

# Exhibit No. 708

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Service Commission

Ameren – Exhibit 708  
EMW FAC Previously Filed Tariff  
File No. EO-2025-0154

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

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

Original Sheet No. 50.32

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)

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, reservation charges, purchased power energy charges including applicable Southwest Power Pool (“SPP”) charges, emission allowance costs and amortizations, cost of transmission of electricity by others associated with purchased power and off-system sales – all as incurred during the accumulation period. These costs will be offset by jurisdictional off-system sales revenues, applicable SPP revenues, and revenue from the sale of Renewable Energy Certificates or Credits (“REC”). Eligible costs do not include the purchased power demand costs associated with purchased power contracts in excess of one year. Likewise, revenues do not include demand or capacity receipts associated with power contracts in excess of one year.

APPLICABILITY

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

The FAR is the result of dividing the FPA by forecasted Missouri retail net system input (“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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January 9, 2023

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

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

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, excluding decommissioning and retirement costs, incurred to support sales and revenues associated with the Company's in-service generating plants:  
 The following costs reflected in Federal Energy Regulatory Commission ("FERC") Account Number 501:

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

Subaccount 501020: the allocation of the allowed costs in the 501000, 501300, 501400 and 501420 accounts attributed to native load;

Subaccount 501030: the allocation of the allowed costs in the 501000, 501300, 501400 and 501420 accounts attributed to off system sales;

Subaccount 501300: fuel additives and consumable costs for Air Quality Control Systems ("AQCS") operations, such as ammonia, hydrated lime, lime, limestone, limestone inventory adjustments, powder activated carbon, calcium bromide, sulfur, and RESPond, or other consumables which perform similar functions;

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

The following costs reflected in FERC Account Number 518:

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

Subaccount 518201: nuclear fuel waste disposal expense;

Subaccount 518100: nuclear fuel oil.

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

The following costs reflected in FERC Account Number 547:

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

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

Subaccount 547027: natural gas reservation charges;

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

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

E = Net Emission Costs:

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

Subaccount 509000: NO<sub>x</sub> 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.

PP = Purchased Power Costs:

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

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

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

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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)

PP = Purchased Power Costs (continued):

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

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

For solar subscription projects, factor PP shall not include costs for any undersubscribed portion of the Solar Subscription Program resources(s) allocated to shareholders under Tariff Sheet No. 39E.

TC = Transmission Costs:

The following costs reflected in FERC Account Number 565:

Subaccount 565000: non-SPP transmission used to serve off system sales or to make purchases for load and 28.50% of the SPP transmission service costs which includes the schedules listed below as well as any adjustment to the charges in the schedules below:

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

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

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

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

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

FUEL ADJUSTMENT CLAUSE – Rider FAC  
FUEL AND PURCHASE POWER ADJUSTMENT ELECTRIC  
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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

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

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

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

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

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

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

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

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

**FUEL ADJUSTMENT CLAUSE – Rider FAC**  
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FORMULAS AND DEFINITIONS OF COMPONENTS (continued)

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

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

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

January 9, 2023

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

P.S.C. MO. No. 7

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

For Missouri Retail Service Area

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

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1200 Main, Kansas City, MO 64105



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

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

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

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

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

BF = Company base factor costs per kWh: \$0.01829

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

T = True-up amount as defined below.

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

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

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FAR = FPA/S<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

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.

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

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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)

PRUDENCE REVIEWS

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

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

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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 April 2025 through September 2025

Accumulation Period Ending: <b>December 2024</b>			
1	Actual Net Energy Cost (ANEC) = (FC+E+PP+TC-OSSR-R)		\$153,568,261
2	Net Base Energy Cost (B)	-	\$148,006,228
	2.1 Base Factor (BF)		\$0.01829
	2.2 Accumulation Period NSI (S <sub>AP</sub> )		8,092,194,001
3	(ANEC-B)		\$5,562,033
4	Jurisdictional Factor (J)	x	55.1231%
5	(ANEC-B)*J		\$3,065,965
6	Customer Responsibility	x	95%
7	95% *((ANEC-B)*J)		\$2,912,666
8	True-Up Amount (T)	+	(\$872,202)
9	Interest (I)	+	\$288,915
10	Prudence Adjustment Amount (P)	+	\$0
11	Fuel and Purchased Power Adjustment (FPA)	=	\$2,329,380
12	Estimated Recovery Period Retail NSI (S <sub>RP</sub> )	÷	8,893,846,174
13	Current Period Fuel Adjustment Rate (FAR)	=	\$0.00026
14			
15	Current Period FAR <sub>Trans</sub> = FAR x VAF <sub>Trans</sub>		\$0.00027
16	Prior Period FAR <sub>Trans</sub>	+	\$0.00100
17	Current Annual FAR <sub>Trans</sub>	=	\$0.00127
18			
19	Current Period FAR <sub>Sub</sub> = FAR x VAF <sub>Sub</sub>		\$0.00027
20	Prior Period FAR <sub>Sub</sub>	+	\$0.00101
21	Current Annual FAR <sub>Sub</sub>	=	\$0.00128
22			
23	Current Period FAR <sub>Prim</sub> = FAR x VAF <sub>Prim</sub>		\$0.00027
24	Prior Period FAR <sub>Prim</sub>	+	\$0.00102
25	Current Annual FAR <sub>Prim</sub>	=	\$0.00129
26			
27	Current Period FAR <sub>Sec</sub> = FAR x VAF <sub>Sec</sub>		\$0.00028
28	Prior Period FAR <sub>Sec</sub>	+	\$0.00104
29	Current Annual FAR <sub>Sec</sub>	=	\$0.00132
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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