

THE EMPIRE DISTRICT ELECTRIC COMPANY d/b/a LIBERTY

P.S.C. Mo. No. 6 Sec. 3 2nd Revised Sheet No. 11

Canceling P.S.C. Mo. No. 6 Sec. 3 1st Revised Sheet No. 11

For ALL TERRITORY

READY CHARGE PILOT PROGRAM - FROZEN
SCHEDULE RCPP

AVAILABILITY:

Upon the effective date of this schedule, no new customers may be enrolled in this program in accordance with the decision and order by the Missouri Public Service Commission. Any customers who have already enrolled in the program before this date will continue to be supported by the Company per their original terms of participation. This tariff applies to registered Ready Charge Pilot Program (RCPP) participants who take their regular consumption service according to tariff schedules listed below, and who provide EV Charging service to end users (EV drivers) in the manner permitted by the program rules contained in a dedicated program tariff documentation. This schedule is available beginning October 15, 2022 to existing or new customers in the following rate plans.

<u>Service</u>	<u>Rate Schedule</u>
Non-Standard General Service	NS-GS
Time Choice General Service	TC-GS
Non-Standard Large General Service	NS-LG
Time Choice Large General Service	TC-LG
Non-Standard Small Primary	NS-SP
Time Choice Small Primary	TC-SP

All end users of the RCPP-facilitated EV charging stations must have an account with the Company's third-party vendor. Information on opening an account shall be available through the Company's website and shall be advertised through the signage installed on site. Use of the RCPP-facilitated EV charging stations does not give rise to status as a "Customer," as defined in the Rules and Regulations, nor does it give rise to the protections of the Commission's rules regarding metering, terminations, payments, or other provisions.

MONTHLY RATES:

CUSTOMER ACCESS CHARGE (as applicable to customer's facilities)

<u>Service</u>	<u>Monthly Rate</u>
NS-GS, TC-GS	\$23.97
NS-LG, TC-LG, NS-SP, TC-SP	\$69.49

RCPP MONTHLY PARTICIPATION FEE (Per charger, as applicable)

<u>Charger Type / Deployment Phase</u>	<u>Monthly Participation Fee Per Charger: Deployment Tranches 2-4</u>
L2 Dual-Port Charger	\$40.83
DCFC Charger 50 kW	\$215.25
DCFC Charger 150 kW	\$290.64

The limited number of Deployment Tranche 1 participants are exempt from the Monthly Participation Fee for the duration of the RCPP pilot program, subject to meeting other applicable conditions as laid out in the program tariff documentation and the executed Participation Agreement.

For Customers on Non-Time Varying Rates:

DEMAND AND FACILITIES CHARGES

As applicable per participants' tariffs associated with their regular facilities.

<u>Service</u>	<u>Demand Charge - per kW of Billing Demand (if Applicable)</u>		<u>Facilities Charge – per kW of Facilities Demand (if Applicable)</u>	
	<u>Summer Season</u>	<u>Winter Season</u>	<u>Summer Season</u>	<u>Winter Season</u>
-	-	-	-	-
NS-GS	-	-	-	-
NS-LG	\$8.93	\$6.96	\$2.13	\$2.13
NS-SP	\$8.75	\$6.82	\$2.08	\$2.08

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ENERGY CHARGES

Regular Consumption Charges (as applicable to a customer's class and usage)

Service	Consumption Components	Summer Season	Winter Season
NS-GS	The first 700 kWh, per kWh.....	\$0.13429	\$0.13429
	Additional kWh, per kWh.....	\$0.13429	\$0.12020
NS-LG	First 150 hours use of Metered Demand, per kWh.....	\$0.08941	\$0.07676
	Next 200 hours use of Metered Demand, per kWh.....	\$0.06939	\$0.06253
	All additional kWh, per kWh.....	\$0.06231	\$0.06198
NS-SP	First 150 hours use of Metered Demand, per kWh.....	\$0.08767	\$0.07527
	Next 200 hours use of Metered Demand, per kWh.....	\$0.06804	\$0.06131
	All additional kWh, per kWh.....	\$0.06110	\$0.06077

COMPANY-APPROVED CHARGER USAGE: applicable to energy consumed through EV chargers installed at participants' site as a part of the RCPP program. The resulting amounts shall be payable in full by either the Participant (Cost Responsibility Option 1) or the end EV User (Cost Responsibility Option 2), as elected by the Participant.

	L2 Charger	DCFC Charger
Time-Based "Peak" Energy Charge: 12 p.m. to 10 p.m.....	\$0.18000	\$0.23000
Time-Based "Shoulder" Energy Charge: 6 a.m. to 12 p.m.....	\$0.16000	\$0.21000
Time-Based "Off-Peak" Energy Charge: 10 p.m. to 6 a.m.....	\$0.14000	\$0.19000

For Customers on Time Varying Rates:

DEMAND AND FACILITIES CHARGES

As applicable per participants' tariffs associated with their regular facilities.

Service	Demand Charge - per kW of Billing Demand (if Applicable)		Facilities Charge – per kW of Facilities Demand (if Applicable)	
	Summer Season	Winter Season	Summer Season	Winter Season
TC-GS	-	-	-	-
TC-LG	\$8.93	\$6.96	\$2.13	\$2.13
TC-SP	\$8.75	\$6.82	\$2.08	\$2.08

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ENERGY CHARGES

Regular Consumption Charges (as applicable to a customer's class and usage)

Service	Consumption Components	Summer Season	Winter Season
TC-GS	The first 700 kWh, per kWh.....	\$0.13892	\$0.13892
	Additional kWh, per kWh.....	\$0.13892	\$0.12624
	Off-Peak kWh credit, per kWh	\$-0.00200	\$- 0.00200
TC-LG	First 150 hours use of Metered Demand, per kWh.....	\$0.08998	\$0.07793
	Next 200 hours use of Metered Demand, per kWh.....	\$0.07091	\$0.06436
	All additional kWh, per kWh.....	\$0.06417	\$0.06385
	Off-Peak kWh credit, per kWh	\$-0.00500	\$-0.00500
TC-SP	First 150 hours use of Metered Demand, per kWh.....	\$0.08823	\$0.07641
	Next 200 hours use of Metered Demand, per kWh.....	0.06953	0.06311
	All additional kWh, per kWh.....	0.06292	0.06261
	Off-Peak kWh credit, per kWh	\$-0.00490	\$-0.00490

Off-Peak kWh includes all kWh consumed between 10 PM and 6 AM daily.

COMPANY-APPROVED CHARGER USAGE: applicable to energy consumed through EV chargers installed at participants' site as a part of the RCPP program. The resulting amounts plus applicable charges shall be payable in full by either the Participant (Cost Responsibility Option 1) or the end EV User (Cost Responsibility Option 2), as elected by the Participant.

	L2 Charger	DCFC Charger
Time-Based "Peak" Energy Charge: 12 p.m. to 10 p.m.....	\$0.18000	\$0.23000
Time-Based "Shoulder" Energy Charge: 6 a.m. to 12 p.m.....	\$0.16000	\$0.21000
Time-Based "Off-Peak" Energy Charge: 10 p.m. to 6 a.m.....	\$0.14000	\$0.19000

The Summer Season will be the first four monthly billing periods billed on and after June 16, and the Winter Season will be the remaining eight monthly billing periods of the calendar year. Consumption recorded through the Company-Approved EV Charger during the Time-Based "Off-Peak" period is not eligible for the Off-Peak kWh credit applicable to regular consumption charges.

CHARGERS OWNED AND OPERATED BY THE COMPANY: Public-Facing charging equipment owned and operated by the Company shall be offered as Cost Responsibility Option 2 for the purposes of public consumption no later than 90 days after the first effective date of this tariff schedule.

FUEL ADJUSTMENT CLAUSE:

The above charges will be adjusted in an amount provided by the terms and provisions of the Fuel Adjustment Clause, Rider FAC.

ENERGY EFFICIENCY COST RECOVERY:

The above charges will be adjusted to include a charge of \$0.00028 per kWh on all customers who have not declined to participate in Company's energy efficiency programs under P.S.C. Rule 4 CSR 240-20.094(6).

DEMAND SIDE INVESTMENT MECHANISM

The above charges will be adjusted in an amount provided by the terms and provisions of the Demand Side Investment Mechanism, Rider DSIM for non-Residential service.

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PAYMENT:

For the program option where charging costs are recovered from end-use consumers (drivers), charges will be payable at the time of conclusion of each charging sequence. For the program option where the participant (site host) absorbs the charging costs, bills from participants will be due on or before twenty-one (21) days after the date thereof. If not paid on or before the due date, a late payment charge of 0.5% on the unpaid balance will be applied.

GROSS RECEIPTS, OCCUPATION OR FRANCHISE TAXES:

There will be added to the Customer's bill, as a separate item, an amount equal to the proportionate part of any license, occupation, franchise, gross or other similar fee or tax now or hereafter imposed upon the Company by any municipality or any other governmental authority, whether imposed by ordinance, franchise, or otherwise, in which the fee or tax is based upon a flat sum payment, a percentage of gross receipts, net receipts, or revenues from the sale of electric service rendered by the Company to the Customer. When such tax or fee is imposed on the Company as a flat sum or sums, the proportionate amount applicable to each Customer's bill shall be determined by relating the annual total of such sum(s) to the Company's total annual revenue from the service provided by this tariff within the jurisdiction of the governmental body and the number of customers located within that jurisdiction. The amounts shall be converted to a fixed amount per customer, so that the amount, when accumulated from all customers within the geographic jurisdiction of the governmental body, will equal the amount of the flat sum(s). The fixed amount per customer shall be divided by 12 and applied to each monthly bill as a separate line item. The amount shall remain the same until the flat sum may be changed by the governmental body, in which case this process shall be adjusted to the new flat sum. The amount shall be modified prospectively by the Company anytime it appears, on an annual basis, that the Company is either over-collecting or under-collecting the amount of the flat sum(s) by more than five percent (5%) on an annual basis. Bills will be increased in the proportionate amount only in service areas where such tax or fee is applicable.

CONDITIONS OF SERVICE:

1. Voltage, phase and frequency of energy supplied will be as approved by the Company.
2. Service will be furnished for the sole use of the Customer. The charging of end user EVs in the manner contemplated by the RCPP program shall be permitted and shall not be deemed an otherwise prohibited resale, redistribution or submetering activity.
3. Bills for service will be rendered monthly.
4. The Company Rules and Regulations, P.S.C. Mo. No. 5, Section 5, are a part of this schedule.

CONDITIONS OF SERVICE: EV CHARGING PROGRAM AND EQUIPMENT

Participants billed under this RCPP tariff schedule must continually meet all obligations, terms and conditions provided for in the Program Tariff Document and the executed program Participant Agreement.

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READY CHARGE PILOT PROGRAM
Schedule RCPP

PROGRAM DESCRIPTION

The Ready Charge Pilot Program supports the deployment of smart, network-enabled Level 2 (“L2”) and direct-current fast charging (“DCFC”) infrastructure at publicly accessible commercial customer sites for shared public use to charge an electric vehicle (“EV”). Charging infrastructure deployed pursuant to Schedule RCPP will be installed, owned and operated by The Empire District Electric Company (“Company”) and may be used by any EV owner who resides either within or outside the Company’s service territory, in accordance with charging cost arrangements selected by the commercial entity on whose property the charging equipment is situated (“Participant”).

AVAILABILITY

Upon the effective date of this schedule, no new customers may be enrolled in this program in accordance with the decision and order by the Missouri Public Service Commission. Any customers who have already enrolled in the program before this date will continue to be supported by the Company per their original terms of participation. This Schedule RCPP is available to the Company’s commercial customers operating at publicly accessible and otherwise suitable locations who wish to serve as site hosts for Company-owned L2 and/or DCFC EV chargers. Charging infrastructure deployed pursuant to Schedule RCPP must be publicly accessible 24/7 and intended for shared use by EV drivers. Participants participating in Schedule RCPP program may not install more than three dual-port L2 chargers or three DCFC chargers, or a combination of the two types of chargers, up to a three total, per Host Site.

In evaluating applications from potential Applicants, the Company will utilize a Site Evaluation Process, which entails the completion of a scoring matrix comprised of weighted criteria that shall prioritize above other considerations the minimization of adverse cost and operational impact on the Company’s distribution system, such as the need for premature capacity upgrades or accelerated equipment degradation. The system impact scoring criterion shall be augmented by appropriately weighted scoring criteria of geographic coverage, anticipated utilization levels, locational equity, participation by Non-profit organizations or Minority or Women Business Enterprise, participating host green initiatives, and charging location targets.

The Company will allocate the RCPP program participation spots in up to four tranches, each tranche capped at a pre-determined magnitude of capital and operating expenses to be incurred. Tranches Two to Four will commence provided the company attains certain charging volume milestones across the public charging equipment in-service at the time. The Company will run a Site Evaluation Process in each Tranche at once, inviting all interested parties to apply by a particular deadline, and determining successful Applicants (if any) on the basis of assessment of all applications submitted. Successive tender rounds may be held within each Tranche until all available program funds are subscribed to. The Company shall publish the Site Evaluation Process rules on its website. The Company may adjust the Site Evaluation Process rules from one program Tranche to next, taking into account the insights from the previous evaluations and the specific criteria for successive rounds, such as particular geographic area focus.

The following table outlines the targeted coverage of charging locations by the type of host establishment across all tranches of the RCPP.

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Charging Location Targets	Target Percent	
	DCFC	L2
Convenience Stores (with amenities)	40%	15%
Locations along major travel corridors	30%	15%
Restaurants	10%	12%
Retail	10%	20%
Grocery	10%	12%
Parks	0%	3%
Multi-Dwelling Residential	0%	3%
Other long-dwell stops (universities, movie theaters, municipally owned parking)	0%	20%
Total	100%	100%

To encourage participation in the RCPP, the initial tranche of invited Participants will have their Monthly Participation Fee waived for the Remaining Pilot Term. Notwithstanding the waiving of their Monthly Participation Fee, upon being invited into the program, the first tranche of Participants must pay the program entry fee, and make separate arrangements with the Company to cover the cost of any capital work, including in front of, and behind-the-meter upgrades, the cost of which exceed the capital cost amounts included in the calculation of the Monthly Participation Fee. Unless invited to participate as a part of the first tranche, Non-profit Organizations and Minority or Women Business Enterprises are exempted from paying the Program Entry Fee.

The Company will enter into an agreement with two or more qualified vendors to provide charging equipment installed through the RCPP, provided more than one vendor are available, express interest and meet the Company's supplier and procurement guidelines. RCPP-facilitated chargers must be separately metered from the site host's other premises.

DEFINITIONS

Additional Connection Costs: capital costs of distribution system and/or customer-side works which exceed those on which the Monthly Participation Fee for Program Tranches 2-4 is calculated. The Participants are solely responsible for these costs.

Applicant: A customer of the Company that approaches the Company with the intent to participate in the RCPP program and completes the requisite application documentation.

Company-Approved Charging Device: A "smart" L2 or DCFC electric vehicle charging device that is new, equipped with a SAE J1772 standard plug, capable of delivering at least 6.2 kilowatts of power to an EV, network-enabled, capable of delivering station utilization data to the Company, and capable of receiving a demand response signal. All Schedule RCPP-facilitated chargers must be ENERGY STAR-certified, listed by a nationally recognized testing laboratory (e.g., UL), and must adhere to open communication standards that support interoperability. In the event that a charging device has been used and removed pursuant to this Program at a site, it may subsequently be reused in the Program following a suitable inspection and/or refurbishment.

Connection Cost Estimate ("CCE"): an estimate issued by the Company to the Applicant upon the initial site visit, outlining in the scope and nature of requisite work to complete the safe installation of charging equipment, the associated cost responsibility, including the Additional Connection Costs. The Applicant must sign the CCE prior to executing the Participation Agreement.

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Minority or Women Business Enterprise ("M/WBE"): Any business certified by the Missouri Office of Equal Opportunity as an M/WBE.

Non-profit Organization: Any organization established as a nonprofit corporation under the Missouri Nonprofit Corporation Act.

Remaining Pilot Term: A minimum term over which the Participant agrees to deploy and make use of the charging equipment, commencing on the date of the Participation Agreement 's execution and concluding on the date of a five-year anniversary of the RCPP program's start date.

Site: the physical premises owned and operated by the Participant, judged by the Company to be adequate in size, location and proximity to electrical infrastructure to safely install and operate the Company-Approved Charging Stations.

Site Evaluation Process: an assessment process developed and executed by the Company or its agents to explore the suitability of potential RCPP Sites to the program's objectives, using objective and transparent scoring criteria.

Participant: A customer of the Company that meets the Participant eligibility criteria established in Schedule RCPP, completes the application documents and the associated procedural steps to the Company's satisfaction, and who is subsequently invited to enter into the RCPP program by executing the Participation Agreement .

Participation Agreement: The agreement between the Company and the participating Participant further describing the terms and conditions governing the Participant's enrollment in the Ready Charge Pilot Program. The current form of the Participation Agreement shall be available for review on the Company's website. In the event the Company chooses to make changes to the Participation Agreement, it shall provide a copy to counsel for Staff and to the Public Counsel and provide a period of 30 days to review. Staff and the Public Counsel may affirmatively recommend the Company proceed with changes in less than 30 days.

RCPP APPLICATION PROCESS

To enroll into RCPP, applicants must complete and submit a Program Enrollment Application and be subsequently invited to enter the program. To meet the minimum eligibility requirements for participation, applicants must demonstrate to the Company's satisfaction a proof of the following:

- (a) Existing Commercial service account in good standing with the Company;
- (b) Proof of ownership or lease arrangement of the Site, such as a property title or proof of lease; and
- (c) Confirmation that the scope and nature of modifications to the occupied premises typically required for the operation of a Company-Approved Charging Stations have been communicated and consented to by the property's owner, mortgage holding institution(s) and all insurance provider(s) (as applicable);

By signing the Application, the Applicant will acknowledge their understanding that their participation in the program is contingent upon the execution of the Host Agreement, predicated by the Host Site being selected among the successful applicants through the company's Site Evaluation Process. Upon receiving the completed Program Enrollment Application and verifying that the Applicant meets all the minimum eligibility requirements, the Company or its agents will inspect the site on a mutually satisfactory date and time, including, potentially, via a remote inspection based on the photographic and/or video evidence of the site's condition provided by the applicant and the geospatial records available to the Company. Using the information so collected, the Company will conduct the Site Evaluation Process by the advertised date and will notify the successful applicants (if any) by extending to them an invitation to execute the Participation Agreement , which will also include a completed Connection Cost Estimate ("CCE"). By executing the Participation Agreement and all relevant appendices, the Applicant becomes the Participant and officially enters the RCPP program.

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The completed CCE will outline in reasonable detail the scope, nature and cost of any expected Additional Connection Costs, which entail any customer-side (behind-the-meter) and/or utility-side (front-of-the-meter distribution system) works required to accommodate the Company-Approved Charging Device installation, the cost of which exceeds the amounts on which the Monthly Participation Fee is calculated. By signing the CCE as a part of the overall Participation Agreement, the Applicant will confirm their understanding of and readiness to arrange for and otherwise accommodate any works on their premises required to install the Company-Approved Charging Device, including providing any payments for works outlined in the CCE. Concurrent with execution of the Participation Agreement, the Participant will submit the Program Entry Fee as appropriate for the combination of Company-Approved Charging Stations installed at the Site. Notwithstanding the act of providing either the entry fee and executing the Participation Agreement, the Applicant shall continue to be responsible for the final Additional Connection Costs corresponding to those estimated in the CCE, which would be billed to the Participant once the works are completed and the final cost has been communicated by the Company.

Should the level of interest in participating in the RCPP exceed the Company's resources available for this work, the Company will invite otherwise qualifying Applicants it cannot accommodate to join the program waitlist. The Applicants placed on the waitlist will be eligible to have the right of first refusal to participate in the RCPP (should its terms or conditions change), or in functionally similar future initiatives carried out by the Company. The priority of access of waitlist participants will be based on the combination of the order of the waitlist entry and results of the Site Evaluation Process as conducted at the time of additional spots becoming available.

The Participation Agreement and Obligations Arising from it

By executing the Participation Agreement, applicants commit to keeping the charger installed on their premises for a period no shorter than the Remaining Pilot Term and meeting all other terms and conditions of this Tariff Schedule and the Participation Agreement. Should a Participant wish to withdraw from the RCPP program sooner than the conclusion of the Remaining Pilot Period, the Participant will be responsible for the Early Termination Fee. Should a Participant wish to move to a different location within the Company's service territory and continue participating in the RCPP, the Participant will be responsible for the costs of all requisite removal and installation costs. For any charging equipment that may be de-installed due to a Participant's withdrawal from the Program, the Company will perform requisite refurbishment and will either redeploy the equipment to another Participant's premises, or utilize it for the purposes of its own fleet.

In executing the Participation Agreement, the Participant shall grant an easement to the company to install and operate the Company-Approved Charging Stations and the associated infrastructure and access them as needed for maintenance. Unless enrolled during the first Tranche, the Participant shall be responsible for paying the Monthly Participation Fee, and (if relevant to the option elected by the Participant), the cost of charging completed over the billing period as described below. These ongoing costs shall be billed through a separate electronic bill, in addition to the regular bill for the Participant's facilities.

Participants shall be responsible for maintaining the civil infrastructure in and around the parking stalls where the charging infrastructure is installed in good working order, including regular clearing of snow, maintaining adequate asphalt surface condition and painted line and signage. The Company shall provide and the Participant shall install the special signage approved by the local municipalities restructuring the parking spaces in question for the use of electric vehicles only, and limiting the stall occupation time to an appropriate duration for the type of charger(s) installed. Upon enrollment into the Program, the Participant are encouraged to transfer the billing arrangements for all of its facilities to the e-billing service offered by the Company. Customers applying to become a Participant for the Ready Charge Pilot Program must have and maintain an account that is not more than 60 days delinquent or in default at the time of application. Participants waive all rights to any retrospective billing reductions arising from a claim that the Participant's service would be or would have been at a lower cost had it not participated in the Ready Charge Pilot Program for any period of time.

Participants shall also agree to partake in at least three participant surveys over the course of their RCPP participation, including an enrollment companion survey. Participants also consent for their charger consumption data to be analyzed and reported to the Commission and used by Liberty in an aggregated manner with that of other Participants, and without any personal information being revealed. Participants may also be asked to participate in other activities to help the Company obtain certain insights regarding the charging equipment, the impact of EV charging on the Company's distribution system or other program administration elements.

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By Executing the Participation Agreement, the Company commits to maintaining the charger infrastructure, including the metering, payment and site communication components in good working order, cover the insurance costs for the equipment, provide electricity for use in the charger at the rates specified below, and provide such other services as may be required to support the Participants' participation in the RCPP in accordance with the terms and conditions contemplated in the Participation Agreement. The Company also commits to run the RCPP through to the conclusion of the Remaining Pilot Term and to facilitate the Participants' options elected at the conclusion of the RCPP as described below.

Should the Participant wish to withdraw from the RCPP program at any point before the conclusion of the Remaining Pilot Term, the Participant shall be responsible for the cost of de-installation of the Company-Approved Charging Stations, and the additional Early Termination Fee in the amount equal to 12 months' of Monthly Participation Fees as applicable for the number and types of Company-Approved Charging Stations installed. Irrespective of the program Deployment Tranche under which the Participant has entered the RCPP, for the purposes of the Early Termination Fee the Monthly Participation Fees shall be calculated using the Tranches 2-4 fees. Should the Participant terminate their participation in the RCPP due to bankruptcy or other similar circumstances, the Company shall pursue the recovery of eligible costs in accordance with Missouri Law.

Participation in Special Demand Management Events

The Company may call up to ten (10) Demand Response ("DR") Events per year, not to exceed 4 hours per event, during which the charging infrastructure will be remotely shut off and inaccessible for charging. The anticipated instances of DR events shall be communicated in advance.

Responsibility for the Cost of Energy Charged

A Participant may choose between one of two cost responsibility options the Energy Consumption Charge charged at all the Schedule RCPP-facilitated EV charging stations located upon their premises. The Participation Agreement will identify the chosen Energy Billing Option. The Schedule RCPP-facilitated EV charging station screen, and third-party vendor's customer web portal will identify the applicable Energy Charges that will be the responsibility of the user at each EV charging station location. The following are the two cost responsibility options available RCPP:

Option 1: The Participant pays the kWh Energy Charge plus the Fuel Adjustment Charge ("FAC"), the Energy Efficiency Cost Recovery ("EECR"), and the Demand Side Investment Mechanism ("DSIM"), and other applicable charges, taxes, vendor fees and residual program administration recovery charges.

Option 2: The EV charging station user pays the kWh Energy Charge plus the Fuel Adjustment Charge ("FAC"), the Energy Efficiency Cost Recovery ("EECR"), and the Demand Side Investment Mechanism ("DSIM"), and other applicable charges, taxes, vendor fees, and the residual program administration recovery charges.

All end users of the RCPP-facilitated EV charging stations must have an account with the Company's third-party vendor. Information on opening an account shall be available through the Company's website and shall be advertised through the signage installed on site.

The Participants shall be permitted to change the cost responsibility arrangement once during the Remaining Pilot Term, provided the change would apply to all Company-Approved Charging Stations on site and provided that the Participant bears all the costs associated with the change of the billing arrangement. Irrespective of the billing arrangement chosen, the site host shall clearly display the signage of the Energy Consumption Charges across the Time of Use time periods, indicating whether the Participant or the EV users are responsible for these costs (as applicable to the billing option elected).

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PARTICIPANTS' OPTIONS UPON THE RCPP PILOT TERM CONCLUSION

Parties' Rights and Obligations Upon the Conclusion of the RCPP Program

At the conclusion of the Remaining Pilot Term, the Company may elect to transition the RCPP into a successor program and apply for the associated leave to the Commission to establish the requisite tariff(s), or discontinue the RCPP without adopting a dedicated successor program and/or tariff for electric vehicle charger financing or electric vehicle consumption. Should the Company transition the RCPP into a successor program, it would reserve the right to apply to the Commission to modify the program terms, rate structures, or amounts charged upon the conclusion of the Remaining Pilot Period, including establishing special terms (as appropriate) that would apply to the original RCPP Participants.

In either scenario of the RCPP concluding with or without being substituted for a successor program, the Company will give the existing Participants no less than a 30-day notice prior to applying to the Commission for the appropriate leave. Along with the notice specifying the Company's intent, Participants would be offered the following options with respect to the charging equipment installed during the program term, as applicable under the Scenarios contemplated below.

Scenario 1: No RCPP Successor Program and/or Tariff: If the RCPP and the associated tariff are discontinued without being replaced by a successor program and tariff, the Participants will have two options:

- i. Option A: buy out the remaining Charger(s) capital costs at remaining net book value and assume ownership. Under this option the customer would be responsible for all charger maintenance activities and the associated costs upon the expiration of the RCPP and would be responsible for procuring replacement equipment; OR
- ii. Option B: continue paying charger financing costs under the rates in place prior to the RCPP program's cancellation, by executing an appropriate service extension agreement available exclusively to the legacy RCPP Participants – the Company would continue maintaining and replacing the assets until their equipment is fully depreciated.

Under either option under Scenario 1, the Participants would then be charged for their EV charger's electricity consumption under the regular tariff applicable at the time.

Scenario 2: An RCPP Successor Program and/or Tariff are in Place: If the Company replaces RCPP with a successor program and tariff, the existing Participants will have an option of being enrolled into the successor program and may be eligible for special transitional treatment terms (if any) that the Company may contemplate and the Commission may authorize. The Participants will have two Options with respect to their Charging Equipment:

- i. Option A: Enroll in the RCPP successor program and continue financing the Company-Approved Charging Equipment and paying for the charger consumption as per the terms of the associated tariff.
- ii. Option B: Do not continue with the successor program and select from among Scenario 1 Options A or B listed above to determine the ensuing financing arrangements with respect to the financed charger equipment.

PROGRAM RATES AND CHARGES

Program Enrollment Fee: a one-time entry fee payable by the Participant at the time of executing the Participation Agreement with the Company. The fee will vary according to the type of Company-Approved Charging Equipment installed, and will be calculated on a per-site basis, with the Entry Fee being established on the basis of the single largest capacity charger installed, at the following rates:

- Dual-Port L2 Charger: \$750.00 plus tax
- DCFC Charger (any capacity): \$1,000 plus tax

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THE EMPIRE DISTRICT ELECTRIC COMPANY d/b/a LIBERTY

P.S.C. Mo. No. 6 Sec. 3 1st Revised Sheet No. 11j

Canceling P.S.C. Mo. No. 6 Sec. 3 Original Sheet No. 11j

For ALL TERRITORY

READY CHARGE PILOT PROGRAM - FROZEN
SCHEDULE RCPP

The Company shall record the proceeds from Enrollment Fees as downward adjustments to the capital cost of the charger equipment recorded in the Company's System of Accounts. Except for the eligible organizations applying for the First Tranche of the RCPP, the Program Enrollment Fee will be waived for qualified Participants that are either M/WBE certified by the Missouri Office of Equal Opportunity or Non-profit Organizations.

Monthly Participation Fee: a fixed fee payable by the Participant on a monthly basis to recover the Company's costs in deploying, financing and operating the charging infrastructure plus all the applicable taxes. Calculated as a product of a number of chargers installed and the per-charger monthly fee varying by charger type as described below. The per-charger monthly fee represents the portion of estimated charger operating and capital costs recoverable from Participants as per the terms of the Company's settlement approved by the Commission.

Additional Connection Cost Fee: a one-time fee payable by the Participant for the costs of any distribution system or customer side capital works and the applicable taxes, the cost of which exceeds the costs included in the calculation of the Monthly Participation Fee per Charger, and as communicated by the Company through the Connection Cost Estimate. For clarity, the Additional Connection Cost Fee applicable to Tranche 1 Applicants will be calculated in the same manner as for on the Tranches 2-4 Applicants.

Energy Consumption Charges: a per-kWh charge for energy consumed through the Company-Approved Charging Stations to charge the Electric Vehicles. The Energy Consumption Charge will be charged on the Time-of-Use basis. The Energy Consumption Charge will be billed on per-kWh basis as a product of kWh consumed and the applicable TOU period and charger type. The resulting amounts shall be payable in full by either the Participant (Cost Responsibility Option 1) or the end EV User (Cost Responsibility Option 2), as elected by the Participant. The Company shall apportion the fees collected to the appropriate accounts for future disposition and settlement between the Commodity, Demand, FAC, EECR, DSIM, Tax, Vendor Fees, and the residual program administration recovery component.

Also charged on the consumption basis and in accordance with the Commission-approved rates at the time of charging will be the FAC, EECR, DSIM, other charges that may be authorized by the Commission, and the applicable taxes, vendor fees and the residual program administration recovery component.

Should the operation of the EV Charging Stations result in demand charges recorded on the dedicated AMI meter and payable as per the tariff schedule applicable to the Participant's facilities, these charges shall not be recovered from the Participant under either Cost Responsibility Option, and shall be instead recovered from the residual program administration recovery component upon settlement by the Company.

Early Termination Fee: amount equal to 12 months of Monthly Participation Fees as applicable for the number and types of Company-Approved Charging Stations installed, payable should the Participant wish to exit the RCPP at any point before the conclusion of the Remaining Pilot Term. Notwithstanding of the program Deployment Tranche under which the Participant has entered the RCPP, for the purposes of the Early Termination Fee the Monthly Participation Fees shall be calculated using the Tranches 2-4 fees. Such amounts shall be recorded to offset capital expenditures and capitalized expenses incurred under the Company's provision of this program.

PAYMENT

The Company shall bill the Participants for their RCPP program participation via a dedicated electronic bill, in addition to the regular bill(s) for the balance of the Participant's consumption from their facilities billed at the appropriate tariff schedule. The monthly bill shall include the applicable Monthly Participation Fee, calculated as a product of the applicable Deployment Tranche Fee, and the number and type of Company-Approved Charging Stations operating on the Site. Should the Participant elect the Cost Responsibility Option 2, the Participant's bill shall also include the charges associated with the energy consumed over the billing period. Should the Participant elect the Cost Responsibility Option 1, the Energy Consumption Charges shall be recovered from the end EV end users using the facilities.