

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

P.S.C. MO. No. 7 2nd Revised Sheet No. 49U  
Canceling P.S.C. MO. No. 7 1st Revised Sheet No. 49U  
For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)  
Schedule DSIM (Continued)

**CALCULATION OF TD:**

Monthly Throughput Disincentive = the sum of the Throughput Disincentive Calculation for all programs applicable to (1) Residential and Non-Residential customers: (2) Small General Service (SGS), (3) Medium General Service (MGS), (5) Large General Service (LGS) and (6) Large Power Service (LPS).

**Throughput Disincentive Calculation**

The Throughput Disincentive Calculation for each program shall be determined by the formula:

**TD\$ = MS x NMR x NTGF**

Where:

TD\$ = Throughput Disincentive Dollars to be collected for a given calendar month, for a given class.

NMR = Net Margin Revenue. Net Margin revenue values for each class are provided on Tariff Sheet No. 49Z.

NTGF = Net to Gross Factors by MEEIA Cycle 3 programs are as follows:

Factors by MEEIA Cycle 3 program are as follows:

Program	NTG-PY1-PY2	NTG-PY3
Business Standard	0.96	0.96
Business Custom	0.92	0.80
Business Process Efficiency	0.90	0.90
Business Demand Response	1.00	1.00
Business Smart Thermostat	1.00	1.00
Energy Saving Products	0.84	0.58
Heating, Cooling & Home Comfort	0.82	0.78
Home Energy Report	1.00	1.00
Income-Eligible Home Energy Report	1.00	1.00
Income-Eligible Multi-Family	1.00	1.00
Income-Eligible Single Family	N/A	1.00
Residential Demand Response	1.00	1.00
Pay As You Save	1.00	1.00
Research & Pilot	1.00	1.00

NTG Factor for Throughput Disincentive based on Extension kWh savings is 0.835 for all programs.  
January 01, 2023

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

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

P.S.C. MO. No. 7 Original Sheet No. 49U  
Canceling P.S.C. MO. No. \_\_\_\_\_ Original Sheet No. \_\_\_\_\_  
For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)  
Schedule DSIM (Continued)

**CALCULATION OF TD:**

Monthly Throughput Disincentive = the sum of the Throughput Disincentive Calculation for all programs applicable to (1) Residential and Non-Residential customers: (2) Small General Service (SGS), (3) Medium General Service (MGS), (5) Large General Service (LGS) and (6) Large Power Service (LPS).

**Throughput Disincentive Calculation**

The Throughput Disincentive Calculation for each program shall be determined by the formula:

**TD\$ = MS x NMR x NTGF**

Where:

TD\$ = Throughput Disincentive Dollars to be collected for a given calendar month, for a given class.

NMR = Net Margin Revenue. Net Margin revenue values for each class are provided on Tariff Sheet No. 49Z.

NTGF = Net to Gross Factors by MEEIA Cycle 3 programs are as follows:

Factors by MEEIA Cycle 3 program are as follows:

<b>Program</b>	<b>NTG</b>
Business Standard	0.96
Business Custom	0.92
Business Process Efficiency	0.90
Business Demand Response	1.00
Business Smart Thermostat	1.00
Energy Saving Products	0.84
Heating, Cooling & Home Comfort	0.82
Home Energy Report	1.00
Income-Eligible Home Energy Report	1.00
Income-Eligible Multi-Family	1.00
Residential Demand Response	1.00
Research & Pilot	1.00

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Issued by: Darrin R. Ives, Vice President

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1200 Main, Kansas City, MO 64105

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

P.S.C. MO. No. 7 Original Sheet No. 49V  
 Canceling P.S.C. MO. No. \_\_\_\_\_ Original Sheet No. \_\_\_\_\_  
 For Missouri Retail Service Area

**DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)  
 Schedule DSIM (Continued)**

**CALCULATION OF TD (continued)**

MS = The sum of all Programs' Monthly Savings in kWh, for a given month, for a given class. The Monthly Savings in kWh for each Program shall be determined by the formula:

$$MS = (MAS_{CM} + CAS_{PM} - RB) \times LS + HER$$

RB = Rebasing Adjustment. The Rebasing Adjustment shall equal the CAS applicable as of the date used for the MEEIA normalization in any general rate case resulting in new rates becoming effective during the accrual and collection of TD\$ pursuant to MEEIA Cycle 3. In the event more than one general rate case resulting in new rates becoming effective during the accrual and collection of TD\$ pursuant to MEEIA Cycle 3, the Rebasing Adjustment shall include each and every prior Rebasing Adjustment calculation.

LS = Load Shape. The Load Shape is the monthly loadshape percent for each program as follows:

Program Name	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
Business Standard	8.59%	7.78%	8.61%	8.19%	8.62%	8.24%	8.46%	8.62%	8.02%	8.60%	8.12%	8.16%	100.00%
Business Custom	8.57%	7.74%	8.57%	8.20%	8.58%	8.23%	8.46%	8.62%	8.05%	8.62%	8.16%	8.19%	100.00%
Business Process Efficiency	8.57%	7.74%	8.57%	8.20%	8.58%	8.23%	8.46%	8.62%	8.05%	8.62%	8.16%	8.19%	100.00%
Business Demand Response	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	53.33%	46.67%	0.00%	0.00%	0.00%	0.00%	100.00%
Business Smart Thermostat	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	53.33%	46.67%	0.00%	0.00%	0.00%	0.00%	100.00%
Online Business Energy Audit	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Energy Saving Products	10.16%	9.18%	8.67%	8.39%	8.67%	6.81%	7.08%	7.12%	7.35%	8.35%	8.08%	10.16%	100.00%
Heating, Cooling & Home Comfort	6.73%	6.00%	7.14%	6.74%	7.72%	11.07%	13.48%	12.30%	8.22%	7.17%	6.77%	6.65%	100.00%
Home Energy Report	6.75%	5.96%	7.84%	7.59%	7.96%	10.26%	10.59%	10.53%	9.80%	8.24%	7.88%	6.59%	100.00%
Income-Eligible Home Energy Report	6.75%	5.96%	7.84%	7.59%	7.96%	10.26%	10.59%	10.53%	9.80%	8.24%	7.88%	6.59%	100.00%
Income-Eligible Multi-Family	7.42%	6.59%	8.02%	7.77%	8.10%	9.59%	9.91%	9.87%	9.28%	8.26%	7.93%	7.29%	100.00%
Residential Demand Response	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	53.33%	46.67%	0.00%	0.00%	0.00%	0.00%	100.00%
Online Home Energy Audit	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Research & Pilot	8.33%	8.33%	8.33%	8.33%	8.33%	8.33%	8.33%	8.33%	8.33%	8.33%	8.33%	8.33%	100.00%

January 1, 2020

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

P.S.C. MO. No. 7 1st Revised Sheet No. 49W  
Canceling P.S.C. MO. No. 7                      Original Sheet No. 49W  
For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)  
Schedule DSIM (Continued)

**CALCULATION OF TD (Continued):**

Where:

MC = Measure Count. Measure Count, for a given month, for a given class, for each measure is the number of each measure installed in the current calendar month.

ME = Measure Energy. Measure Energy will be determined as follows, for each Measure:

- i. Prior to finalization of EM&V for Cycle 3, Year 1 programs, for Measures not listed under those programs listed in (c) below, the ME is the annual total of normalized savings for each measure at customer meter per measure defined in the Technical Resource Manual (TRM).
- ii. After finalization of EM&V for Cycle 3, Year 1 programs, for Measures not listed under those programs listed in (c) below, the ME is the annual total of normalized savings for each measure at customer meter per measure defined in the updated TRM (which will be updated based on EM&V ex-post gross adjustments determined for Year 1 no later than 24 months after the commencement of Cycle 3).
- iii. For Measures in MEEIA Cycle 3 programs: Business Custom, Business Process Efficiency, and Income-Eligible Multi-Family (programs with custom measures), the ME will be the annual value attributable to the installations reported monthly by the program implementer.

MAS = The sum of MC multiplied by ME for all measures in a program in the current calendar month.

CAS = Cumulative sum of MAS for each program for MEEIA Cycle 3

CM = Current calendar month

PM = Prior calendar month

HER = Monthly kWh savings for the Home Energy Reports and Income-Eligible Home Energy Reports programs measured and reported monthly by the program implementer.

Measure – Energy efficiency measures described for each program in the Technical Resource Manual.

Programs – MEEIA Cycle 3 programs listed in Tariff Sheet No. 1.04B and added in accordance with the Commission’s rule 20 CSR 4240-20.094(4).

TRM – Commission-Approved Technical Resource Manual updated based on EM&V ex-post gross adjustments determined for Year 1 no later than 24 months after the commencement of Cycle 3.

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1200 Main, Kansas City, MO 64105

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

P.S.C. MO. No. 7 Original Sheet No. 49W  
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For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)  
Schedule DSIM (Continued)

**CALCULATION OF TD (Continued):**

Where:

MC = Measure Count. Measure Count, for a given month, for a given class, for each measure is the number of each measure installed in the current calendar month.

ME = Measure Energy. Measure Energy will be determined as follows, for each Measure:

- i. Prior to finalization of EM&V for Cycle 3, Year 1 programs, for Measures not listed under those programs listed in (c) below , the ME is the annual total of normalized savings for each measure at customer meter per measure defined in the Technical Resource Manual (TRM).
- ii. After finalization of EM&V for Cycle 3, Year 1 programs, for Measures not listed under those programs listed in (c) below , the ME is the annual total of normalized savings for each measure at customer meter per measure defined in the updated TRM (which will be updated based on EM&V ex-post gross adjustments determined for Year 1 no later than 24 months after the commencement of Cycle 3).
- iii. For Measures in MEEIA Cycle 3 programs: Business Custom, Business Process Efficiency, and Income-Eligible Multi-Family (programs with custom measures), the ME will be the annual value attributable to the installations reported monthly by the program implementer.

MAS = The sum of MC multiplied by ME for all measures in a program in the current calendar month.

CAS = Cumulative sum of MAS for each program for MEEIA Cycle 3

CM = Current calendar month

PM = Prior calendar month

HER = Monthly kWh savings for the Home Energy Reports and Income-Eligible Home Energy Reports programs measured and reported monthly by the program implementer.

Measure – Energy efficiency measures described for each program in the Technical Resource Manual.

Programs – MEEIA Cycle 3 programs listed in Tariff Sheet No. 1.04B and added in accordance with the Commission’s rule 20 CSR 4240-20.094(4).

TRM – Commission-Approved Technical Resource Manual updated based on EM&V ex-post gross adjustments determined for Year 1 no later than 24 months after the commencement of Cycle 3.

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

P.S.C. MO. No. 7 1st Revised Sheet No. 49X  
Canceling P.S.C. MO. No. 7                      Original Sheet No. 49X  
For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)  
Schedule DSIM (Continued)

**Earnings Opportunity Adjustments**

The annual MEEIA Cycle 3 EO Award for 2020-2022 shall be calculated using the matrix in tariff Sheet No. 49Z. The cumulative EO will not go below \$0. The EO target at 100% is 8,017,172. Before adjustments reflecting TD EM&V including NTG, the EO cannot go above \$11,446,706. The cap is based on current program levels. If Commission-approved new programs are added in the years 2021 and any program plan extensions through 2025, the Company may seek Commission approval to have the targets for the cap of the EO scale proportionately to the increase in savings targets

The Earnings Opportunity Award for 2020-2022 shall be adjusted for the difference between the TD\$ billed and what the TD\$ billed would have been if:

- (1) The ME used in the calculation were the normalized savings for each measure at customer meter per measure determined through EM&V ex-post gross analysis for each program year, and,
- (2) The NTGFs used in the calculation was the net-to-gross values determined through EM&V, except that if the NTG value determined through EM&V is less than 0.80, the recalculation shall use 0.80 and if the NTG value determined through EM&V is greater than 1.0, the recalculation shall use 1.0.
- (3) If the above adjustments are negative in an amount greater than the otherwise applicable EO, these adjustments shall be limited to the value of the otherwise applicable EO.

The Combined Companies' (Everygy Missouri Metro and Everygy Missouri West) EO for 2023 (Extension) will be \$4,733,030 if 100% achievement of the planned targets are met. The Combined Companies' EO is capped at \$4,926,305. Potential Earnings Opportunity adjustments are described on Sheet No. 49AA. The Combined Companies' EO will be allocated to each jurisdiction by respective program cost spend.

**Other DSIM Provisions**

The Company shall file an update to NMR rates by month by class contemporaneous with filing any compliance tariff sheets in any general rate case reflecting the rates set in that case, and the billing determinants used in setting rates in that case.

Annual kWh savings per measure will be updated prospectively in the TRM no later than 24 months after the commencement of the Plan based on EM&V ex-post gross adjustments determined for Year 1 and annually thereafter upon finalization of each subsequent program year EM&V report.

MEEIA Cycle 3 NTG Factors by program will be updated prospectively no later than 24 months after the commencement of the Plan based on EM&V net-to-gross percentages for each program determined for Year 1 and annually thereafter upon finalization of each subsequent program year EM&V report.

**Filing**

After the initial DSIM Rider rate adjustment filing, the Company shall make a DSIM Rider rate adjustment filing to take effect each August and February under the Term of this MEEIA Rider. DSIM Rider rate adjustment filings shall be made at least sixty (60) days prior to their effective dates.

**Prudence Reviews**

A prudence review shall be conducted no less frequently than at twenty-four (24) month intervals in accordance with 20 CSR 4240-20.093(11). Any costs, which are determined by the Commission to have been imprudently incurred or incurred in violation of the terms of this DSIM Rider, shall be returned to customers through an adjustment in the next DSIM Rider rate adjustment filing and reflected in factor OA above.

January 01, 2023

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1200 Main, Kansas City, MO 64105

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

P.S.C. MO. No. 7 Original Sheet No. 49X  
Canceling P.S.C. MO. No. \_\_\_\_\_ Original Sheet No. \_\_\_\_\_  
For Missouri Retail Service Area

**DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)**  
**Schedule DSIM (Continued)**

**Earnings Opportunity Adjustments**

The annual MEEIA Cycle 3 EO Award shall be calculated using the matrix in tariff Sheet No. 49Z. The cumulative EO will not go below \$0. The EO target at 100% is 7,909,523. Before adjustments reflecting TD EM&V including NTG, the EO cannot go above \$11,337,723. The cap is based on current program levels. If Commission-approved new programs are added in the years 2021 and any program plan extensions through 2024, the Company may seek Commission approval to have the targets for the cap of the EO scale proportionately to the increase in savings targets

The Earnings Opportunity Award shall be adjusted for the difference between the TD\$ billed and what the TD\$ billed would have been if:

- (1) The ME used in the calculation were the normalized savings for each measure at customer meter per measure determined through EM&V ex-post gross analysis for each program year, and,
- (2) The NTGFs used in the calculation was the net-to-gross values determined through EM&V, except that if the NTG value determined through EM&V is less than 0.80, the recalculation shall use 0.80 and if the NTG value determined through EM&V is greater than 1.0, the recalculation shall use 1.0.
- (3) If the above adjustments are negative in an amount greater than the otherwise applicable EO, these adjustments shall be limited to the value of the otherwise applicable EO.

**Other DSIM Provisions**

The Company shall file an update to NMR rates by month by class contemporaneous with filing any compliance tariff sheets in any general rate case reflecting the rates set in that case, and the billing determinants used in setting rates in that case.

Annual kWh savings per measure will be updated prospectively in the TRM no later than 24 months after the commencement of the Plan based on EM&V ex-post gross adjustments determined for Year 1 and annually thereafter upon finalization of each subsequent program year EM&V report.

MEEIA Cycle 3 NTG Factors by program will be updated prospectively no later than 24 months after the commencement of the Plan based on EM&V net-to-gross percentages for each program determined for Year 1 and annually thereafter upon finalization of each subsequent program year EM&V report.

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A prudence review shall be conducted no less frequently than at twenty-four (24) month intervals in accordance with 20 CSR 4240-20.093(11). Any costs, which are determined by the Commission to have been imprudently incurred or incurred in violation of the terms of this DSIM Rider, shall be returned to customers through an adjustment in the next DSIM Rider rate adjustment filing and reflected in factor OA above.

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

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 Canceling P.S.C. MO. No. 7 7th Revised Sheet No. 49Y  
 For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)  
Schedule DSIM (Continued)

**Discontinuing the DSIM:**

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

**DEMAND SIDE INVESTMENT MECHANISM CHARGE:**

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE (\$/kWh)	NTD/PE (\$/kWh)	NEO/PE (\$/kWh)	NOA/PE (\$/kWh)	Total DSIM (\$/kWh)
<b>Residential Service</b>	Cycle 2	\$0.00000	\$0.00021	(\$0.00005)	(\$0.00001)	\$0.00015
	Cycle 3	\$0.00096	\$0.00067	\$0.00030	(\$0.00012)	\$0.00181
	<b>Total</b>	<b>\$0.00096</b>	<b>\$0.00088</b>	<b>\$0.00025</b>	<b>(\$0.00013)</b>	<b>\$0.00196</b>
<b>Non-Residential Service - SGS</b>	Cycle 2	\$0.00000	\$0.00013	\$0.00001	\$0.00000	\$0.00014
	Cycle 3	\$0.00097	\$0.00033	\$0.00012	\$0.00000	\$0.00142
	<b>Total</b>	<b>\$0.00097</b>	<b>\$0.00046</b>	<b>\$0.00013</b>	<b>\$0.00000</b>	<b>\$0.00156</b>
<b>Non-Residential Service - MGS</b>	Cycle 2	(\$0.00001)	\$0.00018	\$0.00006	\$0.00000	\$0.00023
	Cycle 3	\$0.00101	\$0.00043	\$0.00017	\$0.00000	\$0.00161
	<b>Total</b>	<b>\$0.00100</b>	<b>\$0.00061</b>	<b>\$0.00023</b>	<b>\$0.00000</b>	<b>\$0.00184</b>
<b>Non-Residential Service - LGS</b>	Cycle 2	\$0.00000	\$0.00014	\$0.00003	\$0.00000	\$0.00017
	Cycle 3	\$0.00074	\$0.00023	\$0.00031	\$0.00000	\$0.00128
	<b>Total</b>	<b>\$0.00074</b>	<b>\$0.00037</b>	<b>\$0.00034</b>	<b>\$0.00000</b>	<b>\$0.00145</b>
<b>Non-Residential Service - LPS</b>	Cycle 2	\$0.00000	\$0.00010	\$0.00004	\$0.00000	\$0.00014
	Cycle 3	\$0.00010	\$0.00005	\$0.00013	\$0.00000	\$0.00028
	<b>Total</b>	<b>\$0.00010</b>	<b>\$0.00015</b>	<b>\$0.00017</b>	<b>\$0.00000</b>	<b>\$0.00042</b>

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

P.S.C. MO. No. 7 7th Revised Sheet No. 49Y  
 Canceling P.S.C. MO. No. 7 6th Revised Sheet No. 49Y  
 For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)  
Schedule DSIM (Continued)

**Discontinuing the DSIM:**

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

**DEMAND SIDE INVESTMENT MECHANISM CHARGE:**

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE (\$/kWh)	NTD/PE (\$/kWh)	NEO/PE (\$/kWh)	NOA/PE (\$/kWh)	Total DSIM (\$/kWh)
<b>Residential Service</b>	Cycle 2	\$0.00000	\$0.00026	(\$0.00010)	(\$0.00003)	\$0.00013
	Cycle 3	\$0.00238	\$0.00069	\$0.00013	(\$0.00018)	\$0.00302
	<b>Total</b>	<b>\$0.00238</b>	<b>\$0.00095</b>	<b>\$0.00003</b>	<b>(\$0.00021)</b>	<b>\$0.00315</b>
<b>Non-Residential Service - SGS</b>	Cycle 2	(\$0.00001)	\$0.00020	(\$0.00005)	\$0.00000	\$0.00014
	Cycle 3	\$0.00163	\$0.00053	\$0.00006	\$0.00000	\$0.00222
	<b>Total</b>	<b>\$0.00162</b>	<b>\$0.00073</b>	<b>\$0.00001</b>	<b>\$0.00000</b>	<b>\$0.00236</b>
<b>Non-Residential Service - MGS</b>	Cycle 2	(\$0.00001)	\$0.00026	\$0.00013	\$0.00000	\$0.00038
	Cycle 3	\$0.00124	\$0.00053	\$0.00012	\$0.00000	\$0.00189
	<b>Total</b>	<b>\$0.00123</b>	<b>\$0.00079</b>	<b>\$0.00025</b>	<b>\$0.00000</b>	<b>\$0.00227</b>
<b>Non-Residential Service - LGS</b>	Cycle 2	(\$0.00001)	\$0.00019	\$0.00008	\$0.00000	\$0.00026
	Cycle 3	\$0.00096	\$0.00033	\$0.00009	\$0.00000	\$0.00138
	<b>Total</b>	<b>\$0.00095</b>	<b>\$0.00052</b>	<b>\$0.00017</b>	<b>\$0.00000</b>	<b>\$0.00164</b>
<b>Non-Residential Service - LPS</b>	Cycle 2	(\$0.00001)	\$0.00015	\$0.00014	\$0.00000	\$0.00028
	Cycle 3	\$0.00004	\$0.00003	\$0.00005	\$0.00000	\$0.00012
	<b>Total</b>	<b>\$0.00003</b>	<b>\$0.00018</b>	<b>\$0.00019</b>	<b>\$0.00000</b>	<b>\$0.00040</b>

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

P.S.C. MO. No. 7 6th Revised Sheet No. 49Y  
 Canceling P.S.C. MO. No. 7 5th Revised Sheet No. 49Y  
 For Missouri Retail Service Area

**DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)**  
**Schedule DSIM (Continued)**

**Discontinuing the DSIM:**

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

**DEMAND SIDE INVESTMENT MECHANISM CHARGE:**

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE (\$/kWh)	NTD/PE (\$/kWh)	NEO/PE (\$/kWh)	NOA/PE (\$/kWh)	Total DSIM (\$/kWh)
<b>Residential Service</b>	Cycle 2	\$0.00000	\$0.00069	(\$0.00016)	(\$0.00004)	\$0.00049
	Cycle 3	\$0.00288	\$0.00124	\$0.00017	\$0.00000	\$0.00429
	<b>Total</b>	<b>\$0.00288</b>	<b>\$0.00193</b>	<b>\$0.00001</b>	<b>(\$0.00004)</b>	<b>\$0.00478</b>
<b>Non-Residential Service - SGS</b>	Cycle 2	(\$0.00002)	\$0.00052	(\$0.00022)	\$0.00000	\$0.00028
	Cycle 3	\$0.00224	\$0.00048	\$0.00010	\$0.00000	\$0.00282
	<b>Total</b>	<b>\$0.00222</b>	<b>\$0.00100</b>	<b>(\$0.00012)</b>	<b>\$0.00000</b>	<b>\$0.00310</b>
<b>Non-Residential Service - MGS</b>	Cycle 2	(\$0.00002)	\$0.00064	\$0.00030	\$0.00000	\$0.00092
	Cycle 3	\$0.00205	\$0.00051	\$0.00020	\$0.00000	\$0.00276
	<b>Total</b>	<b>\$0.00203</b>	<b>\$0.00115</b>	<b>\$0.00050</b>	<b>\$0.00000</b>	<b>\$0.00368</b>
<b>Non-Residential Service - LGS</b>	Cycle 2	(\$0.00002)	\$0.00040	\$0.00017	\$0.00000	\$0.00055
	Cycle 3	\$0.00166	\$0.00031	\$0.00016	\$0.00000	\$0.00213
	<b>Total</b>	<b>\$0.00164</b>	<b>\$0.00071</b>	<b>\$0.00033</b>	<b>\$0.00000</b>	<b>\$0.00268</b>
<b>Non-Residential Service - LPS</b>	Cycle 2	(\$0.00001)	\$0.00020	\$0.00035	\$0.00000	\$0.00054
	Cycle 3	\$0.00049	\$0.00002	\$0.00008	\$0.00000	\$0.00059
	<b>Total</b>	<b>\$0.00048</b>	<b>\$0.00022</b>	<b>\$0.00043</b>	<b>\$0.00000</b>	<b>\$0.00113</b>

Issued: June 1, 2022  
 Issued by: Darrin R. Ives, Vice President

Effective: August 1, 2022  
 1200 Main, Kansas City, MO 64105

**FILED**  
**Missouri Public**  
**Service Commission**  
**ER-2022-0334; JE-2022-0266**

CANCELLED - Missouri Public Service Commission - 02/01/2023 - ER-2023-0183 - JE-2023-0098

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

P.S.C. MO. No. 7 5th Revised Sheet No. 49Y  
 Canceling P.S.C. MO. No. 7 4th Revised Sheet No. 49Y  
 For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)  
Schedule DSIM (Continued)

**Discontinuing the DSIM:**

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

**DEMAND SIDE INVESTMENT MECHANISM CHARGE:**

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE (\$/kWh)	NTD/PE (\$/kWh)	NEO/PE (\$/kWh)	NOA/PE (\$/kWh)	Total DSIM (\$/kWh)
Residential Service	Cycle 2	\$0.00001	\$0.00128	(\$0.00013)	\$0.00000	\$0.00116
	Cycle 3	\$0.00273	\$0.00262	\$0.00028	\$0.00000	\$0.00563
	<b>Total</b>	\$0.00274	\$0.00390	\$0.00015	\$0.00000	\$0.00679
Non-Residential Service - SGS	Cycle 2	(\$0.00003)	\$0.00105	(\$0.00027)	\$0.00000	\$0.00075
	Cycle 3	\$0.00124	\$0.00060	\$0.00017	\$0.00000	\$0.00201
	<b>Total</b>	\$0.00121	\$0.00165	(\$0.00010)	\$0.00000	\$0.00276
Non-Residential Service - MGS	Cycle 2	(\$0.00004)	\$0.00117	\$0.00053	\$0.00000	\$0.00166
	Cycle 3	\$0.00269	\$0.00085	\$0.00027	\$0.00000	\$0.00381
	<b>Total</b>	\$0.00265	\$0.00202	\$0.00080	\$0.00000	\$0.00547
Non-Residential Service - LGS	Cycle 2	(\$0.00003)	\$0.00072	\$0.00033	\$0.00000	\$0.00102
	Cycle 3	\$0.00227	\$0.00055	\$0.00023	\$0.00000	\$0.00305
	<b>Total</b>	\$0.00224	\$0.00127	\$0.00056	\$0.00000	\$0.00407
Non-Residential Service - LPS	Cycle 2	(\$0.00002)	\$0.00032	\$0.00050	\$0.00000	\$0.00080
	Cycle 3	\$0.00178	\$0.00004	\$0.00012	\$0.00000	\$0.00194
	<b>Total</b>	\$0.00176	\$0.00036	\$0.00062	\$0.00000	\$0.00274

Issued: December 2, 2021  
 Issued by: Darrin R. Ives, Vice President

Effective: February 1, 2022  
 1200 Main, Kansas City, MO 64105

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

P.S.C. MO. No. 7 4th Revised Sheet No. 49Y  
 Canceling P.S.C. MO. No. 7 3rd Revised Sheet No. 49Y  
 For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)  
 Schedule DSIM (Continued)

**Discontinuing the DSIM:**

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

**DEMAND SIDE INVESTMENT MECHANISM CHARGE:**

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE (\$/kWh)	NTD/PE (\$/kWh)	NEO/PE (\$/kWh)	NOA/PE (\$/kWh)	Total DSIM (\$/kWh)
<b>Residential Service</b>	Cycle 2	\$0.00003	\$0.00064	\$0.00007	\$0.00000	\$0.00074
	Cycle 3	\$0.00329	\$0.00186	\$0.00000	\$0.00000	\$0.00515
	<b>Total</b>	\$0.00332	\$0.00250	\$0.00007	\$0.00000	\$0.00589
<b>Non-Residential Service - SGS</b>	Cycle 2	(\$0.00008)	\$0.00049	(\$0.00002)	\$0.00000	\$0.00039
	Cycle 3	\$0.00120	\$0.00069	\$0.00000	\$0.00000	\$0.00189
	<b>Total</b>	\$0.00112	\$0.00118	(\$0.00002)	\$0.00000	\$0.00228
<b>Non-Residential Service - MGS</b>	Cycle 2	(\$0.00010)	\$0.00053	\$0.00087	\$0.00000	\$0.00130
	Cycle 3	\$0.00273	\$0.00095	\$0.00000	\$0.00000	\$0.00368
	<b>Total</b>	\$0.00263	\$0.00148	\$0.00087	\$0.00000	\$0.00498
<b>Non-Residential Service - LGS</b>	Cycle 2	(\$0.00007)	\$0.00031	\$0.00055	\$0.00000	\$0.00079
	Cycle 3	\$0.00232	\$0.00053	\$0.00000	\$0.00000	\$0.00285
	<b>Total</b>	\$0.00225	\$0.00084	\$0.00055	\$0.00000	\$0.00364
<b>Non-Residential Service - LPS</b>	Cycle 2	(\$0.00005)	\$0.00010	\$0.00065	\$0.00000	\$0.00070
	Cycle 3	\$0.00178	\$0.00012	\$0.00000	\$0.00000	\$0.00190
	<b>Total</b>	\$0.00173	\$0.00022	\$0.00065	\$0.00000	\$0.00260

CANCELLED  
 February 1, 2022  
 Missouri Public  
 Service Commission  
 ER-2022-0149; JE-2022-0172

FILED  
 Missouri Public  
 Service Commission  
 ER-2021-0410; JE-2021-0213

Issued: June 1, 2021  
 Issued by: Darrin R. Ives, Vice President

Effective: August 1, 2021  
 1200 Main, Kansas City, MO 64105

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

P.S.C. MO. No. 7 3rd Revised Sheet No. 49Y  
 Canceling P.S.C. MO. No. 7 2nd Revised Sheet No. 49Y  
 For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3) Schedule DSIM (Continued)
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**Discontinuing the DSIM:**

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

**DEMAND SIDE INVESTMENT MECHANISM CHARGE:**

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE (\$/kWh)	NTD/PE (\$/kWh)	NEO/PE (\$/kWh)	NOA/PE (\$/kWh)	Total DSIM (\$/kWh)
<b>Residential Service</b>	Cycle 2	\$0.00010	\$0.00126	\$0.00039	\$0.00000	\$0.00175
	Cycle 3	\$0.00281	\$0.00144	\$0.00000	\$0.00000	\$0.00425
	<b>Total</b>	<b>\$0.00291</b>	<b>\$0.00270</b>	<b>\$0.00039</b>	<b>\$0.00000</b>	<b>\$0.00600</b>
<b>Non-Residential Service - SGS</b>	Cycle 2	(\$0.00019)	\$0.00130	\$0.00050	\$0.00000	\$0.00161
	Cycle 3	\$0.00210	\$0.00086	\$0.00000	\$0.00000	\$0.00296
	<b>Total</b>	<b>\$0.00191</b>	<b>\$0.00216</b>	<b>\$0.00050</b>	<b>\$0.00000</b>	<b>\$0.00457</b>
<b>Non-Residential Service - MGS</b>	Cycle 2	(\$0.00016)	\$0.00107	\$0.00117	\$0.00000	\$0.00208
	Cycle 3	\$0.00258	\$0.00069	\$0.00000	\$0.00000	\$0.00327
	<b>Total</b>	<b>\$0.00242</b>	<b>\$0.00176</b>	<b>\$0.00117</b>	<b>\$0.00000</b>	<b>\$0.00535</b>
<b>Non-Residential Service - LGS</b>	Cycle 2	(\$0.00013)	\$0.00066	\$0.00080	\$0.00000	\$0.00133
	Cycle 3	\$0.00213	\$0.00036	\$0.00000	\$0.00000	\$0.00249
	<b>Total</b>	<b>\$0.00200</b>	<b>\$0.00102</b>	<b>\$0.00080</b>	<b>\$0.00000</b>	<b>\$0.00382</b>
<b>Non-Residential Service - LPS</b>	Cycle 2	(\$0.00009)	\$0.00025	\$0.00071	\$0.00000	\$0.00087
	Cycle 3	\$0.00185	\$0.00010	\$0.00000	\$0.00000	\$0.00195
	<b>Total</b>	<b>\$0.00176</b>	<b>\$0.00035</b>	<b>\$0.00071</b>	<b>\$0.00000</b>	<b>\$0.00282</b>

Issued: December 1, 2020  
 Issued by: Darrin R. Ives, Vice President

Effective: February 1, 2021  
 1200 Main, Kansas City, MO 64105

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

P.S.C. MO. No. 7 2nd Revised Sheet No. 49Y  
 Canceling P.S.C. MO. No. 7 1st Revised Sheet No. 49Y  
 For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)  
Schedule DSIM (Continued)

**Discontinuing the DSIM:**

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

**DEMAND SIDE INVESTMENT MECHANISM CHARGE:**

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE (\$/kWh)	NTD/PE (\$/kWh)	NEO/PE (\$/kWh)	NOA/PE (\$/kWh)	Total DSIM (\$/kWh)
<b>Residential Service</b>	Cycle 2	\$0.00036	\$0.00150	\$0.00060	\$0.00000	\$0.00246
	Cycle 3	\$0.00298	\$0.00096	\$0.00000	\$0.00000	\$0.00394
	<b>Total</b>	<b>\$0.00334</b>	<b>\$0.00246</b>	<b>\$0.00060</b>	<b>\$0.00000</b>	<b>\$0.00640</b>
<b>Non-Residential Service - SGS</b>	Cycle 2	(\$0.00025)	\$0.00123	\$0.00088	\$0.00000	\$0.00186
	Cycle 3	\$0.00257	\$0.00082	\$0.00000	\$0.00000	\$0.00339
	<b>Total</b>	<b>\$0.00232</b>	<b>\$0.00205</b>	<b>\$0.00088</b>	<b>\$0.00000</b>	<b>\$0.00525</b>
<b>Non-Residential Service - MGS</b>	Cycle 2	(\$0.00024)	\$0.00102	\$0.00092	\$0.00000	\$0.00170
	Cycle 3	\$0.00172	\$0.00028	\$0.00000	\$0.00000	\$0.00200
	<b>Total</b>	<b>\$0.00148</b>	<b>\$0.00130</b>	<b>\$0.00092</b>	<b>\$0.00000</b>	<b>\$0.00370</b>
<b>Non-Residential Service - LGS</b>	Cycle 2	(\$0.00017)	\$0.00060	\$0.00065	\$0.00000	\$0.00108
	Cycle 3	\$0.00180	\$0.00021	\$0.00000	\$0.00000	\$0.00201
	<b>Total</b>	<b>\$0.00163</b>	<b>\$0.00081</b>	<b>\$0.00065</b>	<b>\$0.00000</b>	<b>\$0.00309</b>
<b>Non-Residential Service - LPS</b>	Cycle 2	(\$0.00012)	\$0.00021	\$0.00043	\$0.00000	\$0.00052
	Cycle 3	\$0.00217	\$0.00013	\$0.00000	\$0.00000	\$0.00230
	<b>Total</b>	<b>\$0.00205</b>	<b>\$0.00034</b>	<b>\$0.00043</b>	<b>\$0.00000</b>	<b>\$0.00282</b>

Issued: June 1, 2020  
 Issued by: Darrin R. Ives, Vice President

Effective: August 1, 2020  
 1200 Main, Kansas City, MO 64105



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

P.S.C. MO. No. 7 1st Revised Sheet No. 49Y  
 Canceling P.S.C. MO. No. 7 Original Sheet No. 49Y  
 For Missouri Retail Service Area

DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)  
Schedule DSIM (Continued)

**Discontinuing the DSIM:**

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

**DEMAND SIDE INVESTMENT MECHANISM CHARGE:**

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	Cycle	NPC/PE (\$/kWh)	NTD/PE (\$/kWh)	NEO/PE (\$/kWh)	NOA/PE (\$/kWh)	Total DSIM (\$/kWh)
<b>Residential Service</b>	Cycle 2	\$0.00078	\$0.00134	\$0.00060	\$0.00000	\$0.00272
	Cycle 3	\$0.00242	\$0.00075	\$0.00000	\$0.00000	\$0.00317
	<b>Total</b>	<b>\$0.00320</b>	<b>\$0.00209</b>	<b>\$0.00060</b>	<b>\$0.00000</b>	<b>\$0.00589</b>
<b>Non-Residential Service - SGS</b>	Cycle 2	\$0.00077	\$0.00122	\$0.00088	\$0.00000	\$0.00287
	Cycle 3	\$0.00140	\$0.00020	\$0.00000	\$0.00000	\$0.00160
	<b>Total</b>	<b>\$0.00217</b>	<b>\$0.00142</b>	<b>\$0.00088</b>	<b>\$0.00000</b>	<b>\$0.00447</b>
<b>Non-Residential Service - MGS</b>	Cycle 2	\$0.00069	\$0.00097	\$0.00092	\$0.00000	\$0.00258
	Cycle 3	\$0.00114	\$0.00012	\$0.00000	\$0.00000	\$0.00126
	<b>Total</b>	<b>\$0.00183</b>	<b>\$0.00109</b>	<b>\$0.00092</b>	<b>\$0.00000</b>	<b>\$0.00384</b>
<b>Non-Residential Service - LGS</b>	Cycle 2	\$0.00048	\$0.00052	\$0.00063	\$0.00000	\$0.00163
	Cycle 3	\$0.00121	\$0.00008	\$0.00000	\$0.00000	\$0.00129
	<b>Total</b>	<b>\$0.00169</b>	<b>\$0.00060</b>	<b>\$0.00063</b>	<b>\$0.00000</b>	<b>\$0.00292</b>
<b>Non-Residential Service - LPS</b>	Cycle 2	\$0.00032	\$0.00018	\$0.00035	\$0.00000	\$0.00085
	Cycle 3	\$0.00120	\$0.00003	\$0.00000	\$0.00000	\$0.00123
	<b>Total</b>	<b>\$0.00152</b>	<b>\$0.00021</b>	<b>\$0.00035</b>	<b>\$0.00000</b>	<b>\$0.00208</b>

Issued: January 10, 2020  
 Issued by: Darrin R. Ives, Vice President

Effective: March 1, 2020  
 1200 Main, Kansas City, MO 64105

CANCELLED  
 August 1, 2020  
 Missouri Public  
 Service Commission  
 ER-2020-0388; JE-2020-0210

FILED  
 Missouri Public  
 Service Commission  
 ER-2020-0154; YE-2020-0112

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

P.S.C. MO. No. 7 Original Sheet No. 49Y  
 Canceling P.S.C. MO. No. \_\_\_\_\_ Original Sheet No. \_\_\_\_\_  
 For Missouri Retail Service Area

**DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)  
 Schedule DSIM (Continued)**

**Discontinuing the DSIM:**

The Company reserves the right to discontinue the entire MEEIA Cycle 3 portfolio, if the Company determines that implementation of such programs is no longer reasonable due to changed factors or circumstances that have materially and negatively impacted the economic viability of such programs as determined by the Company, upon no less than thirty days' notice to the Commission. As a result of these changes, the Company may file to discontinue this DSIM. Similar to Program discontinuance, the Company would file a notice indicating that it is discontinuing the DSIM Rider. This notice would include a methodology for recovery of any unrecovered Program Costs and TD.

**DEMAND SIDE INVESTMENT MECHANISM CHARGE:**

Effective upon Commission approval in Case No. EO-2019-0132 MEEIA Cycle 3 Filing.

DSIM Components and Total DSIM

Rate Schedule	NPC/PE (\$/kWh)	NTD/PE (\$/kWh)	NEO/PE (\$/kWh)	NOA/PE (\$/kWh)	Total DSIM (\$/kWh)
Residential Service	\$0.00000	\$0.00000	\$0.00000	\$0.00000	\$0.00000
Non-Residential Service - SGS	\$0.00000	\$0.00000	\$0.00000	\$0.00000	\$0.00000
Non- Residential Service - MGS	\$0.00000	\$0.00000	\$0.00000	\$0.00000	\$0.00000
Non- Residential Service - LGS	\$0.00000	\$0.00000	\$0.00000	\$0.00000	\$0.00000
Non- Residential Service - LPS	\$0.00000	\$0.00000	\$0.00000	\$0.00000	\$0.00000

January 1, 2020

Issued: December 16, 2019  
 Issued by: Darrin R. Ives, Vice President

Effective: ~~January 15, 2020~~  
 1200 Main, Kansas City, MO 64105

FILED  
 Missouri Public  
 Service Commission  
 EO-2019-0132; YE-2020-0101

CANCELLED  
 March 1, 2020  
 Missouri Public  
 Service Commission  
 ER-2020-0154; YE-2020-0112

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

P.S.C. MO. No. 7

Original Sheet No. 49Z

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

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

For Missouri Retail Service Area

**DEMAND SIDE INVESTMENT MECHANISM RIDER (Cycle 3)  
Schedule DSIM (Continued)**

**Net Margin Revenue Rates by Rate Class by Month & Earnings Opportunity Matrix**

	January	February	March	April	May	June	July	August	September	October	November	December
RES Margin less fuel	\$0.07054	\$0.07461	\$0.07792	\$0.08035	\$0.08243	\$0.12114	\$0.12368	\$0.12363	\$0.12169	\$0.07356	\$0.08201	\$0.07637
SGS Margin less fuel	\$0.07262	\$0.07434	\$0.07614	\$0.07987	\$0.08459	\$0.10696	\$0.10152	\$0.10151	\$0.10304	\$0.07995	\$0.08233	\$0.07806
MGS Margin less fuel	\$0.04382	\$0.04470	\$0.04546	\$0.04884	\$0.05321	\$0.06959	\$0.06645	\$0.06680	\$0.06681	\$0.04822	\$0.05151	\$0.04629
LGS Margin less fuel	\$0.02647	\$0.02757	\$0.02856	\$0.03032	\$0.03179	\$0.04300	\$0.04016	\$0.04095	\$0.03936	\$0.02929	\$0.03079	\$0.02724
LPS Margin less fuel	\$0.01041	\$0.01169	\$0.01119	\$0.00997	\$0.01263	\$0.01376	\$0.01148	\$0.01279	\$0.01248	\$0.01077	\$0.01259	\$0.01038

Proposed Metric	Unit	\$/unit	Cumulative Cap	PY1 Cumulative MWh/MW		PY1 Cumulative EO \$		PY2 Cumulative MWh/MW		PY2 Cumulative EO \$		PY3 Cumulative MWh/MW		PY3 Cumulative EO \$		Cycle 3 Cumulative MWh/MW		Cycle 3 Cumulative EO \$	
				Target	Cap	Target	Cap	Target	Cap	Target	Cap	Target	Cap	Target	Cap	Target	Cap	Target	Cap
HER: criteria will be whether or not program implemented each year	Program Year	\$115,000	100%	-	-	\$115,000	\$115,000	-	-	\$230,000	\$230,000	-	-	\$345,000	\$345,000	-	-	\$345,000	\$345,000
Income-Eligible HER: criteria will be whether or not program implemented each year	Program Year	\$10,000	100%	-	-	\$10,000	\$10,000	-	-	\$20,000	\$20,000	-	-	\$30,000	\$30,000	-	-	\$30,000	\$30,000
Income-Eligible Multi-family: criteria will be average project savings as % of baseline and spend > 85% of budget	Program Year	\$66,666.66	130%	-	-	\$66,667	\$86,667	-	-	\$133,333	\$173,333	-	-	\$200,000	\$260,000	-	-	\$400,000	\$520,000
Energy MWh (excluding HER & Multi-Fam. ): criteria will be annualization of each program years installations TBD by EM&V	MWh	\$8.31	130%	40,624	52,812	\$337,588	\$438,864	95,719	124,435	\$795,427	\$1,034,055	155,873	202,635	\$1,295,302	\$1,683,893	155,873	202,635	\$1,295,302	\$1,683,893
MW (excluding HER, Bus DR, Bus Smart Tstats, & Res DR): criteria will be annualization of each program years installations TBD by EM&V	MW	\$114,741.01	150%	5.54	8.30	\$635,151	\$952,727	13.34	20.02	\$1,531,190	\$2,296,785	22.02	33.03	\$2,526,855	\$3,790,283	22.02	33.03	\$2,526,855	\$3,790,283
Bus Smart Tstat & Res DR MW: criteria will be annualization of each program years installations TBD by EM&V	MW	\$91,941.81	150%	8.89	13.34	\$817,591	\$1,226,386	19.28	28.91	\$1,772,256	\$2,658,383	31.05	46.58	\$2,854,815	\$4,282,223	31.05	46.58	\$2,854,815	\$4,282,223
Bus DR MW & R&P: criteria will be annualization of each program years installations TBD by EM&V	MW	\$10,000	150%	15.21	22.81	\$152,053	\$228,080	30.47	45.70	\$304,691	\$457,037	45.76	68.63	\$457,550	\$686,325	45.76	68.63	\$457,550	\$686,325
						\$2,134,049	\$3,057,723			\$4,786,897	\$6,869,593			\$7,709,523	\$11,077,723			\$7,909,523	\$11,337,723

Note:  
 1. Targets based on Cumulative Savings at the meter  
 2. EO Targets and Caps for PY 4 - PY 6 are the same values as PY 1 - PY 3.  
 3. See MEEIA 3 Report for additional detail on the IEMF criteria for EO.

January 1, 2020

Issued: December 16, 2019  
 Issued by: Darrin R. Ives, Vice President

Effective: ~~January 15, 2020~~  
 1200 Main, Kansas City, MO 64105

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 Missouri Public  
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 EO-2019-0132; YE-2020-0101

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

**KANSAS CITY POWER AND LIGHT COMPANY**

P.S.C. MO. No. 7 Fourth Revised Sheet No. 50  
Canceling P.S.C. MO. No. 7 Third Revised Sheet No. 50

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through June 7, 2017)

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 September 30, 2019, 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.

<u>Accumulation Periods</u>	<u>Filing Dates</u>	<u>Recovery Periods</u>
January – June July – December	By August 1 By February 1	October – September 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, and the costs described below associated with the Company’s hedging programs - 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 (“SRP”) 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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Missouri Public  
Service Commission  
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1200 Main, Kansas City, MO 64105

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 Third Revised Sheet No. 50  
Canceling **P.S.C. MO. No.** 7 Second Revised Sheet No. 50

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through May 27, 2017)

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 September 30, 2019, 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**

January – June  
July – December

**Filing Dates**

By August 1  
By February 1

**Recovery Periods**

October – September  
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, and the costs described below associated with the Company’s hedging programs - 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 (“SRP”) 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: May 9, 2017  
Issued by: Darrin R. Ives, Vice President

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Service Commission  
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CANCELLED  
July 27, 2017  
Missouri Public  
Service Commission  
ER-2016-0285; YE-2017-0273

**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 Second Revised Sheet No. 50  
Canceling P.S.C. MO. No. 7 First Revised Sheet No. 50

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 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 September 30, 2019, 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.

<u>Accumulation Periods</u>	<u>Filing Dates</u>	<u>Recovery Periods</u>
January – June July – December	By August 1 By February 1	October – September 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, and the costs described below associated with the Company’s hedging programs - 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<sub>RP</sub>”) 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.

September 29, 2015

Issued: September 15, 2015  
Issued by: Darrin R. Ives, Vice President

Effective: ~~October 15, 2015~~

**FILED**  
**Missouri Public**  
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1200 Main, Kansas City, MO 64105  
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# KANSAS CITY POWER & LIGHT COMPANY

P.S.C. MO. No. 7 First  Original Sheet No. 50  
 Revised  
Cancelling P.S.C. MO. No. 7  Original Sheet No. 50  
 Revised  
For Missouri Retail Service Area

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Reserved for future use

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ISSUED BY: Darrin R. Ives, Senior Director

DATE EFFECTIVE: ~~February 15, 2013~~ January 26, 2013  
Kansas City, Mo.

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Missouri Public  
Service Commission  
ER-2012-0174; YE-2013-0325



**KANSAS CITY POWER AND LIGHT COMPANY**

P.S.C. MO. No. 7 Third Revised Sheet No. 50.1  
Canceling P.S.C. MO. No. 7 Second Revised Sheet No. 50.1

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through June 7, 2017)

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 Federal Energy Regulatory Commission (“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 hedging costs, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge 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 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.

FILED  
Missouri Public  
Service Commission  
ER-2016-0285; YE-2017-0273

# KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 Second Revised Sheet No. 50.1  
Canceling P.S.C. MO. No. 7 1st Revised Sheet No. 50.1

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
(Applicable to Service Provided September 29, 2015 Through May 27, 2017)

## 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 Federal Energy Regulatory Commission ("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 hedging costs, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge 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 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.

Issued: May 9, 2017

Issued by: Darrin R. Ives, Vice President

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1200 Main, Kansas City, MO 64105

CANCELLED  
July 27, 2017

Missouri Public  
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ER-2016-0285; YE-2017-0273

FILED  
Missouri Public  
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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 1st Revised Sheet No. 50.1  
Canceling P.S.C. MO. No. 7                      Original Sheet No. 50.1

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS

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

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

FC = Fuel Costs Incurred to Support Sales:  
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, 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 hedging costs, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge 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 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.

**FILED**  
**Data center**  
**Missouri Public**  
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**JE-2016-0116**

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1200 Main, Kansas City, MO 64105

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June 8, 2017

Missouri Public  
Service Commission

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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7

**Original Sheet No.** 50.1

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

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

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS

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

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

FC = Fuel Costs Incurred to Support Sales:  
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, 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], applicable taxes, natural gas costs, fuel quality adjustments, fuel hedging costs, fuel adjustments included in commodity and transportation costs, broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge 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 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.

**CANCELLED**  
December 6, 2015  
Missouri Public  
Service Commission  
JE-2016-0116

September 29, 2015

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Issued by: Darrin R. Ives, Vice President

**FILED** 1200 Main, Kansas City, MO 64105  
Missouri Public  
Service Commission  
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# KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 Second Revised Sheet No. 50.2  
Canceling P.S.C. MO. No. 7 First Revised Sheet No. 50.2

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
(Applicable to Service Provided September 29, 2015 Through June 7, 2017)

## 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, hedging costs for natural gas, oil, and natural gas used to cross-hedge purchased power or sales, and settlement proceeds, insurance recoveries, subrogation recoveries for increased fuel expenses, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange).

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

Subaccount 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: NO<sub>x</sub> and SO<sub>2</sub> emission allowance costs and revenue amortizations offset by revenues from the sale of NO<sub>x</sub> and SO<sub>2</sub> emission allowances including any associated hedging costs, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange).

PP = Purchased Power Costs:

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

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

Subaccount 555000: purchased power costs, energy charges from capacity purchases of any duration, insurance recoveries, and subrogation recoveries for purchased power expenses, hedging costs including 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 hedge position with a brokerage or exchange), charges and credits related to the SPP Integrated Marketplace ("IM") 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 555021: the allocation of the allowed costs in the 555000 account attributed to intercompany purchases for native load;

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

Subaccount 555031: the allocation of the allowed costs in the 555000 account attributed to intercompany purchases for off system sales.

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**KANSAS CITY POWER AND LIGHT COMPANY**

P.S.C. MO. No. 7 First Revised Sheet No. 50.2  
Canceling P.S.C. MO. No. 7 Original Sheet No. 50.2  
For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through May 27, 2017)

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, hedging costs for natural gas, oil, and natural gas used to cross-hedge purchased power or sales, and settlement proceeds, insurance recoveries, subrogation recoveries for increased fuel expenses, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange).

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

Subaccount 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<sub>2</sub> emission allowance costs and revenue amortizations offset by revenues from the sale of NOx and SO<sub>2</sub> emission allowances including any associated hedging costs, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange).

PP = Purchased Power Costs:  
The following costs or revenues reflected in FERC Account Number 555:  
Subaccount 555005: capacity charges for capacity purchases one year or less in duration;  
Subaccount 555000: purchased power costs, energy charges from capacity purchases of any duration, insurance recoveries, and subrogation recoveries for purchased power expenses, hedging costs including 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 hedge position with a brokerage or exchange), charges and credits related to the SPP Integrated Marketplace ("IM") 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 555021: the allocation of the allowed costs in the 555000 account attributed to intercompany purchases for native load;  
Subaccount 555030: the allocation of the allowed costs in the 555000 account attributed to purchases for off system sales;  
Subaccount 555031: the allocation of the allowed costs in the 555000 account attributed to intercompany purchases for off system sales.

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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7

Original Sheet No. 50.2

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

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 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, hedging costs for natural gas, oil, and natural gas used to cross-hedge purchased power or sales, and settlement proceeds, insurance recoveries, subrogation recoveries for increased fuel expenses, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers), and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange).

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

Subaccount 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<sub>2</sub> emission allowance costs and revenue amortizations offset by revenues from the sale of NOx and SO<sub>2</sub> emission allowances including any associated hedging costs, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers) and margins (cash or collateral used to secure or maintain the Company's hedge position with a brokerage or exchange).

**PP = Purchased Power Costs:**

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

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

Subaccount 555000: purchased power costs, energy charges from capacity purchases of any duration, insurance recoveries, and subrogation recoveries for purchased power expenses, hedging costs including 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 hedge position with a brokerage or exchange), charges and credits related to the SPP Integrated Marketplace ("IM") 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 555021: the allocation of the allowed costs in the 555000 account attributed to intercompany purchases for native load;

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

Subaccount 555031: the allocation of the allowed costs in the 555000 account attributed to intercompany purchases for off system sales.

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**KANSAS CITY POWER AND LIGHT COMPANY**

P.S.C. MO. No. 7 Second Revised Sheet No. 50.3  
Canceling P.S.C. MO. No. 7 First Revised Sheet No. 50.3  
For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through June 7, 2017)

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 7.3% of the SPP transmission service costs which includes the schedules listed below as well as any adjustments to the charges in the schedules below:  
Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service  
Schedule 8 – Non Firm Point to Point Transmission Service  
Schedule 9 – Network Integration Transmission Service  
Schedule 10 – Wholesale Distribution Service  
Schedule 11 – Base Plan Zonal Charge and Region Wide Charge  
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 Standard.

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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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 First **Revised Sheet No.** 50.3  
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For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through May 27, 2017)

**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 7.3% of the SPP transmission service costs which includes the schedules listed below as well as any adjustments to the charges in the schedules below:  
Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service  
Schedule 8 – Non Firm Point to Point Transmission Service  
Schedule 9 – Network Integration Transmission Service  
Schedule 10 – Wholesale Distribution Service  
Schedule 11 – Base Plan Zonal Charge and Region Wide Charge  
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 Standard.

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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**KANSAS CITY POWER AND LIGHT COMPANY**

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For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through June 7, 2017)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

Hedging 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 fuel, fuel additives, fuel transportation, emission allowances, transmission and power purchases or sales, including but not limited to, the Company's use of derivatives whether over-the counter or exchange traded including, without limitation, futures or forward contracts, puts, calls, caps, floors, collars, swaps, TCRs, virtual energy transactions, or similar instruments.

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;

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**KANSAS CITY POWER AND LIGHT COMPANY**

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For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through May 27, 2017)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

Hedging 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 fuel, fuel additives, fuel transportation, emission allowances, transmission and power purchases or sales, including but not limited to, the Company's use of derivatives whether over-the counter or exchange traded including, without limitation, futures or forward contracts, puts, calls, caps, floors, collars, swaps, TCRs, virtual energy transactions, or similar instruments.

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;

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**KANSAS CITY POWER AND LIGHT COMPANY**

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For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

Hedging 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 fuel, fuel additives, fuel transportation, emission allowances, transmission and power purchases or sales, including but not limited to, the Company's use of derivatives whether over-the counter or exchange traded including, without limitation, futures or forward contracts, puts, calls, caps, floors, collars, swaps, TCRs, virtual energy transactions, or similar instruments.

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 supplants;
- 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;

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**KANSAS CITY POWER AND LIGHT COMPANY**

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For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through June 7, 2017)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

- 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
  
- 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.

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**KANSAS CITY POWER AND LIGHT COMPANY**

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**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through May 27, 2017)

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

- 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
  
- 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.

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Service Commission  
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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7

Original Sheet No. 50.5

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

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

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)**

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

- 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
  
- 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.

September 29, 2015

Issued: September 15, 2015  
Issued by: Darrin R. Ives, Vice President

**FILED**  
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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 Second Revised Sheet No. 50.6  
Canceling P.S.C. MO. No. 7 First Revised Sheet No. 50.6

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through June 7, 2017)

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

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
- 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 Grandfathered Agreement Carve Out Daily Amount
- Grandfathered Agreement Carve Out Distribution Daily Amount

**FILED**  
Missouri Public  
Service Commission  
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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 First **Revised Sheet No.** 50.6  
**Canceling P.S.C. MO. No.** 7  **Original Sheet No.** 50.6  
For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through May 27, 2017)

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

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
- 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 Grandfathered Agreement Carve Out Daily Amount
- Grandfathered Agreement Carve Out Distribution Daily Amount

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1200 Main, Kansas City, MO 64105



**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 Second Revised Sheet No. 50.7  
Canceling **P.S.C. MO. No.** 7 First Revised Sheet No. 50.7

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through June 7, 2017)

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

- SPP IM charge/revenue types that are included in the FAC (continued)
- Day Ahead Grandfathered Agreement Carve Out Monthly Amount
- Grandfathered Agreement Carve Out Distribution Monthly Amount
- Day Ahead Grandfathered Agreement Carve Out Yearly Amount
- Grandfathered Agreement Carve Out Distribution Yearly Amount
- Day Ahead Make Whole Payment Amount
- Day Ahead Make Whole Payment Distribution Amount
- Day Ahead Over Collected Losses 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
- 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:

$$S_{AP} \times \text{Base Factor ("BF")}$$

**SAP** = Net system input ("NSI") in kWh for the accumulation period

**BF** = Company base factor costs per kWh: \$0.01186

FILED  
Missouri Public  
Service Commission  
ER-2016-0285; YE-2017-0273

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104



**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 First **Revised Sheet No.** 50.7  
**Canceling P.S.C. MO. No.** 7  **Original Sheet No.** 50.7  
For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through May 27, 2017)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

- SPP IM charge/revenue types that are included in the FAC (continued)
- Day Ahead Grandfathered Agreement Carve Out Monthly Amount
- Grandfathered Agreement Carve Out Distribution Monthly Amount
- Day Ahead Grandfathered Agreement Carve Out Yearly Amount
- Grandfathered Agreement Carve Out Distribution Yearly Amount
- Day Ahead Make Whole Payment Amount
- Day Ahead Make Whole Payment Distribution Amount
- Day Ahead Over Collected Losses 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
- 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:

$$S_{AP} \times \text{Base Factor ("BF")}$$

S<sub>AP</sub> = Net system input ("NSI") in kWh for the accumulation period

BF = Company base factor costs per kWh: \$0.01186

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Issued by: Darrin R. Ives, Vice President

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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7

Original Sheet No. 50.7

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

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

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

- SPP IM charge/revenue types that are included in the FAC (continued)
- Day Ahead Grandfathered Agreement Carve Out Monthly Amount
- Grandfathered Agreement Carve Out Distribution Monthly Amount
- Day Ahead Grandfathered Agreement Carve Out Yearly Amount
- Grandfathered Agreement Carve Out Distribution Yearly Amount
- Day Ahead Make Whole Payment Amount
- Day Ahead Make Whole Payment Distribution Amount
- Day Ahead Over Collected Losses 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
- 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:

$$S_{AP} \times \text{Base Factor ("BF")}$$

S<sub>AP</sub> = Net system input ("NSI") in kWh for the accumulation period

BF = Company base factor costs per kWh: \$0.01186

September 29, 2015

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1200 Main, Kansas City, MO 64105

**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 Second Revised Sheet No. 50.8  
Canceling P.S.C. MO. No. 7 First Revised Sheet No. 50.8

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through June 7, 2017)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

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 = 6.121%; KS Losses = 6.298%; Sales for Resale, Municipals Losses = 21.50%

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<sub>RP</sub>

Single Accumulation Period Secondary Voltage FAR<sub>Sec</sub> = FAR \* VAF<sub>Sec</sub>  
Single Accumulation Period Primary Voltage FAR<sub>Prim</sub> = FAR \* VAF<sub>Prim</sub>

Annual Secondary Voltage FAR<sub>Sec</sub> = Aggregation of the two Single Accumulation Period Secondary Voltage FARs still to be recovered

Annual Primary Voltage FAR<sub>Prim</sub> = Aggregation of the two Single Accumulation Period Primary Voltage FARs still to be recovered

Where:

FPA = Fuel and Purchased Power Adjustment

S<sub>RP</sub> = Forecasted recovery period Missouri retail NSI in kWh, at the generator

VAF = Expansion factor by voltage level  
VAF<sub>Sec</sub> = Expansion factor for lower than primary voltage customers  
VAF<sub>Prim</sub> = Expansion factor for primary and higher voltage customers

FILED  
Missouri Public  
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ER-2016-0285; YE-2017-0273

**KANSAS CITY POWER AND LIGHT COMPANY**

P.S.C. MO. No. 7 First Revised Sheet No. 50.8  
Canceling P.S.C. MO. No. 7                      Original Sheet No. 50.8  
For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through May 27, 2017)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

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 = 6.121%; KS Losses = 6.298%; Sales for Resale, Municipals Losses = 21.50%

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<sub>RP</sub>

Single Accumulation Period Secondary Voltage FAR<sub>Sec</sub> = FAR \* VAF<sub>Sec</sub>  
Single Accumulation Period Primary Voltage FAR<sub>Prim</sub> = FAR \* VAF<sub>Prim</sub>

Annual Secondary Voltage FAR<sub>Sec</sub> = Aggregation of the two Single Accumulation Period Secondary Voltage FARs still to be recovered

Annual Primary Voltage FAR<sub>Prim</sub> = Aggregation of the two Single Accumulation Period Primary Voltage FARs still to be recovered

Where:

FPA = Fuel and Purchased Power Adjustment

S<sub>RP</sub> = Forecasted recovery period Missouri retail NSI in kWh, at the generator

VAF = Expansion factor by voltage level  
VAF<sub>Sec</sub> = Expansion factor for lower than primary voltage customers  
VAF<sub>Prim</sub> = Expansion factor for primary and higher voltage customers

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Issued by: Darrin R. Ives, Vice President

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**KANSAS CITY POWER AND LIGHT COMPANY**

P.S.C. MO. No. 7 Second Revised Sheet No. 50.9  
Canceling P.S.C. MO. No. 7 First Revised Sheet No. 50.9

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided September 29, 2015 Through June 7, 2017)

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.



**KANSAS CITY POWER AND LIGHT COMPANY**

P.S.C. MO. No. 7 Original Sheet No. 50.9  
Canceling P.S.C. MO. No. \_\_\_\_\_ Sheet No. \_\_\_\_\_

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
(Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

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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June 8, 2017  
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**KANSAS CITY POWER AND LIGHT COMPANY**

P.S.C. MO. No. 7 3rd Revised Sheet No. 50.10  
 Canceling P.S.C. MO. No. 7 2nd Revised Sheet No. 50.10  
 For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
 FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
 (Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)  
 Effective for Customer Usage Beginning April 1, 2017 through September 30, 2017

Accumulation Period Ending:			December 31, 2016
			KCPL-MO
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		\$166,530,374
2	Net Base Energy Cost (B)	-	\$98,617,667
	2.1 Base Factor (BF)		\$0.01186
	2.2 Accumulation Period NSI (S <sub>AP</sub> )		8,315,149,000
3	(ANEC-B)		\$67,912,707
4	Jurisdictional Factor (J)	x	57.21855%
5	(ANEC-B)*J		\$38,858,668
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		\$36,915,735
8	True-Up Amount (T)	+	(\$235,964)
9	Interest (I)	+	\$323,299
10	Prudence Adjustment Amount (P)	+	\$0
11	Fuel and Purchased Power Adjustment (FPA)	=	\$37,003,070
12	Estimated Recovery Period Retail NSI (S <sub>RP</sub> )	÷	9,098,778,904
13	Current Period Fuel Adjustment Rate (FAR)	=	\$0.00407
14			
15	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>		\$0.00425
16	Prior Period FAR <sub>Prim</sub>	+	\$0.00214
17	Current Annual FAR <sub>Prim</sub>	=	\$0.00639
18			
19	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>		\$0.00436
20	Prior Period FAR <sub>Sec</sub>	+	\$0.00219
21	Current Annual FAR <sub>Sec</sub>	=	\$0.00655
	VAF <sub>Prim</sub> = 1.0452		
	VAF <sub>Sec</sub> = 1.0707		

FILED  
 Missouri Public  
 Service Commission  
 ER-2017-0204; JE-2017-0153

Issued: January 30, 2017  
 Issued by: Darrin R. Ives, Vice President

Effective: April 1, 2017  
 1200 Main, Kansas City, MO 64105

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

**KANSAS CITY POWER AND LIGHT COMPANY**

P.S.C. MO. No. 7 2nd Revised Sheet No. 50.10  
 Canceling P.S.C. MO. No. 7 1st Revised Sheet No. 50.10  
 For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
 FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
 (Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

Accumulation Period Ending:		June 30, 2016
		KCPL-MO
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)	\$122,678,962
2	Net Base Energy Cost (B)	- \$89,330,991
	2.1 Base Factor (BF)	\$0.01186
	2.2 Accumulation Period NSI (S <sub>AP</sub> )	7,532,123,999
3	(ANEC-B)	\$33,347,971
4	Jurisdictional Factor (J)	* 56.785%
5	(ANEC-B)*J	\$19,406,509
6	Customer Responsibility	* 95%
7	95% *((ANEC-B)*J)	\$18,436,184
8	True-Up Amount (T)	+ \$0
9	Interest (I)	+ \$124,572
10	Prudence Adjustment Amount (P)	+ \$0
11	Fuel and Purchased Power Adjustment (FPA)	= \$18,560,756
12	Estimated Recovery Period Retail NSI (S <sub>RP</sub> )	÷ 9,045,290,583
13	Current Period Fuel Adjustment Rate (FAR)	= \$0.00205
14	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>	\$0.00214
15	Prior Period FAR <sub>Prim</sub>	+ \$0.00078
16	Current Annual FAR <sub>Prim</sub>	\$0.00292
17	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>	\$0.00219
18	Prior Period FAR <sub>Sec</sub>	+ \$0.00080
19	Current Annual FAR <sub>Sec</sub>	\$0.00299
	VAF <sub>Prim</sub> = 1.0452	
	VAF <sub>Sec</sub> = 1.0707	

Issued: August 1, 2016  
 Issued by: Darrin R. Ives, Vice President

Effective: October 1, 2016  
 1200 Main, Kansas City, MO 64105

**KANSAS CITY POWER AND LIGHT COMPANY**

P.S.C. MO. No. 7 1st Revised Sheet No. 50.10  
 Canceling P.S.C. MO. No. 7  Original Sheet No. 50.10  
 For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC  
 FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
 (Applicable to Service Provided Effective Date of Rate Tariffs for ER-2014-0370 and Thereafter)

Accumulation Period Ending:		December 31, 2015
		KCPL-MO
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)	\$55,486,931
2	Net Base Energy Cost (B)	- \$43,129,156
	2.1 Base Factor (BF)	\$0.01186
	2.2 Accumulation Period NSI (S <sub>AP</sub> )	3,636,522,469
3	(ANEC-B)	\$12,357,774
4	Jurisdictional Factor (J)	* 58.199%
5	(ANEC-B)*J	\$7,165,415
6	Customer Responsibility	* 95%
7	95% *((ANEC-B)*J)	\$6,807,145
8	True-Up Amount (T)	+ \$0
9	Interest (I)	+ \$6,937
10	Prudence Adjustment Amount (P)	+ \$0
11	Fuel and Purchased Power Adjustment (FPA)	= \$6,814,082
12	Estimated Recovery Period Retail NSI (S <sub>RP</sub> )	÷ 9,048,770,207
13	Current Period Fuel Adjustment Rate (FAR)	= \$0.00075
14	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>	\$0.00078
15	Prior Period FAR <sub>Prim</sub>	+ \$0.00000
16	Current Annual FAR <sub>Prim</sub>	\$0.00078
17	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>	\$0.00080
18	Prior Period FAR <sub>Sec</sub>	+ \$0.00000
19	Current Annual FAR <sub>Sec</sub>	\$0.00080
	VAF <sub>Prim</sub> = 1.0452	
	VAF <sub>Sec</sub> = 1.0707	

CANCELLED  
 October 1, 2016  
 Missouri Public  
 Service Commission  
 ER-2017-0033; JE-2017-0022

Issued: February 1, 2016  
 Issued by: Darrin R. Ives, Vice President

Effective: April 1, 2016  
 1200 Main, Kansas City, MO 64105



**KANSAS CITY POWER AND LIGHT COMPANY**

P.S.C. MO. No. 7 Second Revised Sheet No. 50.11  
Canceling P.S.C. MO. No. 7 First 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 the Effective Date of This Tariff Sheet)

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 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.

<u>Accumulation Periods</u>	<u>Filing Dates</u>	<u>Recovery Periods</u>
January – June July – December	By August 1 By February 1	October – September 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 (“SRP”) 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.

# KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 First Revised Sheet No. 50.11  
Canceling P.S.C. MO. No. 7 Original Sheet No.  
For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
(Applicable to Service Provided June 8, 2017 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 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.

<u>Accumulation Periods</u>	<u>Filing Dates</u>	<u>Recovery Periods</u>
January – June July – December	By August 1 By February 1	October – September 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 (“SRP”) 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: June 27, 2017  
Issued by: Darrin R. Ives, Vice President

Effective: July 27, 2017  
1200 Main, Kansas City, MO 64105

**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7

Original Sheet No. 50.11

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

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

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
(Applicable to Service Provided May 28, 2017 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 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**

January – June  
July – December

**Filing Dates**

By August 1  
By February 1

**Recovery Periods**

October – September  
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 (“SRP”) 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: May 9, 2017  
Issued by: Darrin R. Ives, Vice President

Effective: June 8, 2017  
1200 Main, Kansas City, MO 64105



# KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 Second Revised Sheet No. 50.12  
Canceling P.S.C. MO. No. 7 First 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 the Effective Date of This Tariff Sheet)

## 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, 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 shipper supplied tracks, placement and pick-up of loaded or empty private coal cars on railroad 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.

Issued: November 6, 2018  
Issued by: Darrin R. Ives, Vice President

Effective: December 6, 2018  
1200 Main, Kansas City, MO 64105

**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 First **Revised Sheet No.** 50.12  
**Canceling P.S.C. MO. No.** 7  **Original Sheet No.**   
For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
**(Applicable to Service Provided June 8, 2017 and Thereafter)**

**FORMULAS AND DEFINITIONS OF COMPONENTS**

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

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

FC = Fuel Costs 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.

**FILED**  
**Missouri Public**  
**Service Commission**  
**ER-2016-0285; YE-2017-0273**

Issued: June 27, 2017  
Issued by: Darrin R. Ives, Vice President

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1200 Main, Kansas City, MO 64105

**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7

**Original Sheet No.** 50.12

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

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

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
(Applicable to Service Provided May 28, 2017 and Thereafter)**

**FORMULAS AND DEFINITIONS OF COMPONENTS**

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

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

**FC** = Fuel Costs 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.

FILED  
Missouri Public  
Service Commission  
ER-2016-0285; YE-2017-0235

Issued: May 9, 2017  
Issued by: Darrin R. Ives, Vice President

Effective: June 8, 2017  
1200 Main, Kansas City, MO 64105

**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 Second Revised Sheet No. 50.13  
Canceling P.S.C. MO. No. 7 First Revised Sheet No. 50.13  
For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided June 8, 2017 through the Effective Date of This Tariff Sheet)

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, 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: NO<sub>x</sub> and SO<sub>2</sub> emission allowance costs and revenue amortizations offset by revenues from the sale of NO<sub>x</sub> and SO<sub>2</sub> emission allowances, and broker commissions and fees (fees charged by an agent, or agent's company to facilitate transactions between buyers and sellers).

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

Issued: November 6, 2018  
Issued by: Darrin R. Ives, Vice President

Effective: December 6, 2018  
1200 Main, Kansas City, MO 64105

**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 First **Revised Sheet No.** 50.13  
**Canceling P.S.C. MO. No.** 7  **Original Sheet No.**   
For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided June 8, 2017 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, 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<sub>2</sub> emission allowance costs and revenue amortizations offset by revenues from the sale of NOx and SO<sub>2</sub> 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.

**FILED**  
**Missouri Public**  
**Service Commission**  
**ER-2016-0285; YE-2017-0273**

Issued: June 27, 2017  
Issued by: Darrin R. Ives, Vice President

Effective: July 27, 2017  
1200 Main, Kansas City, MO 64105

**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7

Original Sheet No. 50.13

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

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

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
(Applicable to Service Provided May 28, 2017 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, 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<sub>2</sub> emission allowance costs and revenue amortizations offset by revenues from the sale of NOx and SO<sub>2</sub> 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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**KANSAS CITY POWER AND LIGHT COMPANY**

P.S.C. MO. No. 7 Second Revised Sheet No. 50.14  
Canceling P.S.C. MO. No. 7 First 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 the Effective Date of This Tariff Sheet)

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 20.91% of the SPP transmission service costs which includes the schedules listed below as well as any adjustment to the charges in the schedules below:  
Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service  
Schedule 8 – Non Firm Point to Point Transmission Service  
Schedule 9 – Network Integration Transmission Service  
Schedule 10 – Wholesale Distribution Service  
Schedule 11 – Base Plan Zonal Charge and Region Wide Charge  
Subaccount 565020: the allocation of the allowed costs in the 565000 account attributed to native load;  
Subaccount 565027: the allocation of the allowed costs in the 565000 account attributed to transmission demand charges;  
Subaccount 565030: the allocation of the allowed costs in account 565000 attributed to off system sales.
- OSSR = Revenues from Off-System Sales:  
The following revenues or costs reflected in FERC Account Number 447:  
Subaccount 447020: all revenues from off-system sales. This includes charges and credits related to the SPP IM including, energy, ancillary services, revenue sufficiency (such as make whole payments and out of merit payments and distributions), revenue neutrality payments and distributions, over collected losses payments and distributions, TCR and ARR settlements, demand reductions, virtual energy costs and revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, generation/export charges, ancillary services including non-performance and distribution payments and SPP uplift revenues or credits. Off-system sales revenues from full and partial requirements sales to municipalities that are served through bilateral contracts in excess of one year shall be excluded from OSSR component;  
Subaccount 447012: capacity charges for capacity sales one year or less in duration;  
Subaccount 447030: the allocation of the includable sales in account 447020 not attributed to retail sales.
- R = Renewable Energy Credit Revenue:  
Revenues reflected in FERC account 509000 from the sale of Renewable Energy Credits that are not needed to meet the Renewable Energy Standards.

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

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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 First **Revised Sheet No.** 50.14  
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For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided June 8, 2017 and Thereafter)

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 20.91% of the SPP transmission service costs which includes the schedules listed below as well as any adjustment to the charges in the schedules below:  
Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service  
Schedule 8 – Non Firm Point to Point Transmission Service  
Schedule 9 – Network Integration Transmission Service  
Schedule 10 – Wholesale Distribution Service  
Schedule 11 – Base Plan Zonal Charge and Region Wide Charge  
Subaccount 565020: the allocation of the allowed costs in the 565000 account attributed to native load;  
Subaccount 565027: the allocation of the allowed costs in the 565000 account attributed to transmission demand charges;  
Subaccount 565030: the allocation of the allowed costs in account 565000 attributed to off system sales.
- OSSR** = **Revenues from Off-System Sales:**  
The following revenues or costs reflected in FERC Account Number 447:  
Subaccount 447020: all revenues from off-system sales. This includes charges and credits related to the SPP IM including, energy, ancillary services, revenue sufficiency (such as make whole payments and out of merit payments and distributions), revenue neutrality payments and distributions, over collected losses payments and distributions, TCR and ARR settlements, demand reductions, virtual energy costs and revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, generation/export charges, ancillary services including non-performance and distribution payments and SPP uplift revenues or credits. Off-system sales revenues from full and partial requirements sales to municipalities that are served through bilateral contracts in excess of one year shall be excluded from OSSR component;  
Subaccount 447012: capacity charges for capacity sales one year or less in duration;  
Subaccount 447030: the allocation of the includable sales in account 447020 not attributed to retail sales.
- R** = **Renewable Energy Credit Revenue:**  
Revenues reflected in FERC account 509000 from the sale of Renewable Energy Credits that are not needed to meet the Renewable Energy Standards.

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

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**KANSAS CITY POWER AND LIGHT COMPANY**

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For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
(Applicable to Service Provided May 28, 2017 and Thereafter)

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 20.91% of the SPP transmission service costs which includes the schedules listed below as well as any adjustment to the charges in the schedules below:  
    Schedule 7 – Long Term Firm and Short Term Point to Point Transmission Service  
    Schedule 8 – Non Firm Point to Point Transmission Service  
    Schedule 9 – Network Integration Transmission Service  
    Schedule 10 – Wholesale Distribution Service  
    Schedule 11 – Base Plan Zonal Charge and Region Wide Charge  
Subaccount 565020: the allocation of the allowed costs in the 565000 account attributed to native load;  
Subaccount 565027: the allocation of the allowed costs in the 565000 account attributed to transmission demand charges;  
Subaccount 565030: the allocation of the allowed costs in account 565000 attributed to off system sales.
- OSSR = Revenues from Off-System Sales:  
The following revenues or costs reflected in FERC Account Number 447:  
Subaccount 447020: all revenues from off-system sales. This includes charges and credits related to the SPP IM including, energy, ancillary services, revenue sufficiency (such as make whole payments and out of merit payments and distributions), revenue neutrality payments and distributions, over collected losses payments and distributions, TCR and ARR settlements, demand reductions, virtual energy costs and revenues and related fees where the virtual energy transaction is a hedge in support of physical operations related to a generating resource or load, generation/export charges, ancillary services including non-performance and distribution payments and SPP uplift revenues or credits. Off-system sales revenues from full and partial requirements sales to municipalities that are served through bilateral contracts in excess of one year shall be excluded from OSSR component;  
Subaccount 447012: capacity charges for capacity sales one year or less in duration;  
Subaccount 447030: the allocation of the includable sales in account 447020 not attributed to retail sales.
- R = Renewable Energy Credit Revenue:  
Revenues reflected in FERC account 509000 from the sale of Renewable Energy Credits that are not needed to meet the Renewable Energy Standards.

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

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# KANSAS CITY POWER AND LIGHT COMPANY

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Canceling P.S.C. MO. No. 7 First 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 the Effective Date of This Tariff Sheet)

## 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

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**KANSAS CITY POWER AND LIGHT COMPANY**

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For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided June 8, 2017 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:

- A. The Company may include the new schedule, charge type cost or revenue in its FAR filings if the Company believes the new schedule, charge type cost or revenue possesses the characteristics of, and is of the nature of, the costs or revenues listed below or in the schedules listed in TC, as the case may be, subject to the requirement that the Company make a filing with the Commission as outlined in B below and also subject to another party's right to challenge the inclusion as outlined in E. below;
- B. The Company will make a filing with the Commission giving the Commission notice of the new schedule or charge type no later than 60 days prior to the Company including the new schedule, charge type cost or revenue in a FAR filing. Such filing shall identify the proposed accounts affected by such change, provide a description of the new charge type demonstrating that it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule, or market settlement charge type(s) which the new schedule or charge type replaces or supplements;
- C. The Company will also provide notice in its monthly reports required by the Commission's fuel adjustment clause rules that identifies the new schedule, charge type costs or revenues by amount, description and location within the monthly reports;
- D. The Company shall account for the new schedule, charge type costs or revenues in a manner which allows for the transparent determination of current period and cumulative costs or revenues;
- E. If the Company makes the filing provided for in B above and a party challenges the inclusion, such challenge will not delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, a party shall make a filing with the Commission based upon that party's contention that the new schedule, charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC or OSSR, as the case may be. A party wishing to challenge the inclusion of a schedule or charge type shall include in its filing the reasons why it believes the Company did not show that the new schedule or charge type possesses the characteristics of the costs or revenues listed in Factors TC, PP or OSSR, as the case may be, and its filing shall be made within 30 days of the Company's filing under B above. In the event of a timely challenge, the Company shall bear the burden of proof to support its decision to include a new schedule or charge type in a FAR filing. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P; and

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# KANSAS CITY POWER AND LIGHT COMPANY

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For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided May 28, 2017 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:

- A. The Company may include the new schedule, charge type cost or revenue in its FAR filings if the Company believes the new schedule, charge type cost or revenue possesses the characteristics of, and is of the nature of, the costs or revenues listed below or in the schedules listed in TC, as the case may be, subject to the requirement that the Company make a filing with the Commission as outlined in B below and also subject to another party's right to challenge the inclusion as outlined in E. below;
- B. The Company will make a filing with the Commission giving the Commission notice of the new schedule or charge type no later than 60 days prior to the Company including the new schedule, charge type cost or revenue in a FAR filing. Such filing shall identify the proposed accounts affected by such change, provide a description of the new charge type demonstrating that it possesses the characteristics of, and is of the nature of, the costs or revenues listed in factors PP, TC or OSSR as the case may be, and identify the preexisting schedule, or market settlement charge type(s) which the new schedule or charge type replaces or supplements;
- C. The Company will also provide notice in its monthly reports required by the Commission's fuel adjustment clause rules that identifies the new schedule, charge type costs or revenues by amount, description and location within the monthly reports;
- D. The Company shall account for the new schedule, charge type costs or revenues in a manner which allows for the transparent determination of current period and cumulative costs or revenues;
- E. If the Company makes the filing provided for in B above and a party challenges the inclusion, such challenge will not delay approval of the FAR filing. To challenge the inclusion of a new schedule or charge type, a party shall make a filing with the Commission based upon that party's contention that the new schedule, charge type costs or revenues at issue should not have been included, because they do not possess the characteristics of the schedules, costs or revenues listed in Factors PP, TC or OSSR, as the case may be. A party wishing to challenge the inclusion of a schedule or charge type shall include in its filing the reasons why it believes the Company did not show that the new schedule or charge type possesses the characteristics of the costs or revenues listed in Factors TC, PP or OSSR, as the case may be, and its filing shall be made within 30 days of the Company's filing under B above. In the event of a timely challenge, the Company shall bear the burden of proof to support its decision to include a new schedule or charge type in a FAR filing. Should such challenge be upheld by the Commission, any such costs will be refunded (or revenues retained) through a future FAR filing in a manner consistent with that utilized for Factor P; and

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# KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 Second Revised Sheet No. 50.16  
Canceling P.S.C. MO. No. 7 First 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 the Effective Date of This Tariff Sheet)

## FORMULAS AND DEFINITIONS OF COMPONENTS (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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For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided June 8, 2017 and Thereafter)

## FORMULAS AND DEFINITIONS OF COMPONENTS (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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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7

Original Sheet No. 50.16

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

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
(Applicable to Service Provided May 28, 2017 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (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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1200 Main, Kansas City, MO 64105

**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 Second Revised Sheet No. 50.17  
Canceling P.S.C. MO. No. 7 First 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 the Effective Date of This Tariff Sheet)

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

Issued: November 6, 2018  
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Effective: December 6, 2018  
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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 First **Revised Sheet No.** 50.17  
**Canceling P.S.C. MO. No.** 7  **Original Sheet No.**   
For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
(Applicable to Service Provided June 8, 2017 and Thereafter)

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

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

- Real Time Spinning Reserve Distribution Amount
- Real Time Supplemental Reserve Amount
- Real Time Supplemental Reserve Distribution Amount
- Day Ahead Asset Energy
- Day Ahead Non-Asset Energy
- Day Ahead Virtual Energy Amount
- Real Time Asset Energy Amount
- Real Time Non-Asset Energy Amount
- Real Time Virtual Energy Amount
- Transmission Congestion Rights Funding Amount
- Transmission Congestion Rights Daily Uplift Amount
- Transmission Congestion Rights Monthly Payback Amount
- Transmission Congestion Rights Annual Payback Amount
- Transmission Congestion Rights Annual Closeout Amount
- Transmission Congestion Rights Auction Transaction Amount
- Auction Revenue Rights Funding Amount
- Auction Revenue Rights Uplift Amount
- Auction Revenue Rights Monthly Payback Amount
- Auction Revenue Annual Payback Amount
- Auction Revenue Rights Annual Closeout Amount
- Day Ahead 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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# KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 Second Revised Sheet No. 50.18  
Canceling P.S.C. MO. No. 7 First 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 the Effective Date of This Tariff Sheet)

## 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:

$$S_{AP} \times \text{Base Factor ("BF")}$$

S<sub>AP</sub> = 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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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 First **Revised Sheet No.** 50.18  
**Canceling P.S.C. MO. No.** 7  **Original Sheet No.**   
For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
(Applicable to Service Provided June 8, 2017 and Thereafter)

**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:

$$S_{AP} \times \text{Base Factor ("BF")}$$

**S<sub>AP</sub>** = 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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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 Original Sheet No. 50.18  
Canceling P.S.C. MO. No. \_\_\_\_\_ Sheet No. \_\_\_\_\_  
For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
(Applicable to Service Provided May 28, 2017 and Thereafter)**

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:

$$S_{AP} \times \text{Base Factor ("BF")}$$

**S<sub>AP</sub>** = 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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# KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 Second Revised Sheet No. 50.19  
Canceling P.S.C. MO. No. 7 First 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 the Effective Date of This Tariff Sheet)

## FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

FAR = FPA/S<sub>RP</sub>

Single Accumulation Period Transmission/Substation Voltage FAR<sub>Trans/Sub</sub> = FAR \* VAF<sub>Trans/Sub</sub>

Single Accumulation Period Primary Voltage FAR<sub>Prim</sub> = FAR \* VAF<sub>Prim</sub>

Single Accumulation Period Secondary Voltage FAR<sub>Sec</sub> = FAR \* VAF<sub>Sec</sub>

Annual Primary Voltage FAR<sub>Trans/Sub</sub> = Aggregation of the two Single Accumulation Period

Transmission/Substation Voltage FARs still to be recovered

Annual Primary Voltage FAR<sub>Prim</sub> = Aggregation of the two Single Accumulation Period Primary

Voltage FARs still to be recovered

Annual Secondary Voltage FAR<sub>Sec</sub> = Aggregation of the two Single Accumulation Period

Secondary Voltage FARs still to be recovered

Where:

FPA = Fuel and Purchased Power Adjustment

S<sub>RP</sub> = Forecasted recovery period Missouri retail NSI in kWh, at the generation level

VAF = Expansion factor by voltage level

VAF<sub>Trans/Sub</sub> = Expansion factor for transmission/substation and higher voltage level customers

VAF<sub>Prim</sub> = Expansion factor for between primary and trans/sub voltage level customers

VAF<sub>Sec</sub> = 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: November 6, 2018  
Issued by: Darrin R. Ives, Vice President

Effective: December 6, 2018  
1200 Main, Kansas City, MO 64105

# KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 First Revised Sheet No. 50.19  
Canceling P.S.C. MO. No. 7                      Original Sheet No.                       
For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
(Applicable to Service Provided June 8, 2017 and Thereafter)

## FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

FAR = FPA/S<sub>RP</sub>

Single Accumulation Period Transmission/Substation Voltage FAR<sub>Trans/Sub</sub> = FAR \* VAF<sub>Trans/Sub</sub>

Single Accumulation Period Primary Voltage FAR<sub>Prim</sub> = FAR \* VAF<sub>Prim</sub>

Single Accumulation Period Secondary Voltage FAR<sub>Sec</sub> = FAR \* VAF<sub>Sec</sub>

Annual Primary Voltage FAR<sub>Trans/Sub</sub> = Aggregation of the two Single Accumulation Period

Transmission/Substation Voltage FARs still to be recovered

Annual Primary Voltage FAR<sub>Prim</sub> = Aggregation of the two Single Accumulation Period Primary Voltage FARs still to be recovered

Annual Secondary Voltage FAR<sub>Sec</sub> = Aggregation of the two Single Accumulation Period Secondary Voltage FARs still to be recovered

Where:

FPA = Fuel and Purchased Power Adjustment

S<sub>RP</sub> = Forecasted recovery period Missouri retail NSI in kWh, at the generation level

VAF = Expansion factor by voltage level

VAF<sub>Trans/Sub</sub> = Expansion factor for transmission/substation and higher voltage level customers

VAF<sub>Prim</sub> = Expansion factor for between primary and trans/sub voltage level customers

VAF<sub>Sec</sub> = Expansion factor for lower than primary voltage customers

## TRUE-UPS

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

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

## PRUDENCE REVIEWS

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

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# KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 Original Sheet No. 50.19  
Canceling P.S.C. MO. No. \_\_\_\_\_ Sheet No. \_\_\_\_\_  
For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
(Applicable to Service Provided May 28, 2017 and Thereafter)

## FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

FAR = FPA/S<sub>RP</sub>

Single Accumulation Period Transmission/Substation Voltage FAR<sub>Trans/Sub</sub> = FAR \* VAF<sub>Trans/Sub</sub>

Single Accumulation Period Primary Voltage FAR<sub>Prim</sub> = FAR \* VAF<sub>Prim</sub>

Single Accumulation Period Secondary Voltage FAR<sub>Sec</sub> = FAR \* VAF<sub>Sec</sub>

Annual Primary Voltage FAR<sub>Trans/Sub</sub> = Aggregation of the two Single Accumulation Period

Transmission/Substation Voltage FARs still to be recovered

Annual Primary Voltage FAR<sub>Prim</sub> = Aggregation of the two Single Accumulation Period Primary Voltage FARs still to be recovered

Annual Secondary Voltage FAR<sub>Sec</sub> = Aggregation of the two Single Accumulation Period Secondary Voltage FARs still to be recovered

Where:

FPA = Fuel and Purchased Power Adjustment

S<sub>RP</sub> = Forecasted recovery period Missouri retail NSI in kWh, at the generation level

VAF = Expansion factor by voltage level

VAF<sub>Trans/Sub</sub> = Expansion factor for transmission/substation and higher voltage level customers

VAF<sub>Prim</sub> = Expansion factor for between primary and trans/sub voltage level customers

VAF<sub>Sec</sub> = Expansion factor for lower than primary voltage customers

## TRUE-UPS

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

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

## PRUDENCE REVIEWS

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

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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 3rd Revised Sheet No. 50.20  
 Canceling **P.S.C. MO. No.** 7 2nd 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 April 1, 2018 through September 30, 2018

Accumulation Period Ending:		December 31, 2017
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)	\$160,100,551
2	Net Base Energy Cost (B)	- \$125,138,586
	2.1 Base Factor (BF)	\$0.01542
	2.2 Accumulation Period NSI (S <sub>AP</sub> )	8,115,342,808
3	(ANEC-B)	\$34,961,965
4	Jurisdictional Factor (J)	x 56.71819%
5	(ANEC-B)*J	\$19,829,794
6	Customer Responsibility	x 95%
7	95% *((ANEC-B)*J)	\$18,838,304
8	True-Up Amount (T)	+ \$1,574,675
9	Interest (I)	+ \$658,284
10	Prudence Adjustment Amount (P)	+ \$0
11	Fuel and Purchased Power Adjustment (FPA)	= \$21,071,263
12	Estimated Recovery Period Retail NSI (S <sub>RP</sub> )	÷ 9,031,850,087
13	Current Period Fuel Adjustment Rate (FAR)	= \$0.00233
14		
15	Current Period FAR <sub>Trans/Sub</sub> = FAR x VAF <sub>Trans/Sub</sub>	\$0.00238
16	Prior Period FAR <sub>Trans/Sub</sub>	+ \$0.00234
17	Current Annual FAR <sub>Trans/Sub</sub>	= \$0.00472
18		
19	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>	\$0.00244
20	Prior Period FAR <sub>Prim</sub>	+ \$0.00240
21	Current Annual FAR <sub>Prim</sub>	= \$0.00484
22		
23	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>	\$0.00249
24	Prior Period FAR <sub>Sec</sub>	+ \$0.00246
25	Current Annual FAR <sub>Sec</sub>	= \$0.00495
26		
27	VAF <sub>Trans/Sub</sub> = 1.0195	
28	VAF <sub>Prim</sub> = 1.0451	
29	VAF <sub>Sec</sub> = 1.0707	

**CANCELLED**  
 October 1, 2018  
 Missouri Public

Service Commission

ER-2019-0031; ER-2019-0032;  
 JE-2019-0016

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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 2nd Revised Sheet No. 50.20  
 Canceling **P.S.C. MO. No.** 7 First 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 and Thereafter)  
 Effective for Customer Usage Beginning October 1, 2017 through March 31, 2018

Accumulation Period Ending:		June 30, 2017
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)	\$128,232,810
2	Net Base Energy Cost (B)	- \$91,324,049
	2.1 Base Factor (BF)*	
	2.2 Accumulation Period NSI (SAP)	7,365,889,000
3	(ANEC-B)	\$36,908,762
4	Jurisdictional Factor (J)	x 56.88895%
5	(ANEC-B)*J	\$20,997,009
6	Customer Responsibility	x 95%
7	95% *((ANEC-B)*J)	\$19,947,159
8	True-Up Amount (T)	+ \$195,397
9	Interest (I)	+ \$618,681
10	Prudence Adjustment Amount (P)	+ \$0
11	Fuel and Purchased Power Adjustment (FPA)	= \$20,761,237
12	Estimated Recovery Period Retail NSI (SRP)	÷ 9,023,912,822
13	Current Period Fuel Adjustment Rate (FAR)	= \$0.00230
14		
15	Current Period FAR <sub>Trans/Sub</sub> = FAR x VAF <sub>Trans/Sub</sub>	\$0.00234
16	Prior Period FAR <sub>Trans/Sub</sub>	+ \$0.00425
17	Current Annual FAR <sub>Trans/Sub</sub>	= \$0.00659
18		
19	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>	\$0.00240
20	Prior Period FAR <sub>Prim</sub>	+ \$0.00425
21	Current Annual FAR <sub>Prim</sub>	= \$0.00665
22		
23	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>	\$0.00246
24	Prior Period FAR <sub>Sec</sub>	+ \$0.00436
25	Current Annual FAR <sub>Sec</sub>	= \$0.00682
26		
27	VAF <sub>Trans/Sub</sub> = 1.0195	
28	VAF <sub>Prim</sub> = 1.0451	
29	VAF <sub>Sec</sub> = 1.0707	

FILED  
 Missouri Public  
 Service Commission  
 ER-2018-0036; JE-2018-0016

CANCELLED  
 April 1, 2018  
 Missouri Public  
 Service Commission  
 ER-2018-0208; JE-2018-0099

\* From January 1, 2017 through June 7, 2017, the base factor was \$0.01186. As ordered by the Commission in Rate Case No. ER-2016-0285, effective June 8, 2017, the base factor is \$0.01542.

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 1200 Main, Kansas City, MO 64105

**KANSAS CITY POWER AND LIGHT COMPANY**

P.S.C. MO. No. 7 First Revised Sheet No. 50.20  
 Canceling P.S.C. MO. No. 7 Original Sheet No. \_\_\_\_\_  
 For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
 FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
 (Applicable to Service Provided June 8, 2017 and Thereafter)

Accumulation Period Ending:			KCPL-MO
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		\$0
2	Net Base Energy Cost (B)	-	\$0
	2.1 Base Factor (BF)		\$0.00000
	2.2 Accumulation Period NSI (S <sub>AP</sub> )		0
3	(ANEC-B)		\$0
4	Jurisdictional Factor (J)	*	0%
5	(ANEC-B)*J		\$0
6	Customer Responsibility	*	95%
7	95% *((ANEC-B)*J)		\$0
8	True-Up Amount (T)	+	\$0
9	Interest (I)	+	\$0
10	Prudence Adjustment Amount (P)	+	\$0
11	Fuel and Purchased Power Adjustment (FPA)	=	\$0
12	Estimated Recovery Period Retail NSI (S <sub>RP</sub> )	÷	0
13	Current Period Fuel Adjustment Rate (FAR)	=	\$0.00000
14			
15	Current Period FAR <sub>Trans/Sub</sub> = FAR x VAF <sub>Trans/Sub</sub>		\$0.00000
16	Prior Period FAR <sub>Trans/Sub</sub>	+	\$0.00000
17	Current Annual FAR <sub>Trans/Sub</sub>	=	\$0.00000
18			
19	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>		\$0.00000
20	Prior Period FAR <sub>Prim</sub>	+	\$0.00000
21	Current Annual FAR <sub>Prim</sub>	=	\$0.00000
22			
23	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>		\$0.00000
24	Prior Period FAR <sub>Sec</sub>	+	\$0.00000
25	Current Annual FAR <sub>Sec</sub>	=	\$0.00000
26			
27	VAF <sub>Trans/Sub</sub> = 1.0195		
28	VAF <sub>Prim</sub> = 1.0451		
29	VAF <sub>Sec</sub> = 1.0707		

CANCELLED  
 October 1, 2017  
 Missouri Public  
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 ER-2018-0036; JE-2018-0016

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 ER-2016-0285; YE-2017-0273

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**KANSAS CITY POWER AND LIGHT COMPANY**

P.S.C. MO. No. 7

Original Sheet No. 50.21

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

For Missouri Retail Service Area

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

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**

January – June  
July – December

**Filing Dates**

By August 1  
By February 1

**Recovery Periods**

October – September  
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 (“SRP”) 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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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7

**Original Sheet No.** 50.22

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

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

For Missouri Retail Service Area

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

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.

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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7

**Original Sheet No.** 50.23

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

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

For Missouri Retail Service Area

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

**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<sub>2</sub> 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<sub>2</sub> 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.

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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7

Original Sheet No. 50.24

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

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

For Missouri Retail Service Area

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

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.

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**KANSAS CITY POWER AND LIGHT COMPANY**

P.S.C. MO. No. 7

Original Sheet No. 50.25

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

For Missouri Retail Service Area

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

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

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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7

Original Sheet No. 50.26

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

For Missouri Retail Service Area

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

**FORMULAS AND DEFINITIONS OF COMPONENTS (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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# KANSAS CITY POWER AND LIGHT COMPANY

P.S.C. MO. No. 7 Original Sheet No. 50.28  
Canceling P.S.C. MO. No. \_\_\_\_\_ Sheet No. \_\_\_\_\_  
For Missouri Retail Service Area

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

## 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:

$$S_{AP} \times \text{Base Factor ("BF")}$$

S<sub>AP</sub> = 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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**KANSAS CITY POWER AND LIGHT COMPANY**

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For Missouri Retail Service Area

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

FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

FAR = FPA/S<sub>RP</sub>

Single Accumulation Period Transmission Voltage FAR<sub>Trans</sub> = FAR \* VAF<sub>Trans</sub>  
Single Accumulation Period Substation Voltage FAR<sub>Sub</sub> = FAR \* VAF<sub>Sub</sub>  
Single Accumulation Period Primary Voltage FAR<sub>Prim</sub> = FAR \* VAF<sub>Prim</sub>  
Single Accumulation Period Secondary Voltage FAR<sub>Sec</sub> = FAR \* VAF<sub>Sec</sub>

Annual Primary Voltage FAR<sub>Trans</sub> = Aggregation of the two Single Accumulation Period Transmission Voltage FARs still to be recovered  
Annual Primary Voltage FAR<sub>Sub</sub> = Aggregation of the two Single Accumulation Period Substation Voltage FARs still to be recovered  
Annual Primary Voltage FAR<sub>Prim</sub> = Aggregation of the two Single Accumulation Period Primary Voltage FARs still to be recovered  
Annual Secondary Voltage FAR<sub>Sec</sub> = Aggregation of the two Single Accumulation Period Secondary Voltage FARs still to be recovered

Where:

FPA = Fuel and Purchased Power Adjustment

S<sub>RP</sub> = Forecasted recovery period Missouri retail NSI in kWh, at the generation level

VAF = Expansion factor by voltage level

VAF<sub>Trans</sub> = Expansion factor for transmission voltage level customers  
VAF<sub>Sub</sub> = Expansion factor for substation to transmission voltage level customers  
VAF<sub>Prim</sub> = Expansion factor for between primary and substation voltage level customers  
VAF<sub>Sec</sub> = Expansion factor for lower than primary voltage customers

**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7

**Original Sheet No.** 50.30

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

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

For Missouri Retail Service Area

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

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.

Issued: November 6, 2018  
Issued by: Darrin R. Ives, Vice President

Effective: December 6, 2018  
1200 Main, Kansas City, MO 64105

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

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

P.S.C. MO. No. 7 8th Revised Sheet No. 50.31  
 Canceling P.S.C. MO. No. 7 7th Revised Sheet No. 50.31

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
 FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
 (Applicable to Service Provided December 6, 2018 and Thereafter)  
 Effective for Customer Usage Beginning October 2022 through March 2023

Accumulation Period Ending: <b>June 2022</b>			
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		\$132,432,146
2	Net Base Energy Cost (B)	-	\$129,524,601
	2.1 Base Factor (BF)		\$0.01675
	2.2 Accumulation Period NSI (S <sub>AP</sub> )		7,732,812,000
3	(ANEC-B)		\$2,907,545
4	Jurisdictional Factor (J)	x	56.911268%
5	(ANEC-B)*J		\$1,654,721
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		\$1,571,985
8	True-Up Amount (T)	+	(\$993,412)
9	Interest (I)	+	(\$248,018)
10	Prudence Adjustment Amount (P)	+	(\$152,165)
11	Fuel and Purchased Power Adjustment (FPA)	=	\$178,390
12	Estimated Recovery Period Retail NSI (S <sub>RP</sub> )	÷	8,882,796,453
13	Current Period Fuel Adjustment Rate (FAR)	=	\$0.00002
14			
15	Current Period FAR <sub>Trans</sub> = FAR x VAF <sub>Trans</sub>		\$0.00002
16	Prior Period FAR <sub>Trans</sub>	+	(\$0.00335)
17	Current Annual FAR <sub>Trans</sub>	=	(\$0.00333)
18			
19	Current Period FAR <sub>Sub</sub> = FAR x VAF <sub>Sub</sub>		\$0.00002
20	Prior Period FAR <sub>Sub</sub>	+	(\$0.00336)
21	Current Annual FAR <sub>Sub</sub>	=	(\$0.00334)
22			
23	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>		\$0.00002
24	Prior Period FAR <sub>Prim</sub>	+	(\$0.00344)
25	Current Annual FAR <sub>Prim</sub>	=	(\$0.00342)
26			
27	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>		\$0.00002
28	Prior Period FAR <sub>Sec</sub>	+	(\$0.00351)
29	Current Annual FAR <sub>Sec</sub>	=	(\$0.00349)
30	VAF <sub>Trans</sub> = 1.0129		
31	VAF <sub>Sub</sub> = 1.0162		
32	VAF <sub>Prim</sub> = 1.0383		
33	VAF <sub>Sec</sub> = 1.0592		

Issued: July 29, 2022  
 Issued by: Darrin R. Ives, Vice President

FILED  
 Missouri Public  
 Service Commission  
 ER-2023-0030; JE-2023-0021

Effective: October 1, 2022  
 1200 Main, Kansas City, MO 64105

CANCELLED - Missouri Public Service Commission - 04/01/2023 - ER-2023-0245 - JE-2023-0139

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

P.S.C. MO. No. 7 7th Revised Sheet No. 50.31  
 Canceling P.S.C. MO. No. 7 6th Revised Sheet No. 50.31

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
 FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
 (Applicable to Service Provided December 6, 2018 and Thereafter)  
 Effective for Customer Usage Beginning April 1, 2022 through September 30, 2022

Accumulation Period Ending:		December 31, 2021
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)	\$130,296,820
2	Net Base Energy Cost (B)	- \$134,851,319
	2.1 Base Factor (BF)	\$0.01675
	2.2 Accumulation Period NSI (S <sub>AP</sub> )	8,050,825,000
3	(ANEC-B)	(\$4,554,499)
4	Jurisdictional Factor (J)	x 56.160035%
5	(ANEC-B)*J	(\$2,557,808)
6	Customer Responsibility	x 95%
7	95% *((ANEC-B)*J)	(\$2,429,918)
8	True-Up Amount (T)	+\$26,577,788
9	Interest (I)	+\$308,735
10	Prudence Adjustment Amount (P)	+
11	Fuel and Purchased Power Adjustment (FPA)	=\$29,316,441
12	Estimated Recovery Period Retail NSI (S <sub>RP</sub> )	÷ 8,855,390,805
13	Current Period Fuel Adjustment Rate (FAR)	=\$0.00331
14		
15	Current Period FAR <sub>Trans</sub> = FAR x VAF <sub>Trans</sub>	(\$0.00335)
16	Prior Period FAR <sub>Trans</sub>	+\$0.00014
17	Current Annual FAR <sub>Trans</sub>	=\$0.00349
18		
19	Current Period FAR <sub>Sub</sub> = FAR x VAF <sub>Sub</sub>	(\$0.00336)
20	Prior Period FAR <sub>Sub</sub>	+\$0.00014
21	Current Annual FAR <sub>Sub</sub>	=\$0.00350
22		
23	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>	(\$0.00344)
24	Prior Period FAR <sub>Prim</sub>	+\$0.00015
25	Current Annual FAR <sub>Prim</sub>	=\$0.00359
26		
27	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>	(\$0.00351)
28	Prior Period FAR <sub>Sec</sub>	+\$0.00015
29	Current Annual FAR <sub>Sec</sub>	=\$0.00366
30	VAF <sub>Trans</sub> = 1.0129	
31	VAF <sub>Sub</sub> = 1.0162	
32	VAF <sub>Prim</sub> = 1.0383	
33	VAF <sub>Sec</sub> = 1.0592	

Issued: January 31, 2022  
 Issued by: Darrin R. Ives, Vice President

Effective: April 1, 2022  
 1200 Main, Kansas City, MO 64105

CANCELLED  
 October 1, 2022  
 Missouri Public  
 Service Commission  
 ER-2023-0030; JE-2023-0021

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 Missouri Public  
 Service Commission  
 ER-2022-0025; ER-2022-0206  
 JE-2022-0216

**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7

**Original Sheet No.** 50.24

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

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

For Missouri Retail Service Area

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

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.

Issued: November 6, 2018  
Issued by: Darrin R. Ives, Vice President

Effective: December 6, 2018  
1200 Main, Kansas City, MO 64105

CANCELLED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

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

P.S.C. MO. No. 7 6th Revised Sheet No. 50.31  
 Canceling P.S.C. MO. No. 7 5th Revised Sheet No. 50.31

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
 FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
 (Applicable to Service Provided December 6, 2018 and Thereafter)  
 Effective for Customer Usage Beginning November 1, 2021 through March 31, 2022

Accumulation Period Ending:		June 30, 2021
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)	\$123,257,771
2	Net Base Energy Cost (B)	- \$124,634,288
	2.1 Base Factor (BF)	\$0.01675
	2.2 Accumulation Period NSI (S <sub>AP</sub> )	7,440,853,000
3	(ANEC-B)	(\$1,376,517)
4	Jurisdictional Factor (J)	x 55.019016%
5	(ANEC-B)*J	(\$757,346)
6	Customer Responsibility	x 95%
7	95% *((ANEC-B)*J)	(\$719,479)
8	True-Up Amount (T)	+ (\$477,623)
9	Interest (I)	+ (\$60,067)
10	Prudence Adjustment Amount (P)	+
11	Fuel and Purchased Power Adjustment (FPA)	= (\$1,257,169)
12	Estimated Recovery Period Retail NSI (SRP)	÷ 8,812,567,934
13	Current Period Fuel Adjustment Rate (FAR)	= (\$0.00014)
14		
15	Current Period FAR <sub>Trans</sub> = FAR x VAF <sub>Trans</sub>	(\$0.00014)
16	Prior Period FAR <sub>Trans</sub>	+ (\$0.00025)
17	Current Annual FAR <sub>Trans</sub>	= (\$0.00039)
18		
19	Current Period FAR <sub>Sub</sub> = FAR x VAF <sub>Sub</sub>	(\$0.00014)
20	Prior Period FAR <sub>Sub</sub>	+ (\$0.00025)
21	Current Annual FAR <sub>Sub</sub>	= (\$0.00039)
22		
23	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>	(\$0.00015)
24	Prior Period FAR <sub>Prim</sub>	+ (\$0.00026)
25	Current Annual FAR <sub>Prim</sub>	= (\$0.00041)
26		
27	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>	(\$0.00015)
28	Prior Period FAR <sub>Sec</sub>	+ (\$0.00026)
29	Current Annual FAR <sub>Sec</sub>	= (\$0.00041)
30	VAF <sub>Trans</sub> = 1.0129	
31	VAF <sub>Sub</sub> = 1.0162	
32	VAF <sub>Prim</sub> = 1.0383	
33	VAF <sub>Sec</sub> = 1.0592	

CANCELLED  
 April 1, 2022  
 Missouri Public  
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Effective: November 1, 2021  
 1200 Main, Kansas City, MO 64105



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

P.S.C. MO. No. 7 5th Revised Sheet No. 50.31  
 Canceling P.S.C. MO. No. 7 4th Revised Sheet No. 50.31

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
 FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
 (Applicable to Service Provided December 6, 2018 and Thereafter)  
 Effective for Customer Usage Beginning April 1, 2021 through September 30, 2021

Accumulation Period Ending:		December 31, 2020
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)	\$126,784,853
2	Net Base Energy Cost (B)	- \$132,404,495
	2.1 Base Factor (BF)	\$0.01675
	2.2 Accumulation Period NSI (S <sub>AP</sub> )	7,904,745,999
3	(ANEC-B)	(\$5,619,643)
4	Jurisdictional Factor (J)	x 55.99231%
5	(ANEC-B)*J	(\$3,146,568)
6	Customer Responsibility	x 95%
7	95% *((ANEC-B)*J)	(\$2,989,240)
8	True-Up Amount (T)	+ \$996,289
9	Interest (I)	+ \$3,156
10	Prudence Adjustment Amount (P)	+ (\$199,104)
11	Fuel and Purchased Power Adjustment (FPA)	= (\$2,188,899)
12	Estimated Recovery Period Retail NSI (S <sub>RP</sub> )	÷ 8,823,920,002
13	Current Period Fuel Adjustment Rate (FAR)	= (\$0.00025)
14		
15	Current Period FAR <sub>Trans</sub> = FAR x VAF <sub>Trans</sub>	(\$0.00025)
16	Prior Period FAR <sub>Trans</sub>	+ \$0.00011
17	Current Annual FAR <sub>Trans</sub>	= (\$0.00014)
18		
19	Current Period FAR <sub>Sub</sub> = FAR x VAF <sub>Sub</sub>	(\$0.00025)
20	Prior Period FAR <sub>Sub</sub>	+ \$0.00011
21	Current Annual FAR <sub>Sub</sub>	= (\$0.00014)
22		
23	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>	(\$0.00026)
24	Prior Period FAR <sub>Prim</sub>	+ \$0.00011
25	Current Annual FAR <sub>Prim</sub>	= (\$0.00015)
26		
27	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>	(\$0.00026)
28	Prior Period FAR <sub>Sec</sub>	+ \$0.00012
29	Current Annual FAR <sub>Sec</sub>	= (\$0.00014)
30	VAF <sub>Trans</sub> = 1.0129	
31	VAF <sub>Sub</sub> = 1.0162	
32	VAF <sub>Prim</sub> = 1.0383	
33	VAF <sub>Sec</sub> = 1.0592	

CANCELLED  
 November 1, 2021  
 Missouri Public  
 Service Commission  
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 Issued by: Darrin R. Ives, Vice President

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 Service Commission  
 ER-2021-0244; JE-2021-0155

Effective: April 1, 2021  
 1200 Main, Kansas City, MO 64105

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

P.S.C. MO. No. 7 4th Revised Sheet No. 50.31  
 Canceling P.S.C. MO. No. 7 3rd Revised Sheet No. 50.31

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
 FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
 (Applicable to Service Provided December 6, 2018 and Thereafter)  
 Effective for Customer Usage Beginning October 1, 2020 through March 31, 2021

Accumulation Period Ending:		June 30, 2020
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)	\$126,876,763
2	Net Base Energy Cost (B)	- \$121,814,275
	2.1 Base Factor (BF)	\$0.01675
	2.2 Accumulation Period NSI (S <sub>AP</sub> )	7,272,494,000
3	(ANEC-B)	\$5,062,489
4	Jurisdictional Factor (J)	x 59.19973%
5	(ANEC-B)*J	\$2,996,980
6	Customer Responsibility	x 95%
7	95% *((ANEC-B)*J)	\$2,847,131
8	True-Up Amount (T)	+ (\$1,904,473)
9	Interest (I)	+ \$27,453
10	Prudence Adjustment Amount (P)	+ \$0
11	Fuel and Purchased Power Adjustment (FPA)	= \$970,111
12	Estimated Recovery Period Retail NSI (S <sub>RP</sub> )	÷ 8,873,489,134
13	Current Period Fuel Adjustment Rate (FAR)	= \$0.00011
14		
15	Current Period FAR <sub>Trans</sub> = FAR x VAF <sub>Trans</sub>	\$0.00011
16	Prior Period FAR <sub>Trans</sub>	+ \$0.00040
17	Current Annual FAR <sub>Trans</sub>	= \$0.00051
18		
19	Current Period FAR <sub>Sub</sub> = FAR x VAF <sub>Sub</sub>	\$0.00011
20	Prior Period FAR <sub>Sub</sub>	+ \$0.00040
21	Current Annual FAR <sub>Sub</sub>	= \$0.00051
22		
23	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>	\$0.00011
24	Prior Period FAR <sub>Prim</sub>	+ \$0.00040
25	Current Annual FAR <sub>Prim</sub>	= \$0.00051
26		
27	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>	\$0.00012
28	Prior Period FAR <sub>Sec</sub>	+ \$0.00041
29	Current Annual FAR <sub>Sec</sub>	= \$0.00053
30	VAF <sub>Trans</sub> = 1.0129	
31	VAF <sub>Sub</sub> = 1.0162	
32	VAF <sub>Prim</sub> = 1.0383	
33	VAF <sub>Sec</sub> = 1.0592	

Issued: July 31, 2020  
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 1200 Main, Kansas City, MO 64105

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

P.S.C. MO. No. 7 3rd Revised Sheet No. 50.31  
 Canceling P.S.C. MO. No. 7 2nd Revised Sheet No. 50.31

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
 FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
 (Applicable to Service Provided December 6, 2018 and Thereafter)  
 Effective for Customer Usage Beginning April 1, 2020 through September 30, 2020

Accumulation Period Ending:		December 31, 2019
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)	\$144,722,059
2	Net Base Energy Cost (B)	- \$137,892,131
	2.1 Base Factor (BF)	\$0.01675
	2.2 Accumulation Period NSI (S <sub>AP</sub> )	8,232,366,000
3	(ANEC-B)	\$6,829,928
4	Jurisdictional Factor (J)	x 57.80378%
5	(ANEC-B)*J	\$3,950,349
6	Customer Responsibility	x 95%
7	95% *((ANEC-B)*J)	\$3,752,832
8	True-Up Amount (T)	+ (\$398,042)
9	Interest (I)	+ \$79,120
10	Prudence Adjustment Amount (P)	+ \$0
11	Fuel and Purchased Power Adjustment (FPA)	= \$3,433,909
12	Estimated Recovery Period Retail NSI (SRP)	÷ 8,880,647,913
13	Current Period Fuel Adjustment Rate (FAR)	= \$0.00039
14		
15	Current Period FAR <sub>Trans</sub> = FAR x VAF <sub>Trans</sub>	\$0.00040
16	Prior Period FAR <sub>Trans</sub>	+ (\$0.00028)
17	Current Annual FAR <sub>Trans</sub>	= \$0.00012
18		
19	Current Period FAR <sub>Sub</sub> = FAR x VAF <sub>Sub</sub>	\$0.00040
20	Prior Period FAR <sub>Sub</sub>	+ (\$0.00028)
21	Current Annual FAR <sub>Sub</sub>	= \$0.00012
22		
23	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>	\$0.00040
24	Prior Period FAR <sub>Prim</sub>	+ (\$0.00029)
25	Current Annual FAR <sub>Prim</sub>	= \$0.00011
26		
27	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>	\$0.00041
28	Prior Period FAR <sub>Sec</sub>	+ (\$0.00030)
29	Current Annual FAR <sub>Sec</sub>	= \$0.00011
30	VAF <sub>Trans</sub> = 1.0129	
31	VAF <sub>Sub</sub> = 1.0162	
32	VAF <sub>Prim</sub> = 1.0383	
33	VAF <sub>Sec</sub> = 1.0592	

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**KANSAS CITY POWER AND LIGHT COMPANY**

P.S.C. MO. No. 7 2nd Revised Sheet No. 50.31  
 Canceling P.S.C. MO. No. 7 1st Revised Sheet No. 50.31

For Missouri Retail Service Area

FUEL ADJUSTMENT CLAUSE – Rider FAC  
 FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
 (Applicable to Service Provided December 6, 2018 and Thereafter)  
 Effective for Customer Usage Beginning October 1, 2019 through March 31, 2020

Accumulation Period Ending:		June 30, 2019
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)	\$122,582,716
2	Net Base Energy Cost (B)	- \$126,403,808
	2.1 Base Factor (BF)	\$0.01675
	2.2 Accumulation Period NSI (S <sub>AP</sub> )	7,546,496,001
3	(ANEC-B)	(\$3,821,092)
4	Jurisdictional Factor (J)	x 57.68623%
5	(ANEC-B)*J	(\$2,204,244)
6	Customer Responsibility	x 95%
7	95% *((ANEC-B)*J)	(\$2,094,032)
8	True-Up Amount (T)	+\$833,840
9	Interest (I)	+\$414,543
10	Prudence Adjustment Amount (P)	+\$0
11	Fuel and Purchased Power Adjustment (FPA)	=\$2,513,329
12	Estimated Recovery Period Retail NSI (S <sub>RP</sub> )	÷ 8,931,439,331
13	Current Period Fuel Adjustment Rate (FAR)	=\$0.00028
14		
15	Current Period FAR <sub>Trans</sub> = FAR x VAF <sub>Trans</sub>	(\$0.00028)
16	Prior Period FAR <sub>Trans</sub>	+\$0.00098
17	Current Annual FAR <sub>Trans</sub>	=\$0.00070
18		
19	Current Period FAR <sub>Sub</sub> = FAR x VAF <sub>Sub</sub>	(\$0.00028)
20	Prior Period FAR <sub>Sub</sub>	+\$0.00099
21	Current Annual FAR <sub>Sub</sub>	=\$0.00071
22		
23	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>	(\$0.00029)
24	Prior Period FAR <sub>Prim</sub>	+\$0.00101
25	Current Annual FAR <sub>Prim</sub>	=\$0.00072
26		
27	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>	(\$0.00030)
28	Prior Period FAR <sub>Sec</sub>	+\$0.00103
29	Current Annual FAR <sub>Sec</sub>	=\$0.00073
30	VAF <sub>Trans</sub> = 1.0129	
31	VAF <sub>Sub</sub> = 1.0162	
32	VAF <sub>Prim</sub> = 1.0383	
33	VAF <sub>Sec</sub> = 1.0592	

CANCELLED  
 April 1, 2020  
 Missouri Public  
 Service Commission  
 ER-2020-0221; JE-2020-0122

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 Issued by: Darrin R. Ives, Vice President

Effective: October 1, 2019  
 1200 Main, Kansas City, MO 64105

**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7 1st Revised Sheet No. 50.31  
 Canceling P.S.C. MO. No. 7 Original Sheet No. 50.31

For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
 (Applicable to Service Provided December 6, 2018 and Thereafter)  
 Effective for Customer Usage Beginning April 1, 2019 through September 30, 2019

Accumulation Period Ending:		December 31, 2018
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)	\$145,773,099
2	Net Base Energy Cost (B)	- \$129,775,638
	2.1 Base Factor (BF)*	
	2.2 Accumulation Period NSI (S <sub>AP</sub> )	8,320,697,000
3	(ANEC-B)	\$15,997,461
4	Jurisdictional Factor (J)	x 56.32005%
5	(ANEC-B)*J	\$9,009,778
6	Customer Responsibility	x 95%
7	95% *((ANEC-B)*J)	\$8,559,289
8	True-Up Amount (T)	+ (\$511,952)
9	Interest (I)	+ \$708,656
10	Prudence Adjustment Amount (P)	+ \$0
11	Fuel and Purchased Power Adjustment (FPA)	= \$8,755,994
12	Estimated Recovery Period Retail NSI (S <sub>RP</sub> )	÷ 8,982,300,350
13	Current Period Fuel Adjustment Rate (FAR)	= \$0.00097
14		
15	Current Period FAR <sub>Trans</sub> = FAR x VAF <sub>Trans</sub>	\$0.00098
16	Prior Period FAR <sub>Trans</sub>	+ \$0.00292
17	Current Annual FAR <sub>Trans</sub>	= \$0.00390
18		
19	Current Period FAR <sub>Sub</sub> = FAR x VAF <sub>Sub</sub>	\$0.00099
20	Prior Period FAR <sub>Sub</sub>	+ \$0.00292
21	Current Annual FAR <sub>Sub</sub>	= \$0.00391
22		
23	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>	\$0.00101
24	Prior Period FAR <sub>Prim</sub>	+ \$0.00299
25	Current Annual FAR <sub>Prim</sub>	= \$0.00400
26		
27	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>	\$0.00103
28	Prior Period FAR <sub>Sec</sub>	+ \$0.00306
29	Current Annual FAR <sub>Sec</sub>	= \$0.00409
30	VAF <sub>Trans</sub> = 1.0129	
31	VAF <sub>Sub</sub> = 1.0162	
32	VAF <sub>Prim</sub> = 1.0383	
33	VAF <sub>Sec</sub> = 1.0592	

\*From July 1, 2018 through December 5, 2018, the base factor was \$0.01542. As ordered by the Commission in Case No. ER-2018-0145, effective December 6, 2018, the base factor is \$0.01675.

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**KANSAS CITY POWER AND LIGHT COMPANY**

**P.S.C. MO. No.** 7

Original Sheet No. 50.31

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

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

For Missouri Retail Service Area

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

Accumulation Period Ending:			KCPL-MO
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		\$0
2	Net Base Energy Cost (B)	-	\$0
	2.1 Base Factor (BF)		\$0.01675
	2.2 Accumulation Period NSI (S <sub>AP</sub> )		0
3	(ANEC-B)		\$0
4	Jurisdictional Factor (J)	*	0%
5	(ANEC-B)*J		\$0
6	Customer Responsibility	*	95%
7	95% *((ANEC-B)*J)		\$0
8	True-Up Amount (T)	+	\$0
9	Interest (I)	+	\$0
10	Prudence Adjustment Amount (P)	+	\$0
11	Fuel and Purchased Power Adjustment (FPA)	=	\$0
12	Estimated Recovery Period Retail NSI (S <sub>RP</sub> )	÷	0
13	Current Period Fuel Adjustment Rate (FAR)	=	\$0.00000
15	Current Period FAR <sub>Trans</sub> = FAR x VAF <sub>Trans</sub>		\$0.00000
16	Prior Period FAR <sub>Trans</sub>	+	\$0.00000
17	Current Annual FAR <sub>Trans</sub>	=	\$0.00000
15	Current Period FAR <sub>Sub</sub> = FAR x VAF <sub>Sub</sub>		\$0.00000
16	Prior Period FAR <sub>Sub</sub>	+	\$0.00000
17	Current Annual FAR <sub>Sub</sub>	=	\$0.00000
18			
19	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>		\$0.00000
20	Prior Period FAR <sub>Prim</sub>	+	\$0.00000
21	Current Annual FAR <sub>Prim</sub>	=	\$0.00000
22			
23	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>		\$0.00000
24	Prior Period FAR <sub>Sec</sub>	+	\$0.00000
25	Current Annual FAR <sub>Sec</sub>	=	\$0.00000
26	VAF <sub>Trans</sub> = 1.0129		
27	VAF <sub>Sub</sub> = 1.0162		
28	VAF <sub>Prim</sub> = 1.0383		
29	VAF <sub>Sec</sub> = 1.0592		

CANCELLED  
 April 1, 2019  
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 1200 Main, Kansas City, MO 64105

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 Missouri Public  
 Service Commission  
 ER-2018-0145; YE-2019-0084

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

P.S.C. MO. No. 7 1st Revised Sheet No. 50.42  
 Canceling P.S.C. MO. No. 7 1st Original Sheet No. 50.42  
 For Missouri Retail Service Area

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
**FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC**  
 (Applicable to Service Provided January 9, 2023 and Thereafter)  
 Effective for the Customer Usage Beginning October 2023 through March 2024

Accumulation Period Ending: <b>June 2023</b>		
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)	\$141,378,316
2	Net Base Energy Cost (B)	-
	2.1 Base Factor (BF) *	
	2.2 Accumulation Period NSI (S <sub>AP</sub> )	7,493,147,998
3	(ANEC-B)	\$4,864,474
4	Jurisdictional Factor (J)	x
5	(ANEC-B)*J	68.72359%
6	Customer Responsibility	x
7	95% *((ANEC-B)*J)	95%
8	True-Up Amount (T)	\$3,175,889
9	Interest (I)	+
10	Prudence Adjustment Amount (P)	(\$906,622)
11	Fuel and Purchased Power Adjustment (FPA)	+
12	Estimated Recovery Period Retail NSI (S <sub>RP</sub> )	\$359,122
13	Current Period Fuel Adjustment Rate (FAR)	+
14		\$0
15	Current Period FAR <sub>Trans</sub> = FAR x VAF <sub>Trans</sub>	=
16	Prior Period FAR <sub>Trans</sub>	\$2,628,389
17	Current Annual FAR <sub>Trans</sub>	÷
18		8,847,484,844
19	Current Period FAR <sub>Sub</sub> = FAR x VAF <sub>Sub</sub>	=
20	Prior Period FAR <sub>Sub</sub>	\$0.00030
21	Current Annual FAR <sub>Sub</sub>	=
22		\$0.00031
23	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>	+
24	Prior Period FAR <sub>Prim</sub>	\$0.00090
25	Current Annual FAR <sub>Prim</sub>	=
26		\$0.00121
27	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>	+
28	Prior Period FAR <sub>Sec</sub>	\$0.00031
29	Current Annual FAR <sub>Sec</sub>	+
30	VAF <sub>Trans</sub> = 1.0300	\$0.00092
31	VAF <sub>Sub</sub> = 1.0378	\$0.00094
32	VAF <sub>Prim</sub> = 1.0497	\$0.00094
33	VAF <sub>Sec</sub> = 1.0690	\$0.00094

\*From December 6, 2018 through January 8, 2023, the base factor was \$0.01675. Effective January 9, 2023, the base factor is \$0.01829.



For Missouri Retail Service Area

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

Accumulation Period Ending:			
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		
2	Net Base Energy Cost (B)	-	
	2.1 Base Factor (BF)		\$0.01829
	2.2 Accumulation Period NSI (S <sub>AP</sub> )		
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 <sub>RP</sub> )	÷	
13	Current Period Fuel Adjustment Rate (FAR)	=	
14			
15	Current Period FAR <sub>Trans</sub> = FAR x VAF <sub>Trans</sub>		
16	Prior Period FAR <sub>Trans</sub>	+	
17	Current Annual FAR <sub>Trans</sub>	=	
18			
19	Current Period FAR <sub>Sub</sub> = FAR x VAF <sub>Sub</sub>		
20	Prior Period FAR <sub>Sub</sub>	+	
21	Current Annual FAR <sub>Sub</sub>	=	
22			
23	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>		
24	Prior Period FAR <sub>Prim</sub>	+	
25	Current Annual FAR <sub>Prim</sub>	=	
26			
27	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>		
28	Prior Period FAR <sub>Sec</sub>	+	
29	Current Annual FAR <sub>Sec</sub>	=	
30	VAF <sub>Trans</sub> = 1.0300		
31	VAF <sub>Sub</sub> = 1.0378		
32	VAF <sub>Prim</sub> = 1.0497		
33	VAF <sub>Sec</sub> = 1.0690		

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FILED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104

**KANSAS CITY POWER & LIGHT COMPANY**

P.S.C. MO. No. 7 Original Sheet No. 51  
Canceling P.S.C. MO. No. \_\_\_\_\_ Revised Sheet No. \_\_\_\_\_  
For Missouri Retail Service Area

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

**PURPOSE**

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

**EXPIRATION**

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

**AVAILABILITY/ELIGIBILITY**

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

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

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

where:

PAE = Projected Annual Energy (kWh)  
HRS = Hours in year (8760)  
PCD = Projected Customer Peak Demand (kW)

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

**November 3, 2018**

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Issued by: Darrin R. Ives, Vice President

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1200 Main, Kansas City, MO 64105

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**KANSAS CITY POWER & LIGHT COMPANY**

P.S.C. MO. No. 7

Original Sheet No. 51A

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

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

For Missouri Retail Service Area

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

AVAILABILITY/ELIGIBILITY (continued)

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

APPLICABILITY

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

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**KANSAS CITY POWER & LIGHT COMPANY**

**P.S.C. MO. No.** 7

**Original Sheet No.** 51B

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

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

For Missouri Retail Service Area

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

**INCENTIVE PROVISIONS**

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

**TERMINATION**

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

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

**FILING REQUIREMENTS**

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

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

P.S.C. MO. No. 7

Original Sheet No. 52

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

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

For Missouri Retail Service Area

**ELECTRIC TRANSIT SERVICE  
Schedule ETS**

**AVAILABILITY**

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

**APPLICABILITY**

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

**TERM OF SERVICE**

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

**CARBON FREE ENERGY OPTION**

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

**RATE FOR SERVICE**

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

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

P.S.C. MO. No. 7

Original Sheet No. 52A

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

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

For Missouri Retail Service Area

**ELECTRIC TRANSIT SERVICE  
Schedule ETS**

**MINIMUM MONTHLY BILL**

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

**SEASONS**

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

**PRICING PERIODS**

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

On-Peak: 6 a.m. - 6 p.m., Monday through Friday, excluding

Holidays Off- Peak Period: All other hours

**HOLIDAYS**

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

**MONTHLY MAXIMIM DEMAND**

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

**FACILITIES DEMAND**

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

**DEMAND SIDE INVESTMENT MECHANISM RIDER**

Subject to Schedule DSIM filed with the State Regulatory Commission.

**FUEL ADJUSTMENT**

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

**TAX ADJUSTMENT**

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

**REGULATIONS**

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

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

P.S.C. MO. No. 7

Original Sheet No. 55C

Canceling P.S.C. MO. No. 7

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

For Missouri Retail Service Area

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

**PURPOSE**

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

**AVAILABILITY**

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

**ELIGIBLE MEASURES AND INCENTIVES**

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

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

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

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

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

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

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

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

January 9, 2023

Issued: December 2, 2022  
Issued by: Darrin R. Ives, Vice President

Effective: ~~January 1, 2023~~  
1200 Main, Kansas City, MO 64105

CANCELLED - Missouri Public Service Commission - 04/29/2023 - ER-2022-0129 - YE-2023-0181

FILED - Missouri Public Service Commission - 01/09/2023 - ER-2022-0129 - YE-2023-0104



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

P.S.C. MO. No. 7

Original Sheet No. 55D

Canceling P.S.C. MO. No. 7

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

For Missouri Retail Service Area

**COMMERCIAL EV CHARGER REBATE**  
Schedule CEVCR

**PROGRAM PROVISIONS**

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

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

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

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

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

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

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

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