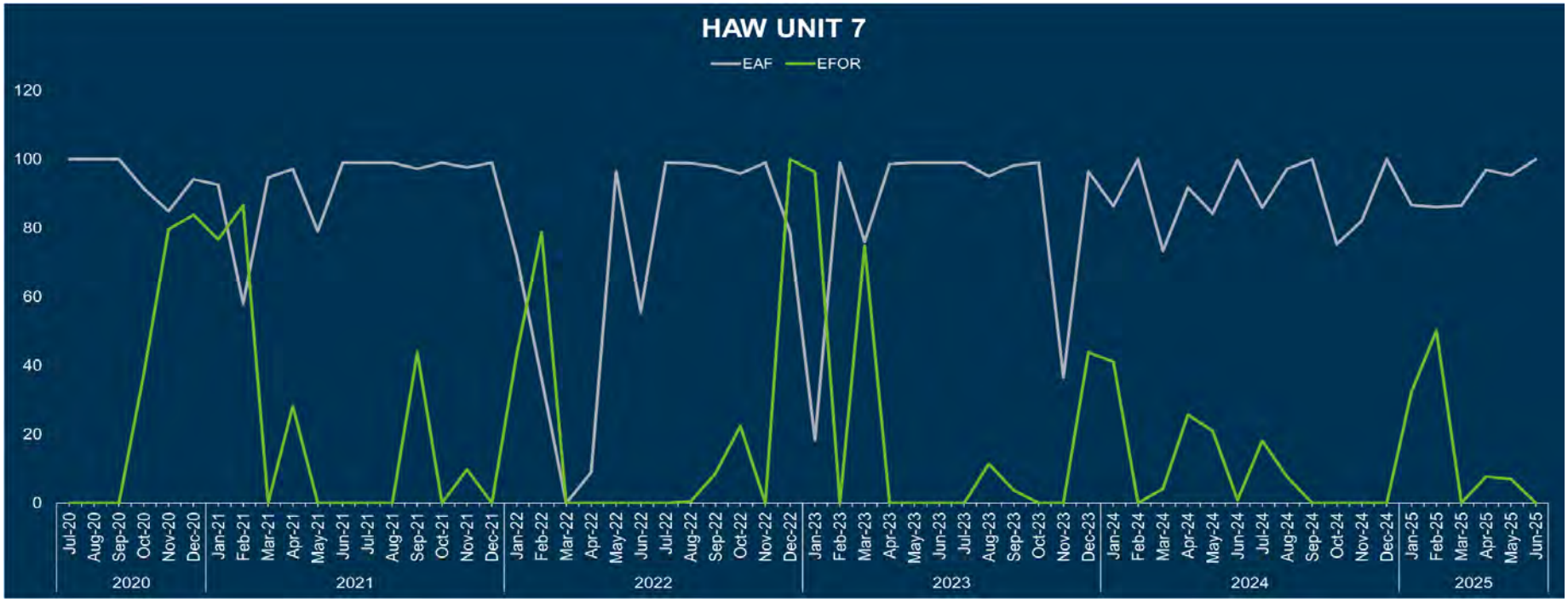
FUEL ADJUSTMENT CLAUSE – Rider FAC
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC
(Applicable to Service Provided the Effective Date of This Tariff Sheet and Thereafter)

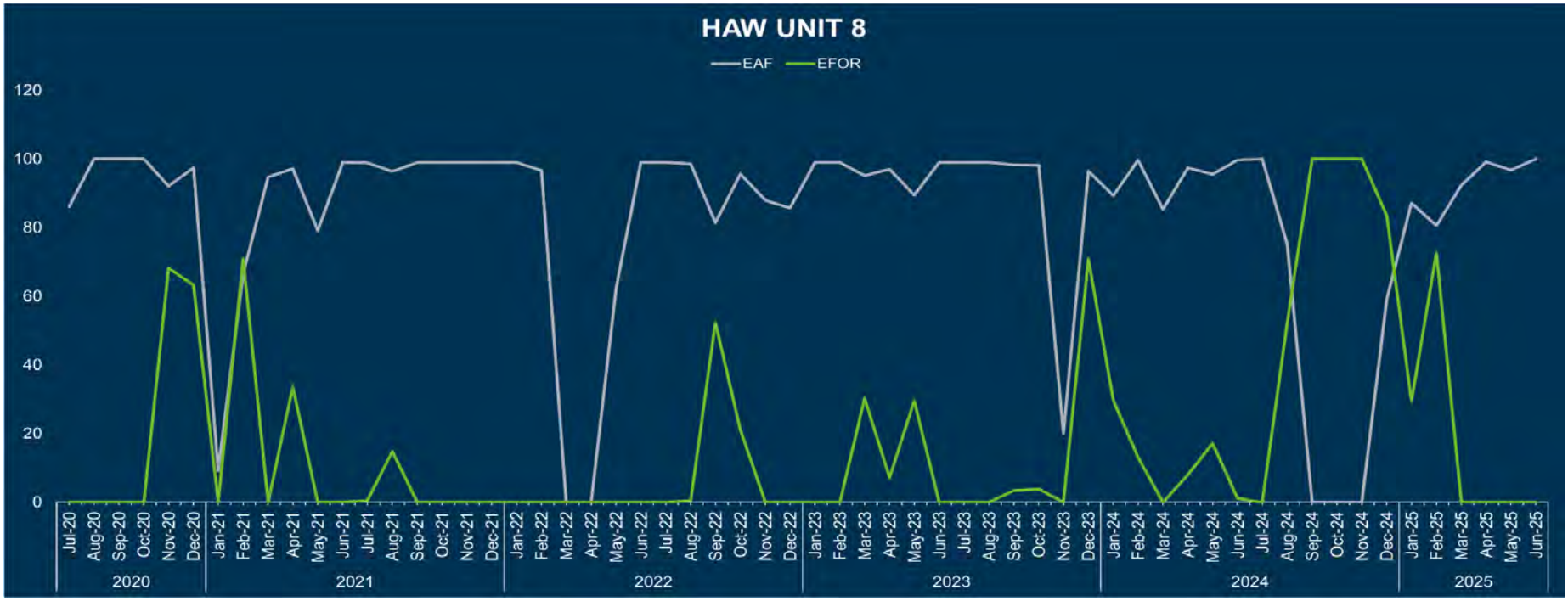
Accumulation Period Ending:			
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R-RR)		
2	Net Base Energy Cost (B)	-	
	2.1 Base Factor (BF)		$0.01741
	2.2 Accumulation Period NSI (S_{AP})		
3	(ANEC-B)		
4	Jurisdictional Factor (J)	x	
5	(ANEC-B)*J		
6	Customer Responsibility	x	
7	95% *((ANEC-B)*J)		
8	True-Up Amount (T)	+	
9	Interest (I)	+	
10	Prudence Adjustment Amount (P)	+	
11	Fuel and Purchased Power Adjustment (FPA)	=	
12	Estimated Recovery Period Retail NSI (S_{RP})	÷	
13	Current Period Fuel Adjustment Rate (FAR)	=	
14			
15	Current Period FAR_{Trans} = FAR x VAF_{Trans}		
16	Prior Period FAR_{Trans}	+	
17	Current Annual FAR_{Trans}	=	
18			
19	Current Period FAR_{Sub} = FAR x VAF_{Sub}		
20	Prior Period FAR_{Sub}	+	
21	Current Annual FAR_{Sub}	=	
22			
23	Current Period FAR_{Prim} = FAR x VAF_{Prim}		
24	Prior Period FAR_{Prim}	+	
25	Current Annual FAR_{Prim}	=	
26			
27	Current Period FAR_{Sec} = FAR x VAF_{Sec}		
28	Prior Period FAR_{Sec}	+	
29	Current Annual FAR_{Sec}	=	
30	VAF_{Trans} = 1.00879		
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32	VAF_{Prim} = 1.02400		
33	VAF_{Sec} = 1.04902		

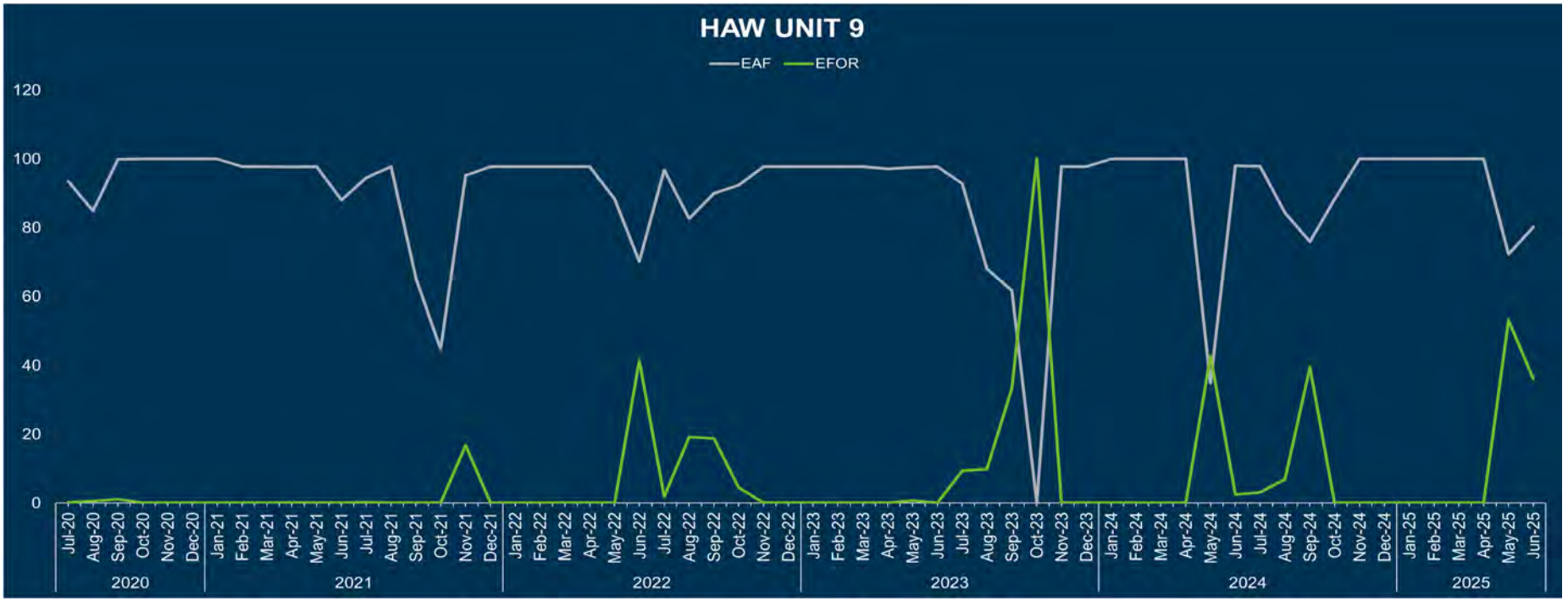
Hawthorn

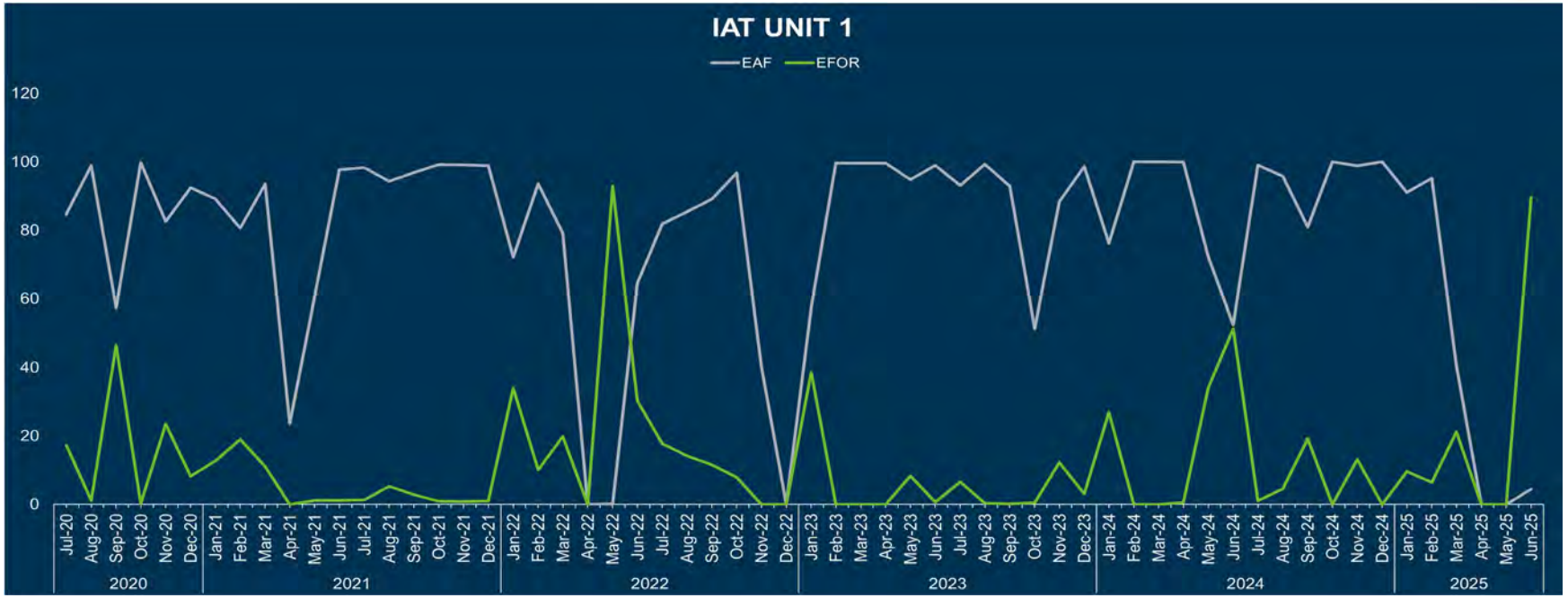

HAW UNIT 5
EAF
EFOR
120
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80
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Jan-21 Feb-21 Mar-21 Apr-21 May-21 Jun-21 Jul-21 Aug-21 Sep-21 Oct-21 Nov-21 Dec-21
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2025

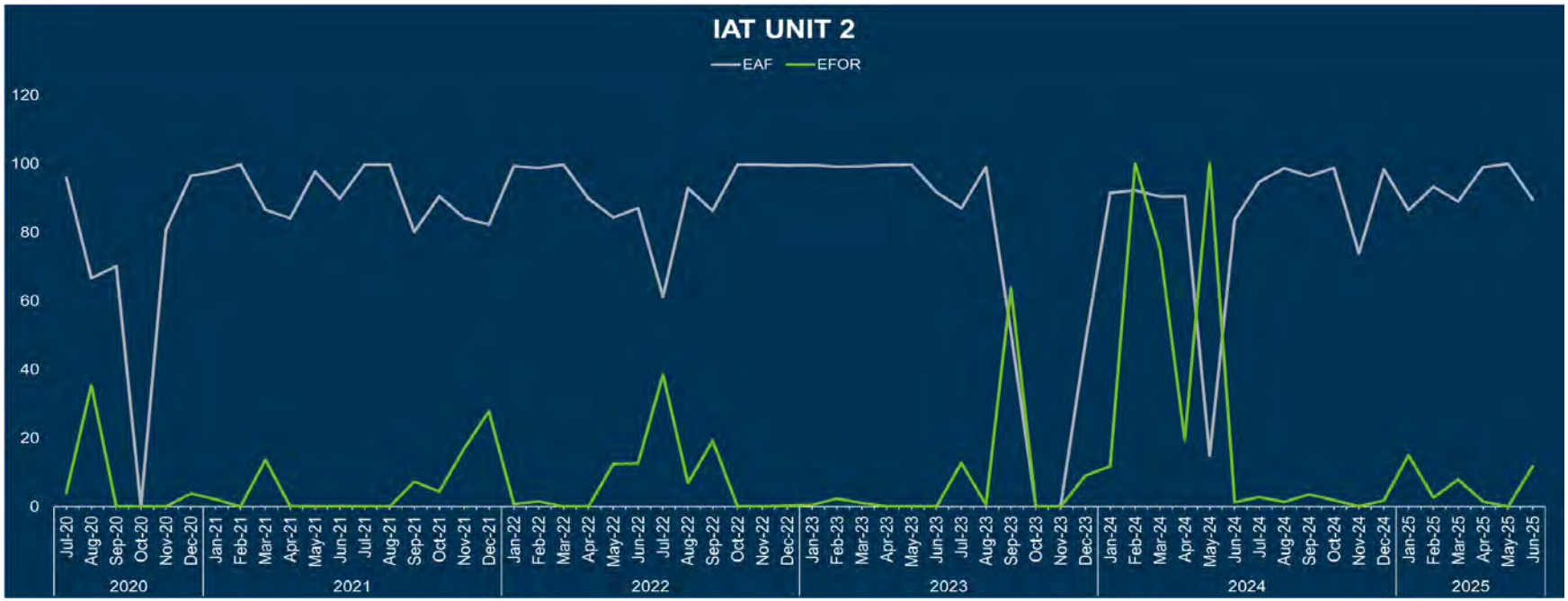

HAW UNIT 6
EAF
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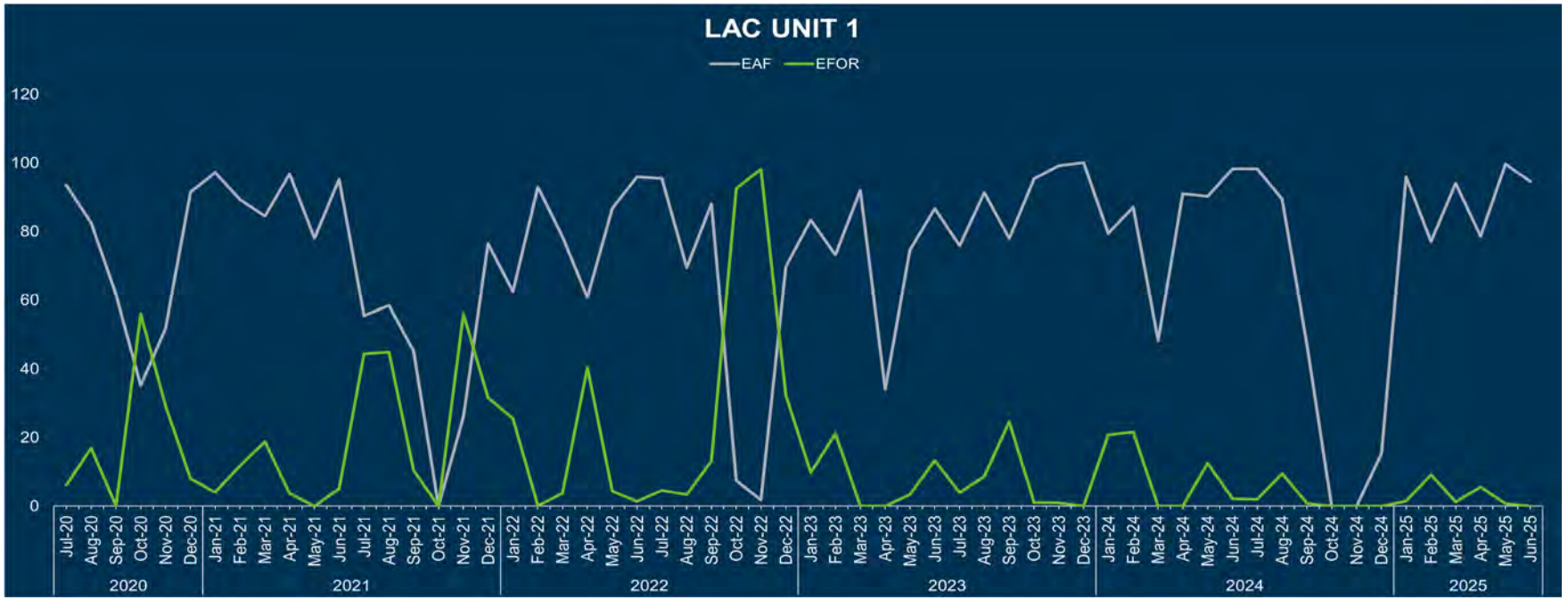

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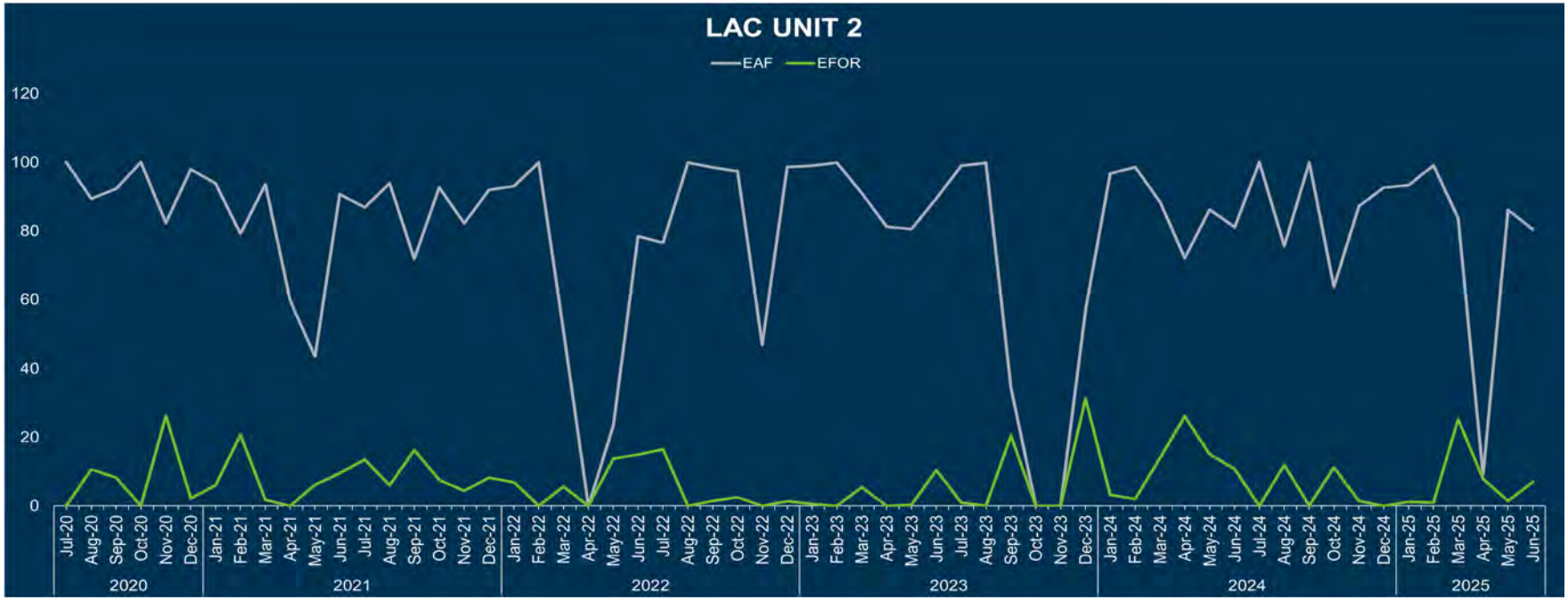

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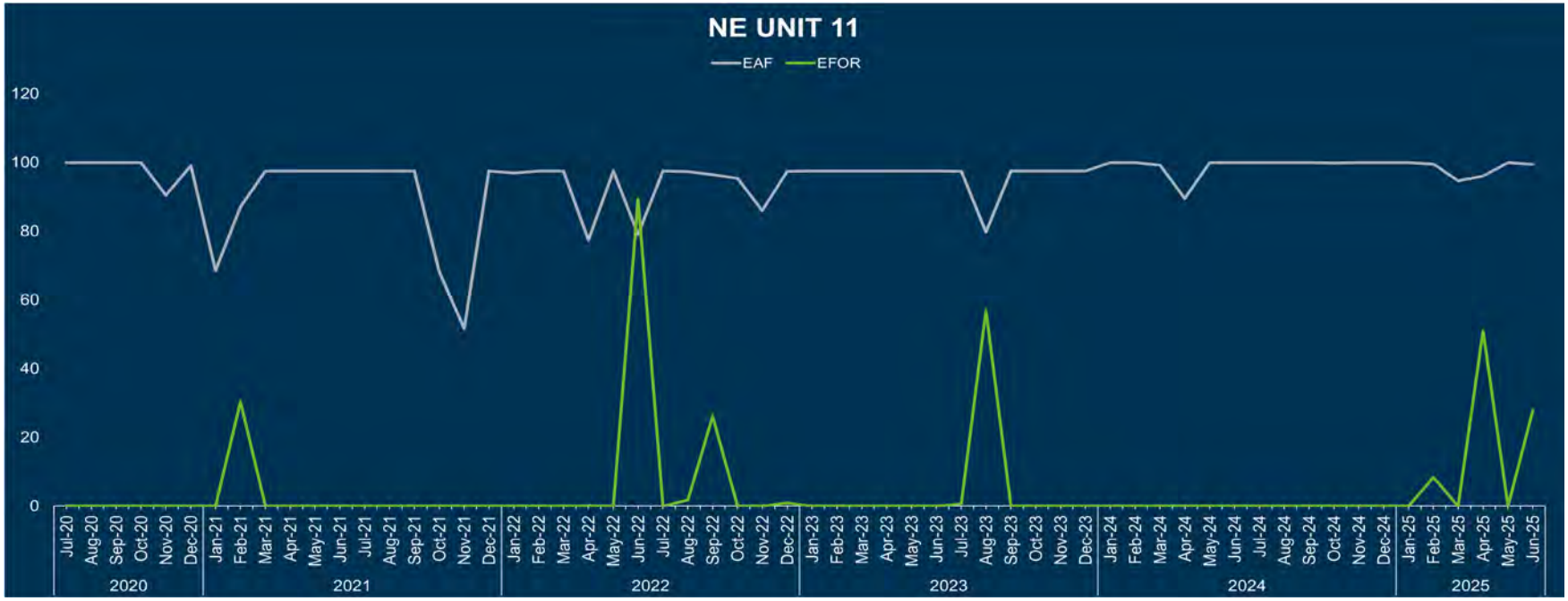

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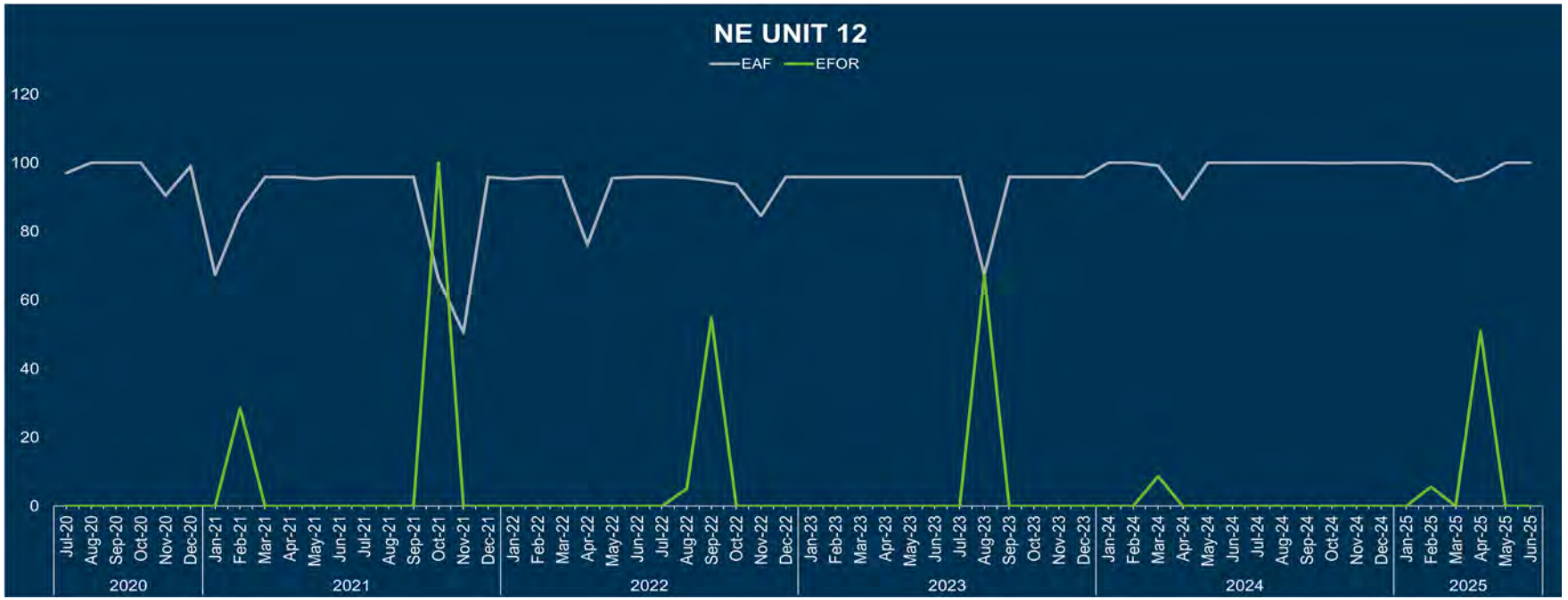
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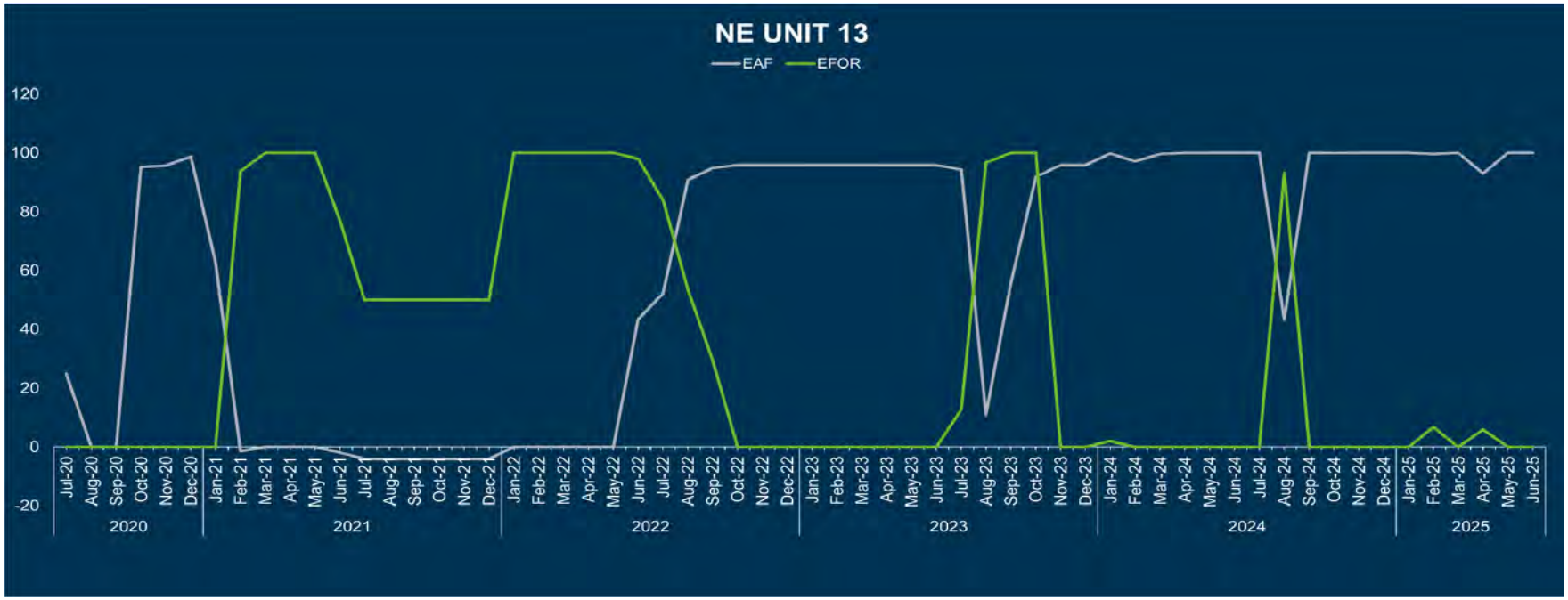

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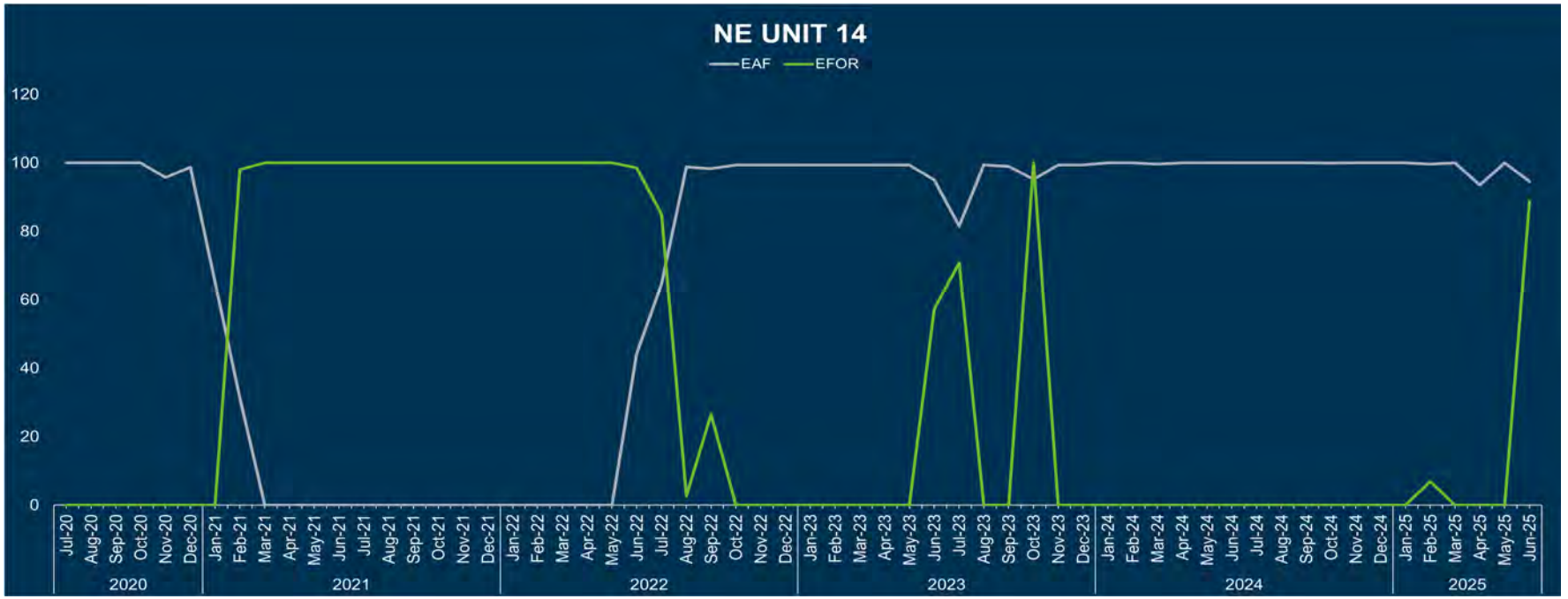

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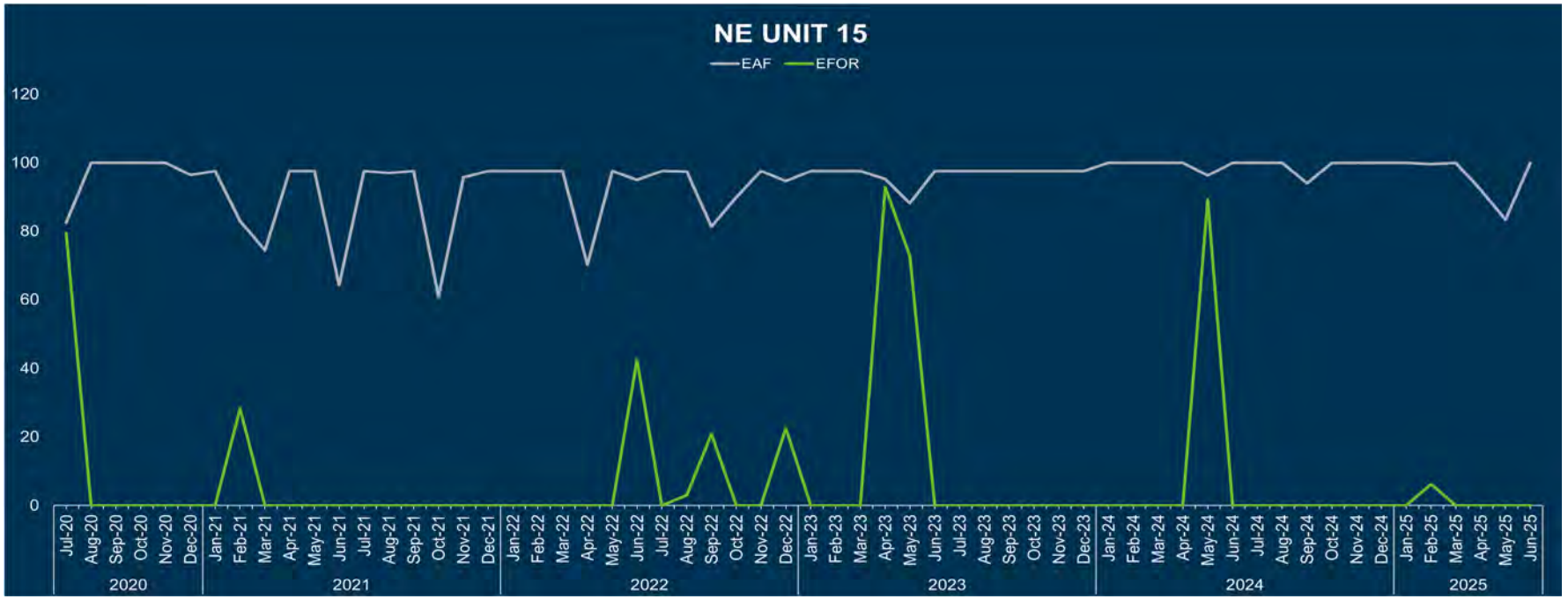
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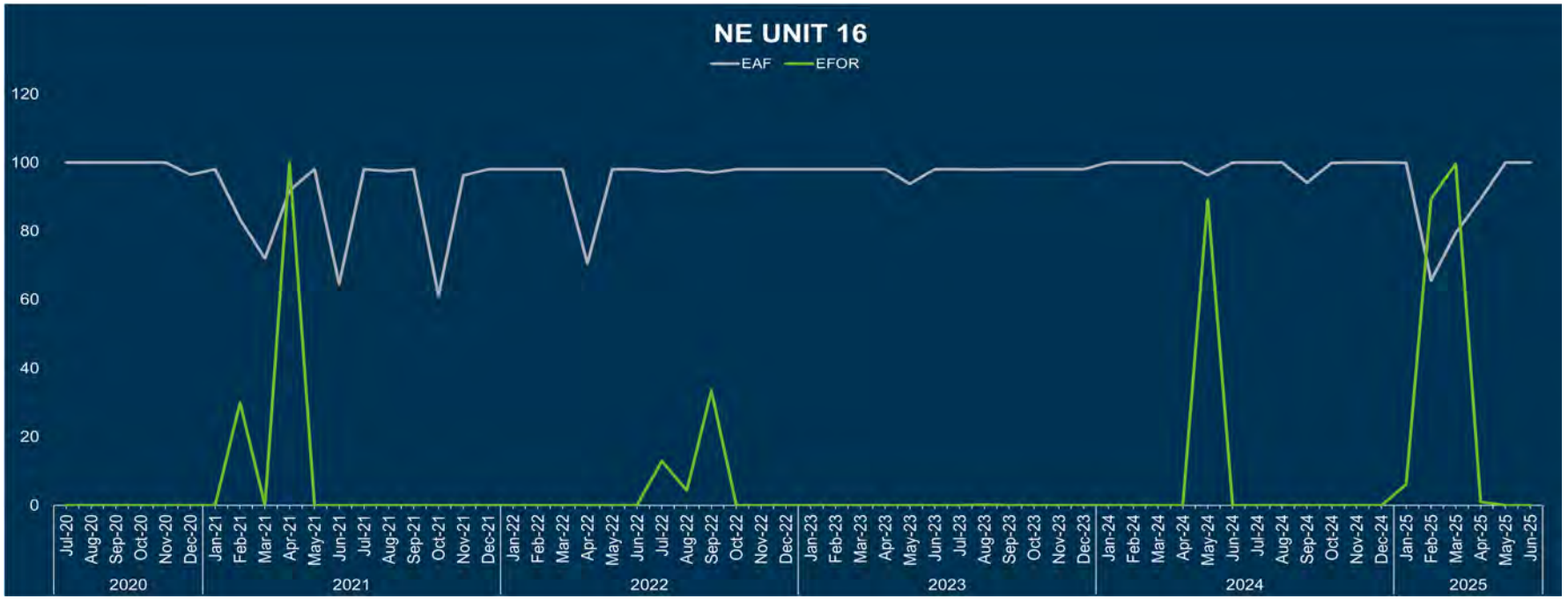

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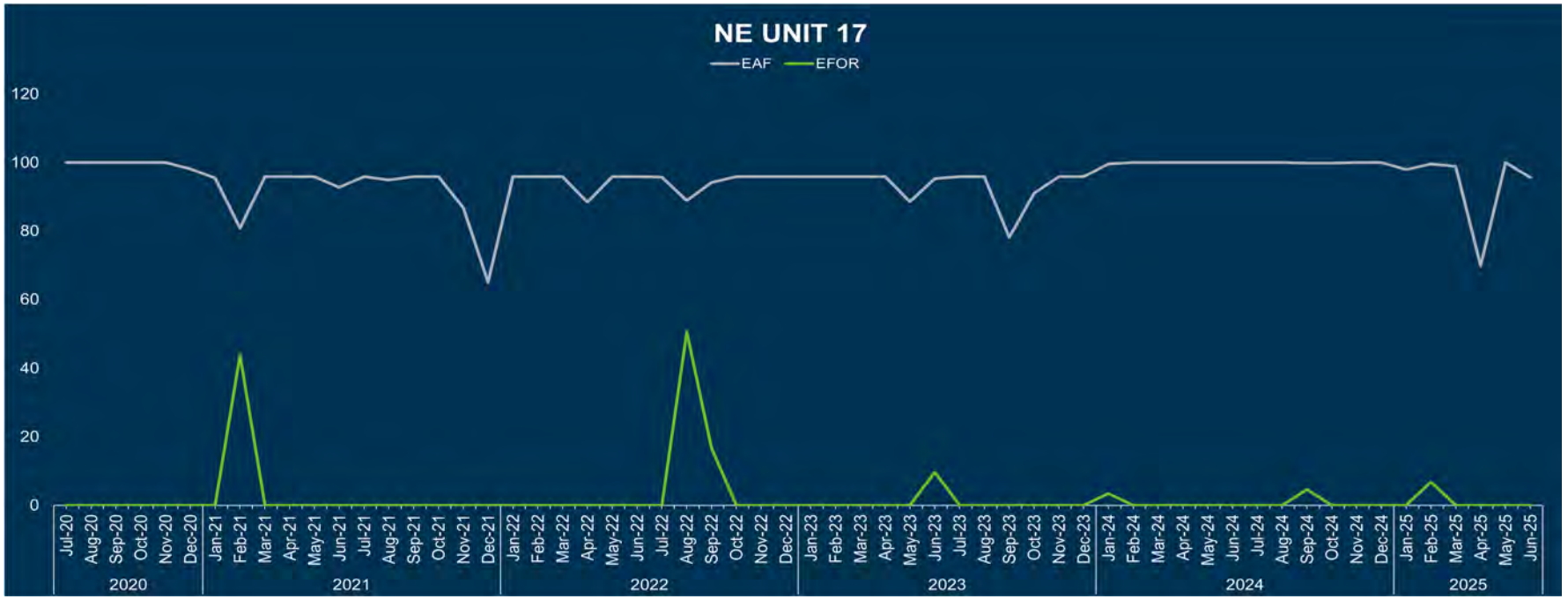

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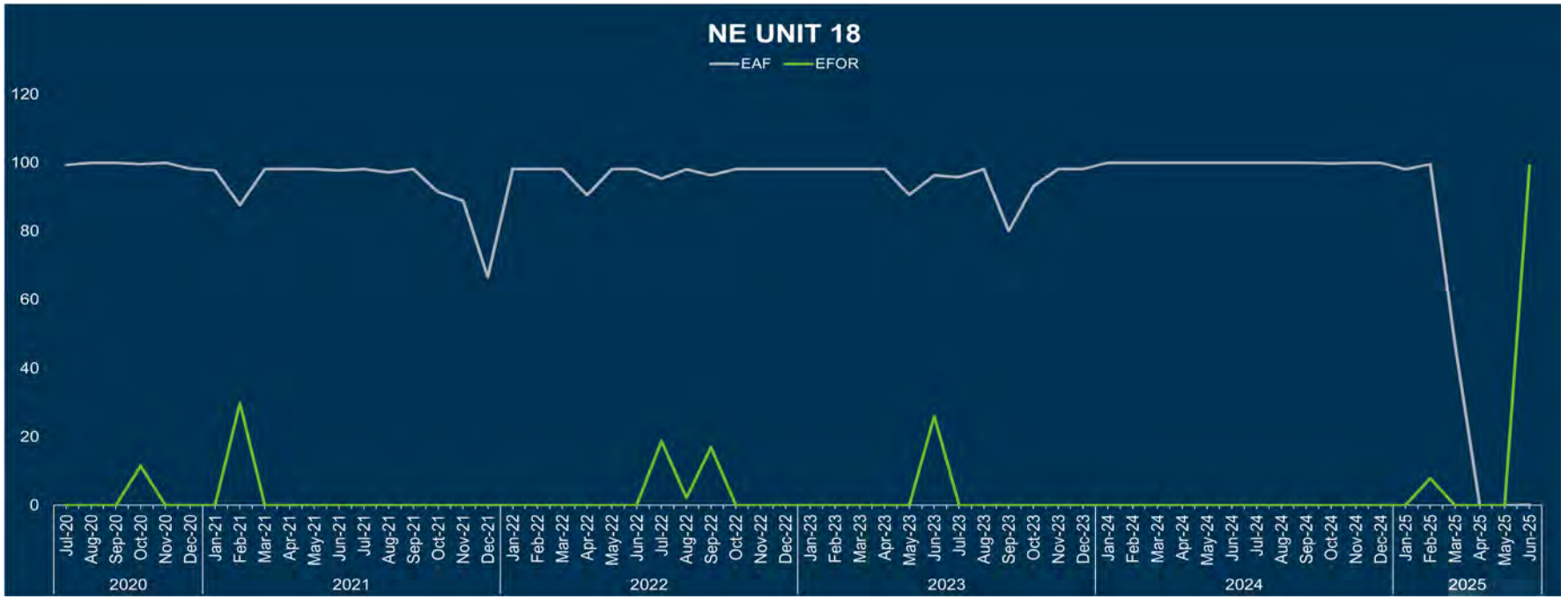

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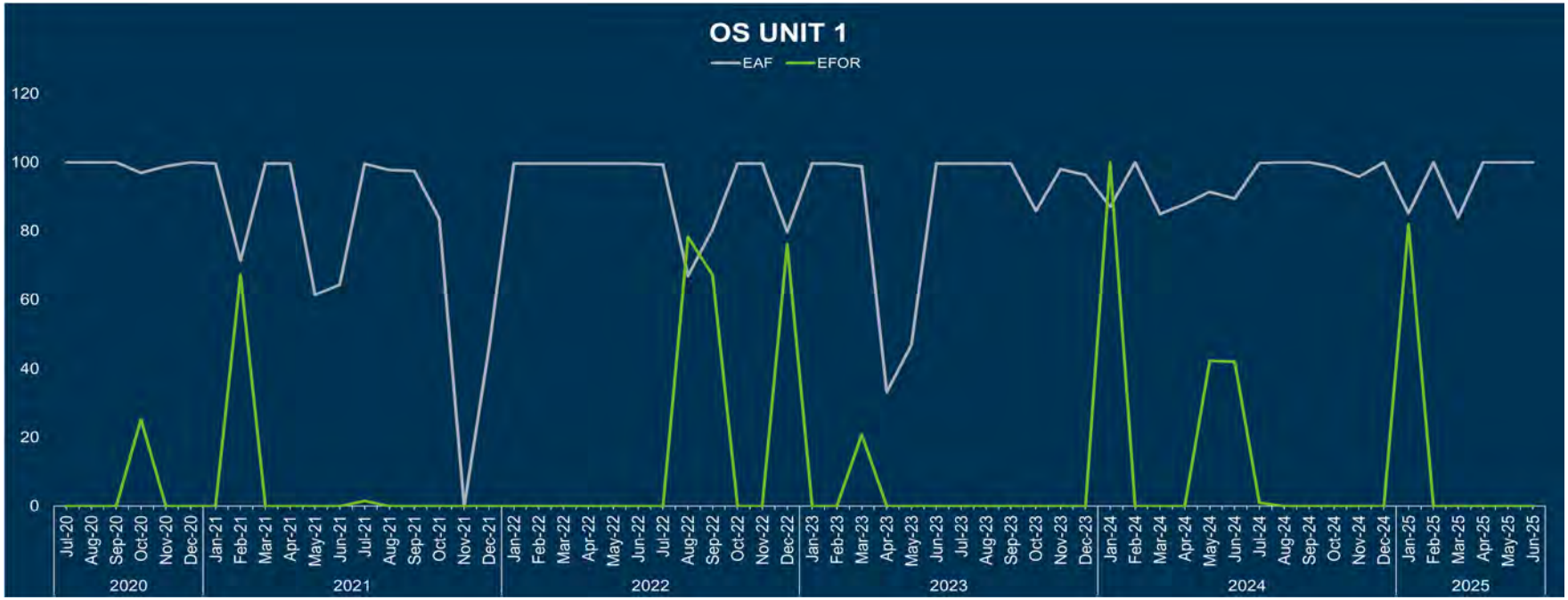

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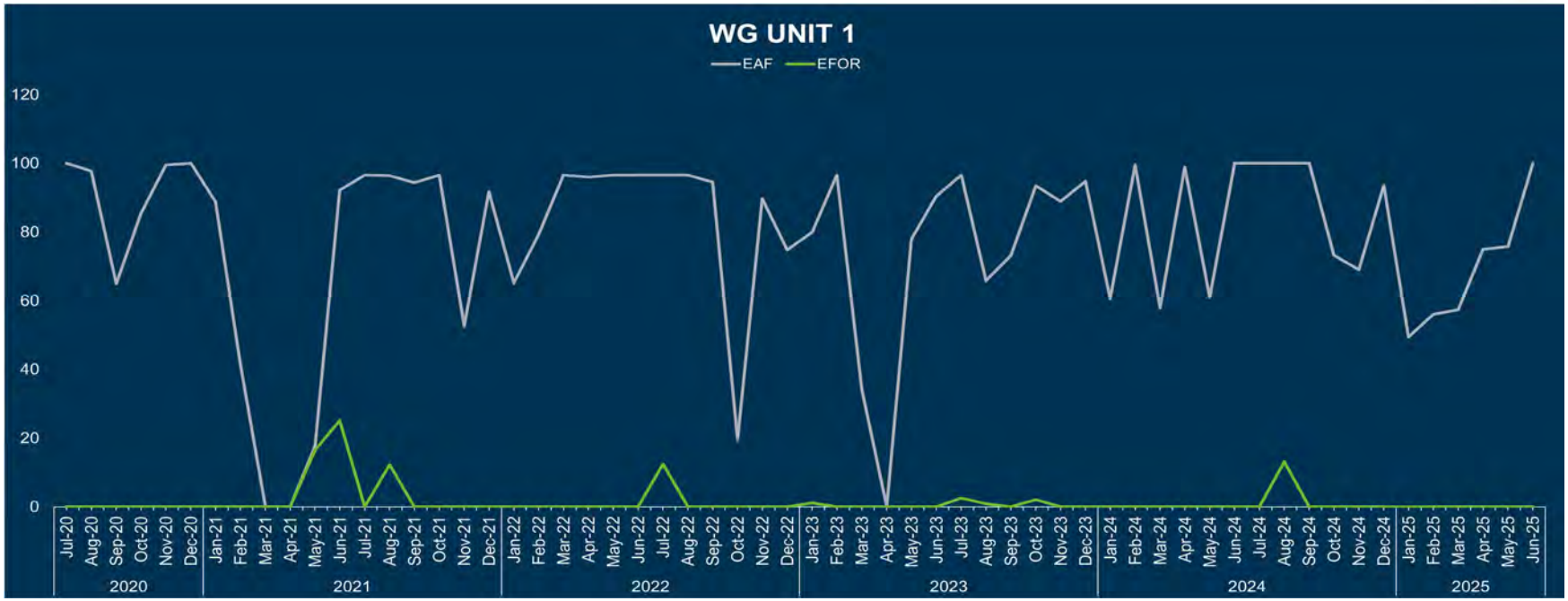

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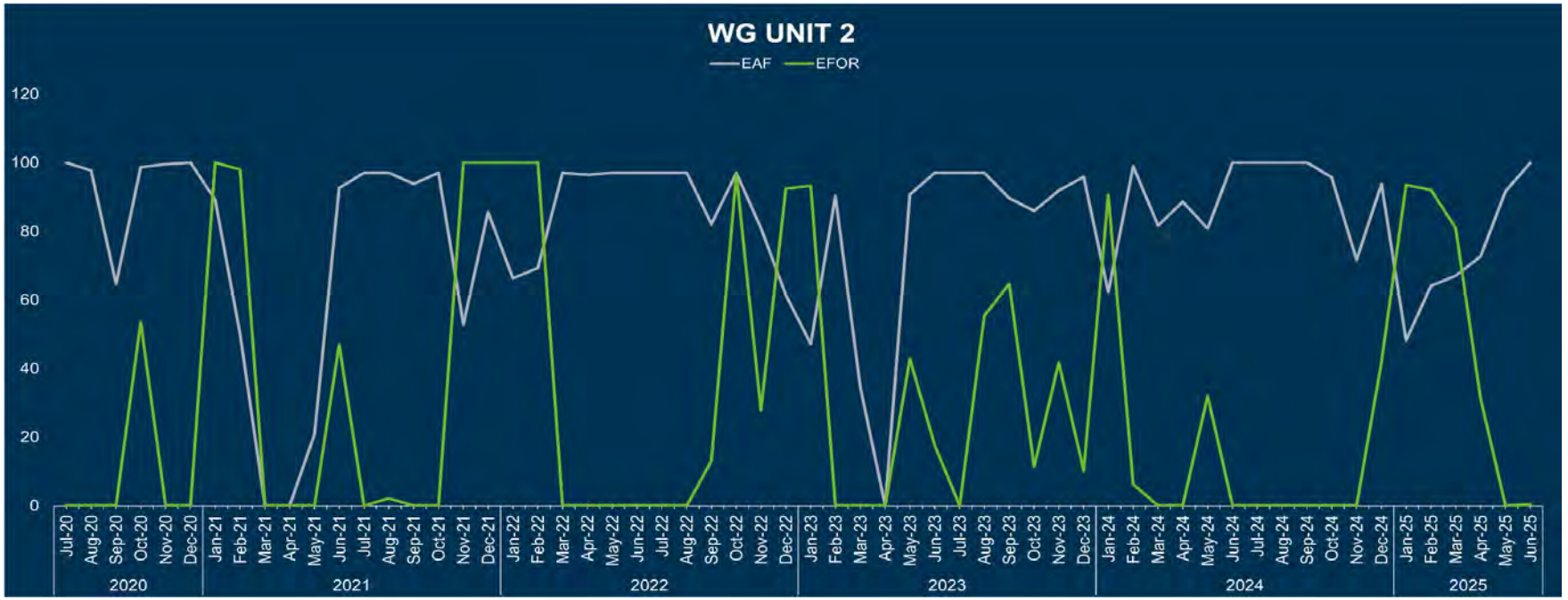

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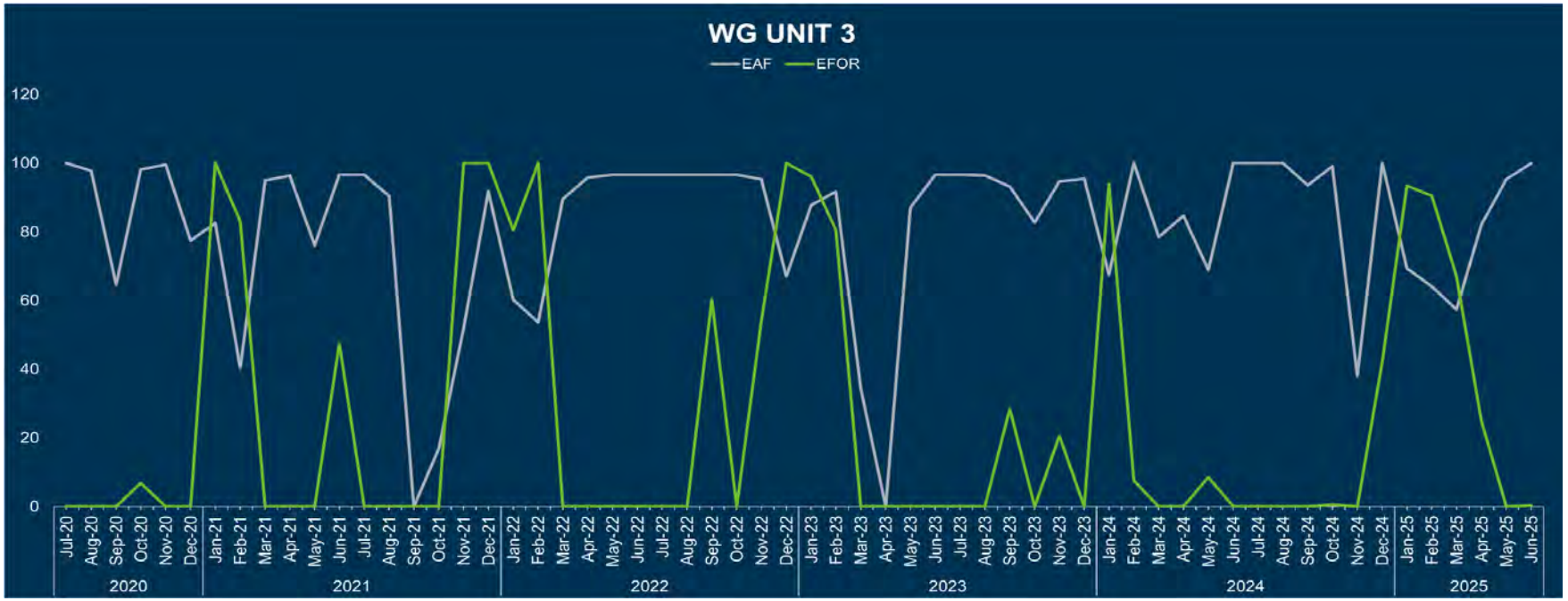
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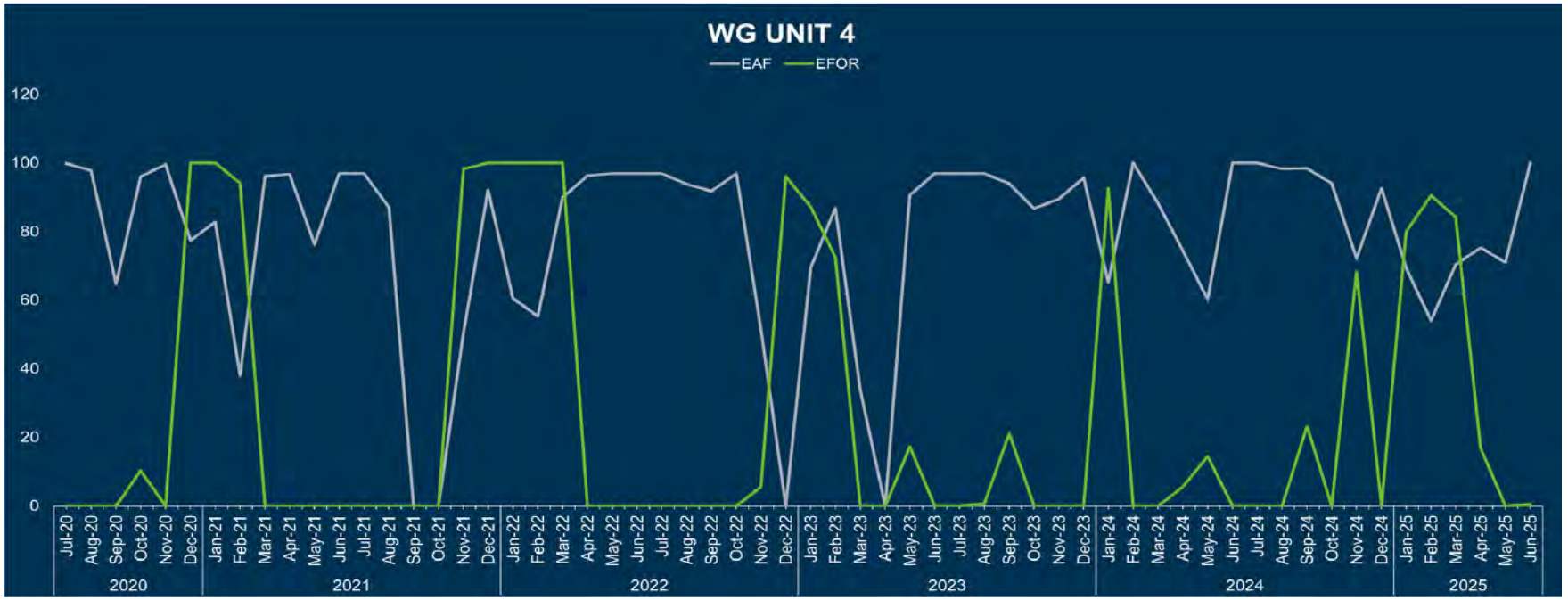

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West Gardner

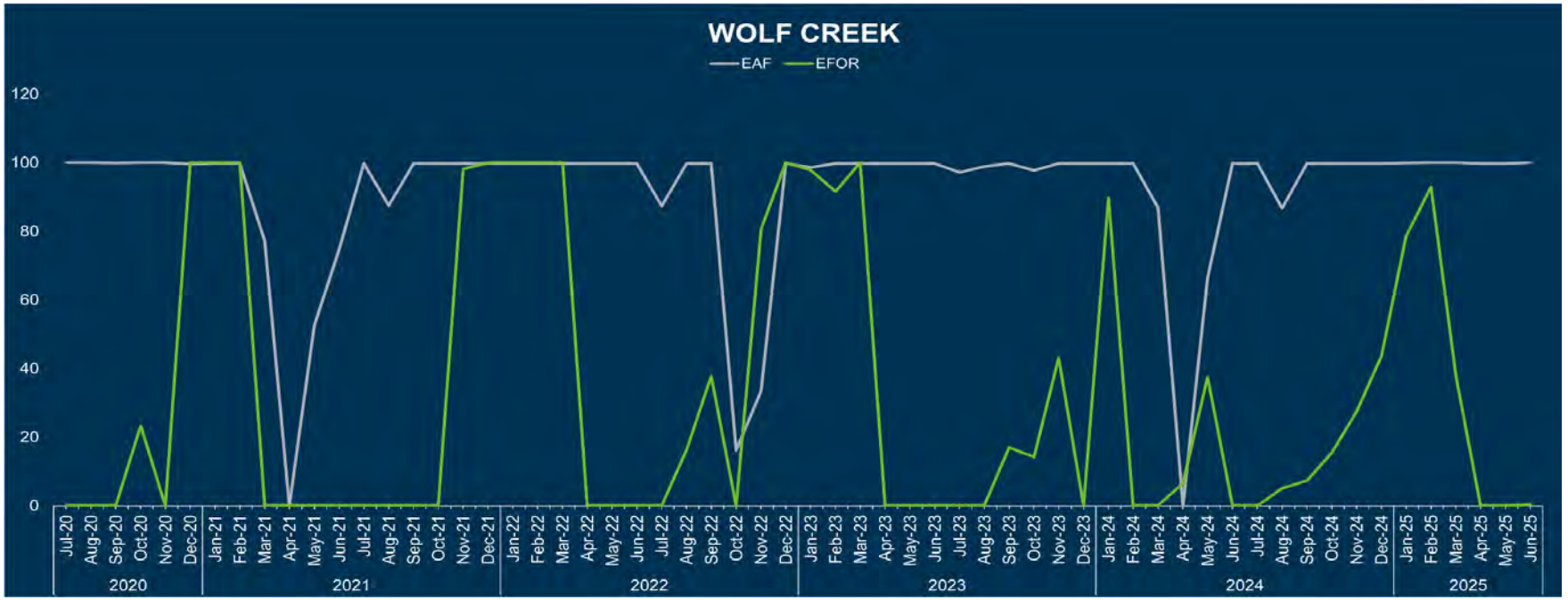


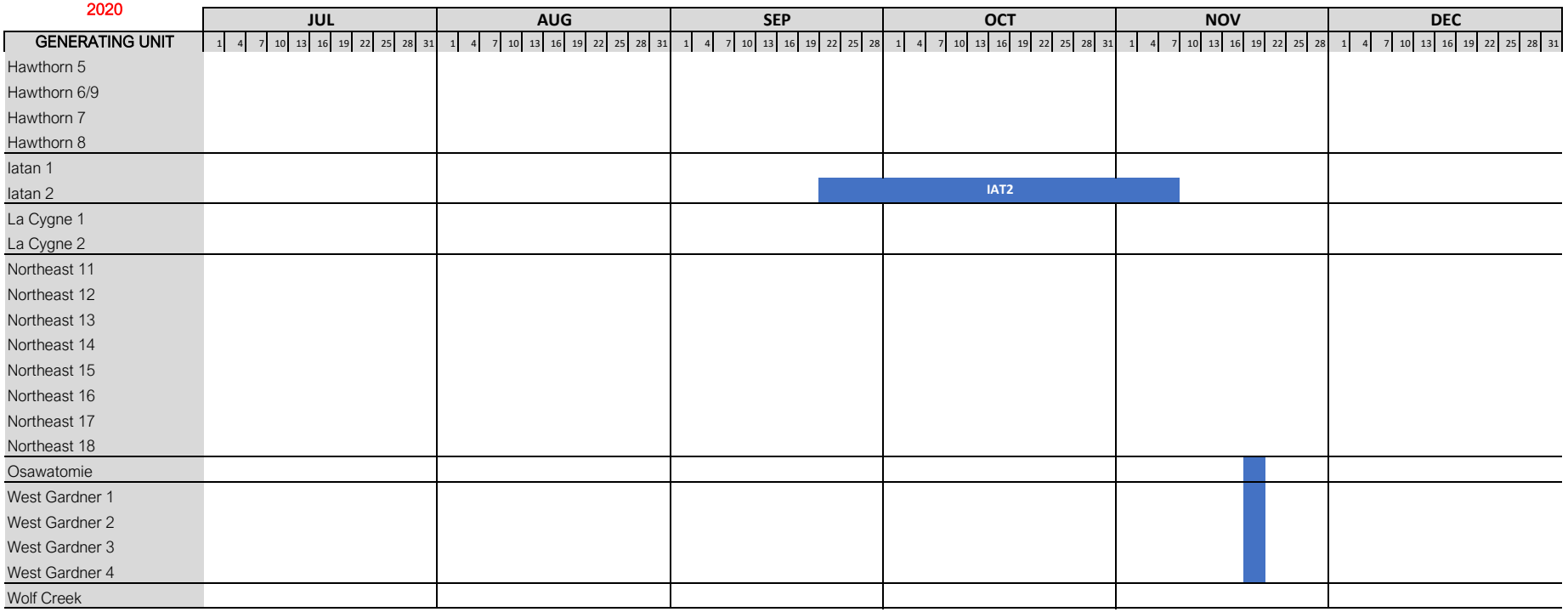

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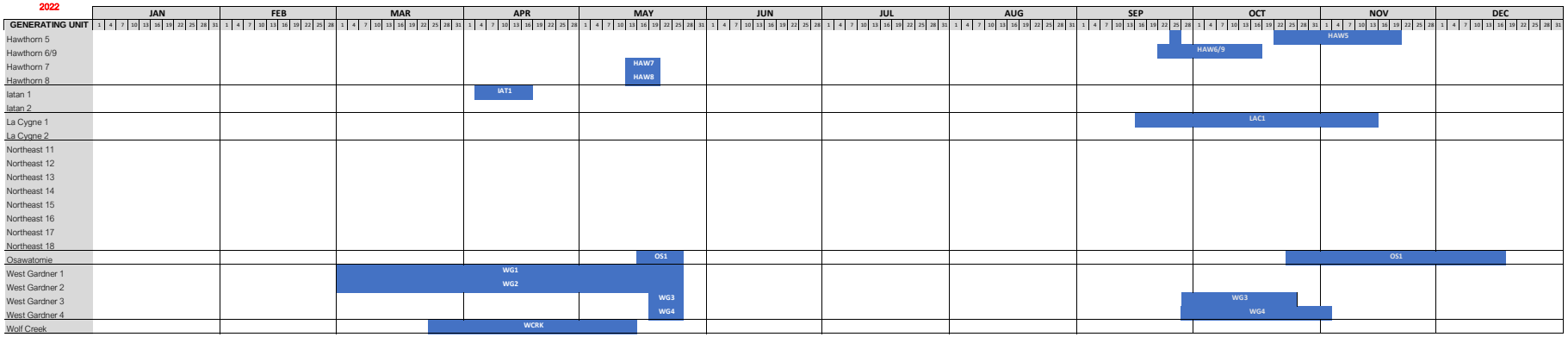

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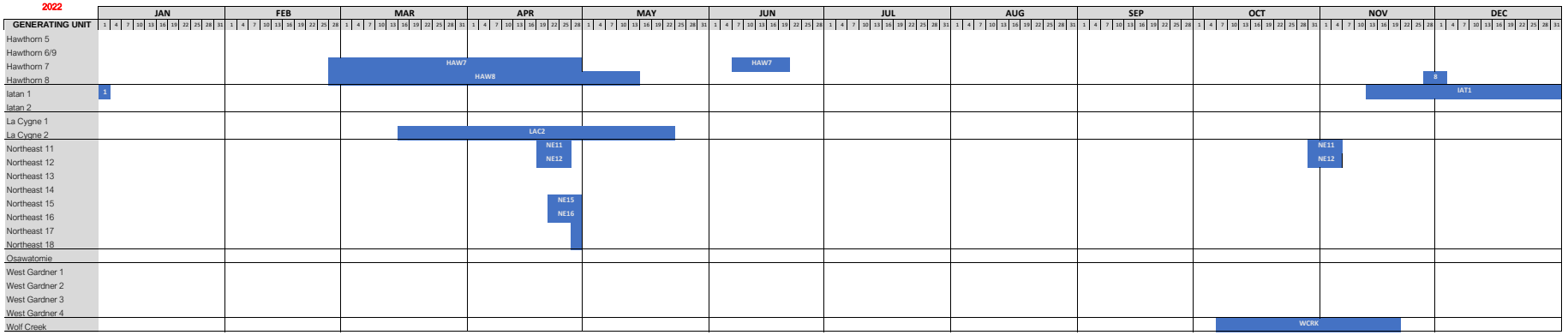

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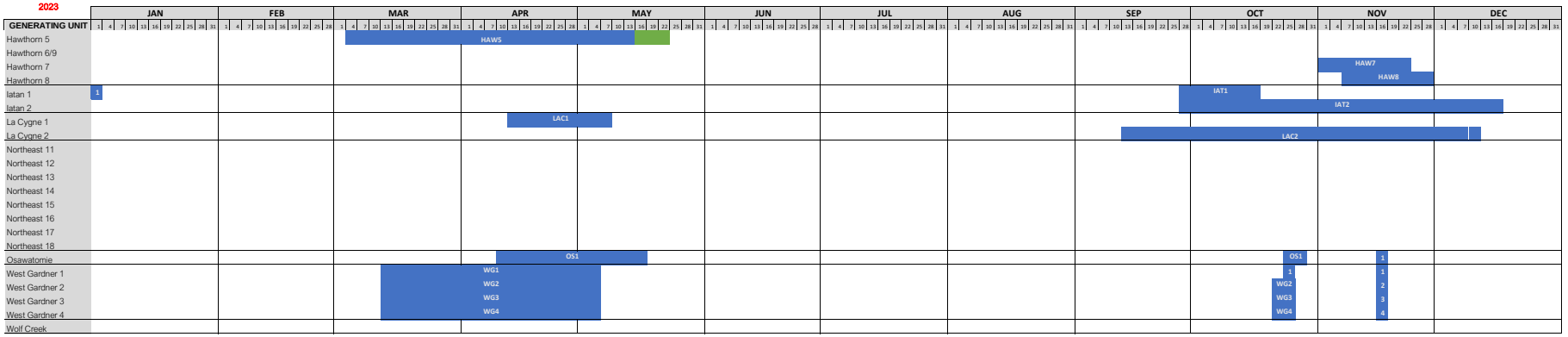
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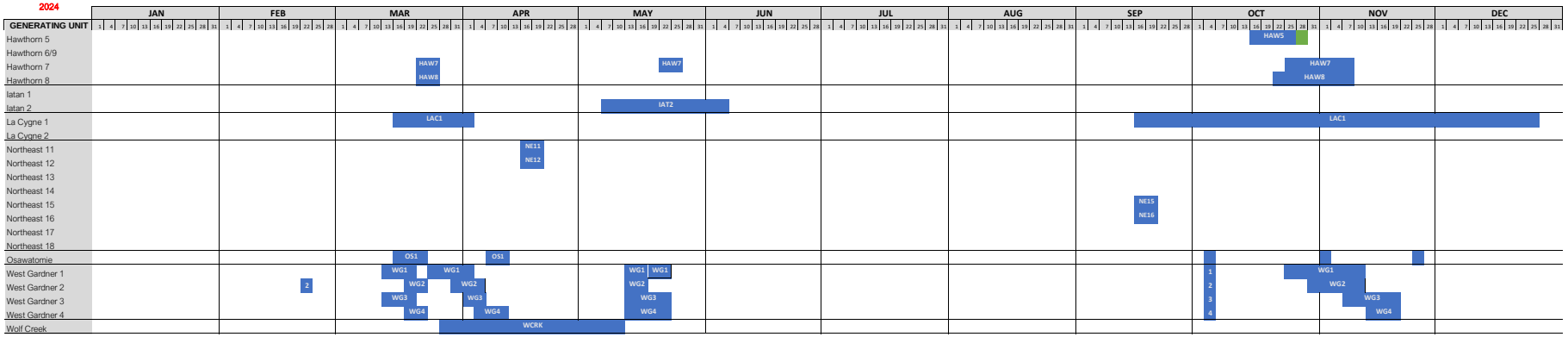

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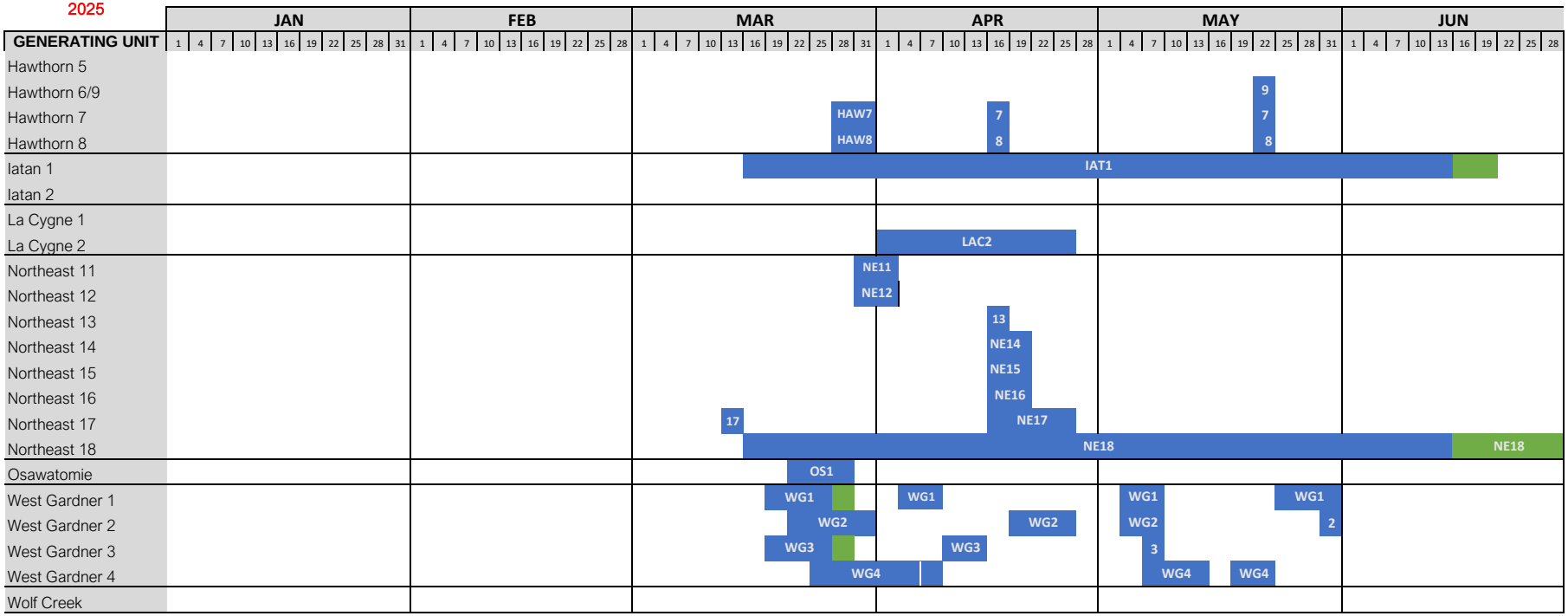

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