FirstEnergy

76 South Main St.
Akron, Ohio 44308

July 18, 2024

Ms. Tanowa Troupe
Commission Secretary
The Public Utilities Commission of Ohio
180 East Broad Street
Columbus, OH 43215

SUBJECT: Case Nos. 24-0730-EL-RDR

Dear Ms. Troupe:

In response to and compliance with the Orders of July 18, 2012, July 1, 2015, March 31, 2016, and May 15, 2024 in Case Nos. 12-1230-EL-SSO, 15-0648-EL-RDR, 14-1297-EL-SSO, and 23-301-EL-SSO, respectively, and the Order dated March 20, 2024, in Case No. 24-0022-EL-RDR, please see the attached tariff pages on behalf of Ohio Edison Company, The Cleveland Electric Illuminating Company, and The Toledo Edison Company. These tariff pages reflect changes to Rider NMB and its associated pages, which are being provided as an interim update to be effective October 1, 2024, as part of the audit application in Case No. 24-0022-EL-RDR.

Please file one copy of the tariff in Case Nos. 24-0730-EL-RDR. Thank you.

Sincerely,

Santino L. Fanelli

Santino L. Fanelli
Director, Rates & Regulatory Affairs

BEFORE THE
PUBLIC UTILITIES COMMISSION OF OHIO

In the Matter of the Review of the Non-Market-Based Services Rider Contained in the Tariffs of Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company	)	Case No. 24-0730-EL-RDR

NON-MARKET-BASED SERVICES RIDER (RIDER NMB) REPORT IN SUPPORT OF STAFF'S 2024 INTERIM REVIEW SUBMITTED BY OHIO EDISON COMPANY, THE CLEVELAND ELECTRIC ILLUMINATING COMPANY AND THE TOLEDO EDISON COMPANY

In its Order in Case No. 12-1230-EL-SSO ("Order"), the Commission clarified that Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company (collectively, "Companies") should file annually an application, in a separate docket, for a review of certain riders approved in that proceeding, including Rider NMB. The continuation of Rider NMB was authorized in Case Nos. 14-1297-EL-SSO and 23-301-EL-SSO. Further, in its Order in Case No. 15-0648-EL-RDR, the Commission specified that the Companies should make their filing for Rider NMB no later than January 15 of each year with rates to be effective no later than 75 days following the filing of the application. Pursuant to these prior Orders, the Companies submitted their Report on the Companies' Rider NMB for the twelve-month period beginning April 1, 2024 in Case No. 24-0022-EL-RDR. In the Commission's Order in that proceeding, the Companies were directed to adjust the Rider NMB rates for certain rate schedules to limit the bill impacts to customers, and to make an interim filing in six months to determine if the recovery of additional funds resulting from the adjustments is appropriate.[1] The Companies hereby submit their interim Report for Rider NMB for the six-month period beginning October 1, 2024.

In accordance with the Commission's Orders in Case Nos. 12-1230-EL-SSO, 15-0648-EL-RDR, 14-1297-EL-SSO, 23-301-EL-SSO, and 24-0022-EL-RDR, the Companies submit the following Exhibits:

- Exhibit A: Rider NMB – Rate Design (Tariff Effective October 1, 2024)
- Exhibit B: Rider NMB – Deferral Worksheet (Actual Costs and Revenues through June 30, 2024 and Estimated (Over) Under Collection as of September 30, 2024)
- Exhibit C: Rider NMB – Revenue and Expense Forecast (July 2024 through September 2024)
- Exhibit D: Rider NMB –Tariff Sheets Effective October 1, 2024

Respectfully submitted,

/s/ *Zachary E. Woltz*
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FIRSTENERGY SERVICE COMPANY
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Attorney for Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company

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[1] *In the Matter of the Review of the Non-Market-Based Services Rider Contained in the Tariffs of Ohio Edison Company, The Cleveland Electric Illuminating Company, and The Toledo Edison Company,* Case No. 24-0022-EL-RDR, Finding and Order, ¶16 (March 20, 2024).

Case No. 24-0730-EL-RDR
Ohio Edison Company
The Cleveland Electric Illuminating Company
The Toledo Edison Company

Exhibit A
Page 1 of 5

RATE CALCULATION FOR RIDER NMB (October 2024 - March 2025)

1 **OHIO EDISON**

2

3						Total						
4			Demand	Allocated	Typical Bill	Allocated	CAT Tax	Revenue	Billing		NMB	
5			Allocators	Balance	Adjustment	Balance	(F) = (E) * 0 26%	Requirement	Units		Rates	
6			(B)	(C) = (A) * (B)	(D)	(E) = (C) + (D)	/ (1-0.26%)	(G) = (E) + (F)	(H)		(I) = (G) / (H)	
7	Revenue Requirement											
8	(Before CAT Tax)	RS	46.95%	$ 108,918,435	$ -	$ 108,918,435	$ 283,926	$ 109,202,361	4,967,899,350	kWh	$ 0.021982	per kWh
9	12 months ending	GS	28.79%	$ 66,796,640	$ -	$ 66,796,640	$ 174,124	$ 66,970,764	10,757,936	kW	$ 6.2252	per kW
10	Mar-25	GP	10.26%	$ 23,804,775	$ 4,293,857	$ 28,098,632	$ 73,247	$ 28,171,879	3,275,773	kW	$ 8.6001	per kW
11	(A)	GSU	2.58%	$ 5,978,689	$ 843,084	$ 6,821,773	$ 17,783	$ 6,839,556	1,044,921	kVa	$ 6.5455	per kVa
12		GT	11.38%	$ 26,390,550	$ 3,123,462	$ 29,514,012	$ 76,936	$ 29,590,949	3,634,896	kVa	$ 8.1408	per kVa
13	$ 231,989,607	TRF	0.04%	$ 100,518	$ -	$ 100,518	$ 262	$ 100,780	6,846,477	kWh	$ 0.014720	per kWh
14					$ 8,260,403							
15												

16

17 **CLEVELAND ELECTRIC ILLUMINATING COMPANY**

18

19						Total						
20			Demand	Allocated	Typical Bill	Allocated	CAT Tax	Revenue	Billing		NMB	
21			Allocators	Balance	Adjustment	Balance	(F) = (E) * 0 26%	Requirement	Units		Rates	
22			(B)	(C) = (A) * (B)	(D)	(E) = (C) + (D)	/ (1-0.26%)	(G) = (E) + (F)	(H)		(I) = (G) / (H)	
23	Revenue Requirement											
24	(Before CAT Tax)	RS	39.52%	$ 73,375,382	$ -	$ 73,375,382	$ 191,273	$ 73,566,655	2,838,943,091	kWh	$ 0.025913	per kWh
25	12 months ending	GS	37.46%	$ 69,547,273	$ -	$ 69,547,273	$ 181,294	$ 69,728,567	9,073,388	kW	$ 7.6850	per kW
26	Mar-25	GP	2.39%	$ 4,432,114	$ 449,355	$ 4,881,470	$ 12,725	$ 4,894,195	480,534	kW	$ 10.1849	per kW
27	(A)	GSU	15.84%	$ 29,415,469	$ 2,411,030	$ 31,826,499	$ 82,965	$ 31,909,464	3,241,775	kW	$ 9.8432	per kW
28		GT	4.72%	$ 8,768,751	$ (5,260,744)	$ 3,508,007	$ 9,145	$ 3,517,152	600,388	kVa	$ 5.8581	per kVa
29	$ 185,661,556	TRF	0.07%	$ 122,567	$ -	$ 122,567	$ 320	$ 122,886	7,636,811	kWh	$ 0.016091	per kWh
30					$ (2,400,358)							
31												

32

33 **TOLEDO EDISON**

34

35						Total						
36			Demand	Allocated	Typical Bill	Allocated	CAT Tax	Revenue	Billing		NMB	
37			Allocators	Balance	Adjustment	Balance	(F) = (E) * 0 26%	Requirement	Units		Rates	
38			(B)	(C) = (A) * (B)	(D)	(E) = (C) + (D)	/ (1-0.26%)	(G) = (E) + (F)	(H)		(I) = (G) / (H)	
39	Revenue Requirement											
40	(Before CAT Tax)	RS	39.03%	$ 33,061,921	$ -	$ 33,061,921	$ 86,185	$ 33,148,106	1,345,093,229	kWh	$ 0.024644	per kWh
41	12 months ending	GS	22.46%	$ 19,028,100	$ -	$ 19,028,100	$ 49,602	$ 19,077,702	3,230,625	kW	$ 5.9053	per kW
42	Mar-25	GP	11.15%	$ 9,442,801	$ -	$ 9,442,801	$ 24,615	$ 9,467,416	1,340,096	kW	$ 7.0647	per kW
43	(A)	GSU	0.28%	$ 238,137	$ 15,053	$ 253,190	$ 660	$ 253,850	33,360	kVa	$ 7.6095	per kVa
44		GT	27.06%	$ 22,920,174	$ (2,495,327)	$ 20,424,846	$ 53,243	$ 20,478,089	2,627,879	kVa	$ 7.7926	per kVa
45	$ 84,703,068	TRF	0.01%	$ 11,935	$ -	$ 11,935	$ 31	$ 11,966	1,019,239	kWh	$ 0.011741	per kWh
46					$ (2,480,274)							
47												

48

49 Total Ohio Companies Typical Bill Adjustment = $ 3,379,770

Note(s):
1 - Column (A): See Exhibit A, Page 3 of 5, line no. 66-68
2 - Column (B): See Exhibit A, Page 2 of 5, column (G)
3 - Column (D): Typical Bill Adjustment. See Exhibit A, page 3 of 5, lines 71-82.
4 - Column (H): See Exhibit A, Page 4 of 5 less Exhibit A, Page 5 of 5 lines 10 - 13 / 2
5 - Line 49: Total Ohio Companies Typical Bill Adjustment = Sum lines 14, 30, 46

Case No. 24-0730-EL-RDR
Ohio Edison Company
The Cleveland Electric Illuminating Company
The Toledo Edison Company

Exhibit A

DEMAND ALLOCATORS EXCLUDING EXPECTED PILOT PARTICIPANTS

LINE NO.	RATE CODE / COMPANY (A)	JUNE PEAK kW (B)	JULY PEAK kW (C)	AUGUST PEAK kW (D)	SEPTEMBER PEAK kW (E)	AVERAGE PEAK kW (F)=SUM(B:E)/4	DEMAND ALLOCATION FACTORS (G)
1							
2	OE						
3	RS	1,879,254	1,963,749	1,769,478	2,535,967	2,037,112	46.95%
4	GS	1,033,159	1,353,437	1,437,694	1,172,927	1,249,304	28.79%
5	GP	381,946	477,117	493,202	428,628	445,223	10.26%
6	GSU	98,275	120,069	127,488	101,450	111,820	2.58%
7	GT	524,290	536,801	534,715	378,532	493,585	11.38%
8	Lighting*	1,863	1,846	1,908	1,903	1,880	0.04%
9	TOTAL	3,918,787	4,453,019	4,364,485	4,619,407	4,338,924	100.00%
10							
11	CEI						
12	RS	1,177,492	1,202,399	899,198	1,574,819	1,213,477	39.52%
13	GS	989,837	1,260,126	1,228,520	1,122,191	1,150,168	37.46%
14	GP	64,486	77,065	79,074	72,569	73,298	2.39%
15	GSU	444,395	513,519	513,914	474,055	486,471	15.84%
16	GT	222,123	157,007	93,797	107,141	145,017	4.72%
17	Lighting*	2,058	2,078	1,991	1,982	2,027	0.07%
18	TOTAL	2,900,391	3,212,193	2,816,494	3,352,757	3,070,458	100.00%
19							
20	TE						
21	RS	694,885	633,805	476,932	742,850	637,118	39.03%
22	GS	326,645	393,949	390,267	355,857	366,680	22.46%
23	GP	162,335	194,833	197,748	172,954	181,967	11.15%
24	GSU	4,282	4,713	5,396	3,963	4,589	0.28%
25	GT	327,397	448,628	530,044	460,658	441,682	27.06%
26	Lighting*	235	233	225	228	230	0.01%
27	TOTAL	1,515,780	1,676,160	1,600,612	1,736,510	1,632,266	100.00%

Note(s):
*1 - * All lighting allocated 100% to Rate TRF*
2 - Demand Allocation Factors based on 2023 Coincident Peaks Net of Pilot Participants

Case No. 24-0730-EL-RDR
Ohio Edison Company
The Cleveland Electric Illuminating Company
The Toledo Edison Company

Exhibit A

Estimated Rider NMB Expenses Excluding Expected Pilot Participants (October 2024 - March 2025)

Line		Company	G/L Account	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Total
1	PJM Network Service	OE	507003	$ 33,573,947	$ 32,490,917	$ 33,573,947	$ 33,573,947	$ 30,324,855	$ 33,573,947	$ 197,111,560
2		CE	507003	$ 25,313,894	$ 24,497,317	$ 25,313,894	$ 25,313,894	$ 22,864,163	$ 25,313,894	$ 148,617,058
3		TE	507003	$ 12,526,638	$ 12,122,553	$ 12,526,638	$ 12,526,638	$ 11,314,383	$ 12,526,638	$ 73,543,487
4		Total		$ 71,414,480	$ 69,110,787	$ 71,414,480	$ 71,414,480	$ 64,503,401	$ 71,414,480	$ 419,272,105
5										
6	PJM Ancillaries - Sch	OE	507105	$ 846,000	$ 818,000	$ 846,000	$ 846,000	$ 764,000	$ 846,000	$ 4,966,000
7	2 Reactive	CE	507105	$ 637,000	$ 617,000	$ 637,000	$ 637,000	$ 576,000	$ 637,000	$ 3,741,000
8		TE	507105	$ 315,000	$ 305,000	$ 315,000	$ 315,000	$ 285,000	$ 315,000	$ 1,850,000
9		Total		$ 1,798,000	$ 1,740,000	$ 1,798,000	$ 1,798,000	$ 1,625,000	$ 1,798,000	$ 10,557,000
10										
11	Schedule 1A -	OE	507502	$ 195,000	$ 189,000	$ 195,000	$ 195,000	$ 176,000	$ 195,000	$ 1,145,000
12	Scheduling and	CE	507502	$ 147,000	$ 142,000	$ 147,000	$ 147,000	$ 133,000	$ 147,000	$ 863,000
13	Dispatch	TE	507502	$ 73,000	$ 70,000	$ 73,000	$ 73,000	$ 66,000	$ 73,000	$ 428,000
14		Total		$ 415,000	$ 401,000	$ 415,000	$ 415,000	$ 375,000	$ 415,000	$ 2,436,000
15										
16	Legacy RTEP	OE	507510	$ 345,873	$ 334,716	$ 345,873	$ 345,873	$ 312,402	$ 345,873	$ 2,030,612
17	Expenses	CE	507510	$ 260,780	$ 252,367	$ 260,780	$ 260,780	$ 235,543	$ 260,780	$ 1,531,029
18		TE	507510	$ 129,047	$ 124,885	$ 129,047	$ 129,047	$ 116,559	$ 129,047	$ 757,633
19		Total		$ 735,701	$ 711,968	$ 735,701	$ 735,701	$ 664,504	$ 735,701	$ 4,319,274
20										
21	Non-Legacy RTEP	OE	507509	$ 1,693,730	$ 1,639,093	$ 1,693,730	$ 1,693,730	$ 1,529,820	$ 1,693,730	$ 9,943,833
22	Expenses	CE	507509	$ 1,277,029	$ 1,235,834	$ 1,277,029	$ 1,277,029	$ 1,153,445	$ 1,277,029	$ 7,497,395
23		TE	507509	$ 631,941	$ 611,555	$ 631,941	$ 631,941	$ 570,785	$ 631,941	$ 3,710,103
24		Total		$ 3,602,699	$ 3,486,483	$ 3,602,699	$ 3,602,699	$ 3,254,051	$ 3,602,699	$ 21,151,331
25										
26	Generation	OE	507007	$ -	$ -	$ -	$ -	$ -	$ -	$ -
27	Deactivation Charges	CE	507007	$ -	$ -	$ -	$ -	$ -	$ -	$ -
28		TE	507007	$ -	$ -	$ -	$ -	$ -	$ -	$ -
29		Total		$ -	$ -	$ -	$ -	$ -	$ -	$ -
30										
31	PJM Customer	OE	506510	$ -	$ -	$ -	$ -	$ -	$ -	$ -
32	Default	CE	506510	$ -	$ -	$ -	$ -	$ -	$ -	$ -
33		TE	506510	$ -	$ -	$ -	$ -	$ -	$ -	$ -
34		Total		$ -	$ -	$ -	$ -	$ -	$ -	$ -
35										
36	Meter Correction	OE	506012	$ -	$ -	$ -	$ -	$ -	$ -	$ -
37		CE	506012	$ -	$ -	$ -	$ -	$ -	$ -	$ -
38		TE	506012	$ -	$ -	$ -	$ -	$ -	$ -	$ -
39		Total		$ -	$ -	$ -	$ -	$ -	$ -	$ -
40										
41	Emergency Energy	OE	506013	$ -	$ -	$ -	$ -	$ -	$ -	$ -
42		CE	506013	$ -	$ -	$ -	$ -	$ -	$ -	$ -
43		TE	506013	$ -	$ -	$ -	$ -	$ -	$ -	$ -
44		Total		$ -	$ -	$ -	$ -	$ -	$ -	$ -
45										
46	Balancing Operating	OE	507008	$ 133,000	$ 133,000	$ 133,000	$ 133,000	$ 133,000	$ 133,000	$ 798,000
47	Reserves, Balancing	CE	507008	$ 64,000	$ 64,000	$ 64,000	$ 64,000	$ 64,000	$ 64,000	$ 384,000
48	Operating Reserve for	TE	507008	$ 38,000	$ 38,000	$ 38,000	$ 38,000	$ 38,000	$ 38,000	$ 228,000
49	Load Response and	Total		$ 235,000	$ 235,000	$ 235,000	$ 235,000	$ 235,000	$ 235,000	$ 1,410,000
50										
51	Planning Period	OE	570039	$ -	$ -	$ -	$ -	$ -	$ -	$ -
52	Congestion Uplift	CE	570039	$ -	$ -	$ -	$ -	$ -	$ -	$ -
53		TE	570039	$ -	$ -	$ -	$ -	$ -	$ -	$ -
54		Total		$ -	$ -	$ -	$ -	$ -	$ -	$ -
55										
56	Total NMB Expense	OE		$ 36,787,550	$ 35,604,726	$ 36,787,550	$ 36,787,550	$ 33,240,078	$ 36,787,550	$ 215,995,005
57		CE		$ 27,699,703	$ 26,808,519	$ 27,699,703	$ 27,699,703	$ 25,026,151	$ 27,699,703	$ 162,633,482
58		TE		$ 13,713,626	$ 13,271,993	$ 13,713,626	$ 13,713,626	$ 12,390,727	$ 13,713,626	$ 80,517,223
59		Total		$ 78,200,879	$ 75,685,238	$ 78,200,879	$ 78,200,879	$ 70,656,955	$ 78,200,879	$ 459,145,711
60										
61	Estimated Under /	OE								$ 15,994,602
62	(Over) Collection as of	CE								$ 23,028,074
63	September 30, 2024	TE								$ 4,185,844
64		Total								$ 43,208,521
65										
66	Rider NMB Revenue	OE								$ 231,989,607
67	Requirement (Before	CE								$ 185,661,556
68	Typical Bill Adj. and	TE								$ 84,703,068
69	CAT Tax)	Total								$ 502,354,231
70										

71	Rate Adjustment Per Commission Order in Case No. 24-0022-EL-RDR				
72			Typical Bill Adjustments		
73			Apr - Sep	Oct-Mar	Total Adjustment
74	OE	Rate GP	$ 4,293,857	$ (4,293,857)	$ -
75	OE	Rate GSU	$ 843,084	$ (843,084)	$ -
76	OE	Rate GT	$ 7,391,025	$ (3,123,462)	$ 4,267,563
77	CE	Rate GP	$ 449,355	$ (449,355)	$ -
78	CE	Rate GSU	$ 2,411,030	$ (2,411,030)	$ -
79	CE	Rate GT	$ 1,659,418	$ 5,260,744	$ 6,920,161
80	TE	Rate GSU	$ 33,981	$ (15,053)	$ 18,928
81	TE	Rate GT	$ 3,402,692	$ 2,495,327	$ 5,898,019
82	Total		$ 20,484,441	$ (3,379,770)	$ 17,104,671

- Apr-Sep = Annual typical bill rate adjustment divided by 2. See Case No. 24-0022-EL-RDR.
- Oct-Mar = Typical bill rate adjustment in Case No. 24-0730-EL-RDR.

Case No. 24-0730-EL-RDR **Exhibit A**
Ohio Edison Company **Page 4 of 5**
The Cleveland Electric Illuminating Company
The Toledo Edison Company

Forecasted Billing Units (October 2024 - March 2025)

		Billing Units	
OE	RS	4,967,899,350	kWh
	GS	10,760,638	kW
	GP	3,318,717	kW
	GSU	1,145,860	kVa
	GT	6,046,566	kVa
	LTG*	6,846,477	kWh
CEI	RS	2,838,943,091	kWh
	GS	9,100,515	kW
	GP	588,867	kW
	GSU	3,814,252	kW
	GT	2,354,204	kVa
	LTG*	7,636,811	kWh
TE	RS	1,345,093,229	kWh
	GS	3,230,655	kW
	GP	1,340,096	kW
	GSU	120,710	kVa
	GT	5,438,761	kVa
	LTG*	1,019,239	kWh

Note(s):
1 - Source: Forecast as of July 2024 including Pilot Participants
*2 - * LTG includes Traffic Lighting only*

Rider NMB Opt-Out Pilot Program Participants

Expected April 2024 Pilot Participants - 2024 NSPL

Line		OE	CE	TE
1	Total EDC NSPL	4,668,700	3,586,000	2,007,800
2	NMB Pilot Participant NSPL			
3	GS	290	2,925	[redacted]
4	GP	3,234	8,579	-
5	GSU	2,414	56,033	10,892
6	GT	135,042	104,680	307,586
7				
8	**Expected April 2024 Pilot Participants - Annual Billing Demand**			
9		**OE**	**CE**	**TE**
10	GS	5,404	54,255	[redacted]
11	GP	85,888	216,665	-
12	GSU	201,879	1,144,954	174,700
13	GT	4,823,341	3,507,633	5,621,764

Note(s):

1 - Line 1: Allocated 2024 Ohio Retail NSPL in hourly kW

2 - Lines 3-6: 2024 NSPL in hourly kW values for expected Rider NMB Opt-Out Pilot Program Participa

3 - Lines 10-13: Est. Annual billing demand for expected Rider NMB Opt-Out Pilot Program Participant

Case No. 24-0730-EL-RDR - Exhibit B

OHIO EDISON COMPANY (OE)
Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011
For the Year Ended December 31, 2024

Line No.	Description	Source	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	FORECAST Jul 2024	FORECAST Aug 2024	FORECAST Sep 2024	YTD 2024
1	Beginning Balance - Regulatory Asset/(Liab lity) 18215		$ 18,955,343	$ 24,201,028	$ 29,925,809	$ 40,241,251	$ 42,703,870	$ 46,168,543	$ 41,229,308	$ 36,208,127	$ 29,966,336	
	Revenues											
2	Non-Market Based Rider (NMB) Revenues		$ 32,476,889	$ 28,382,397	$ 26,447,405	$ 34,081,767	$ 33,738,798	$ 41,189,699	$ 42,128,313	$ 43,321,417	$ 37,304,052	$ 319,070,738
3	Total Adjusted NMB Revenues		$ 32,476,889	$ 28,382,397	$ 26,447,405	$ 34,081,767	$ 33,738,798	$ 41,189,699	$ 42,128,313	$ 43,321,417	$ 37,304,052	$ 319,070,738
4	Monthly CAT Amount		$ 84 440	$ 73 794	$ 68 763	$ 88 613	$ 87 721	$ 107 093	$ 109 534	$ 112 636	$ 96 991	
5	Total Adjusted CAT Amount		$ 84,440	$ 73,794	$ 68,763	$ 88,613	$ 87,721	$ 107,093	$ 109,534	$ 112,636	$ 96,991	$ 829,584
6	NMB Revenues Excluding CAT	L3 - L5	$ 32,392,449	$ 28,308,603	$ 26,378,642	$ 33,993,155	$ 33,651,077	$ 41,082,606	$ 42,018,779	$ 43,208,781	$ 37,207,061	$ 318,241,154
7	NMB Revenue Associated w th amortization of Legacy RTEP expense		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expense	L6 - L7	$ 32 392 449	$ 28 308 603	$ 26 378 642	$ 33 993 155	$ 33 651 077	$ 41 082 606	$ 42 018 779	$ 43 208 781	$ 37 207 061	$ 318 241 154
	NITS & Other FERC/RTO Expenses:											
9	NITS Expenses (507003)	(507003)	$ 33,525,184	$ 31,351,499	$ 33,507,947	$ 32,424,731	$ 33,506,198	$ 32,419,800	$ 33,573,547	$ 33,573,547	$ 32,490,529	$ 296,372,981
10	PJM Integration Costs - exclude from NITS Expense		$ (2,448)	$ (2,453)	$ (2,448)	$ (2,450)	$ (2,448)	$ (2,450)	$ -	$ -	$ -	$ (14,697)
11	MISO Exit Fees - exclude from NITS Expense		$ (27,047)	$ (27,102)	$ (27,047)	$ (27,074)	$ (27,047)	$ (27,074)	$ -	$ -	$ -	$ (162,391)
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)	$ 895,012	$ 810,652	$ 899,474	$ 906,906	$ 902,381	$ 897,910	$ 846,000	$ 846,000	$ 818,000	$ 7,822,335
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)	$ 188,336	$ 166,707	$ 452	$ 320,954	$ 96,864	$ 183,757	$ 195,000	$ 195,000	$ 189,000	$ 1,536,070
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
15	PJM Integration Expenses (507514)	(507514)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
16	MISO Exit Fee Expenses (507515)	(507515)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	$ 71,042	$ 442,991	$ 330,550	$ 330,554	$ 330,480	$ 328,570	$ 345,874	$ 345,874	$ 334,717	$ 2,860,654
18	Non-Legacy RTEP Expenses (507509)	(507509)	$ 1,834,517	$ 1,746,330	$ 1,790,777	$ 1,790,801	$ 1,790,398	$ 1,770,636	$ 1,693,734	$ 1,693,734	$ 1,639,098	$ 15,750,025
19	Generation Deactivation Charges (507007)	(507007)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
20	Meter Correction (506012)	(506012)	$ (267)	$ 30,232	$ (5,656)	$ 1,873	$ 18,200	$ 11,577	$ -	$ -	$ -	$ 55,960
21	Emergency Energy (506013)	(506013)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)	$ 1,036,522	$ (632,568)	$ 9,349	$ 484,068	$ 259,205	$ 323,133	$ 133,000	$ 133,000	$ 133,000	$ 1,878,709
23	Planning Period Congestion Uplift (570039)	(570039)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
24	PJM Customer Default (506510)	(506510)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
25	Total NITS & Other FERC/RTO Expenses		$ 37,520,852	$ 33,886,289	$ 36,503,398	$ 36,230,363	$ 36,874,231	$ 35,905,859	$ 36,787,155	$ 36,787,155	$ 35,604,344	$ 326,099,646
	Prior Period NITS & Other FERC/RTO Expense Adjustments:											
26	NITS Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
27	PJM Integration Costs - exclude from NITS Expense		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
28	MISO Exit Fees - exclude from NITS Expense		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
29	Load Reconciliation for Reactive Services/Sch. 2		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
30	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
31	MTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
32	PJM Integration Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
33	MISO Exit Fee Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
34	Legacy RTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
35	Non-Legacy RTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
36	Generation Deactivation Charges		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
37	Meter Correction		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
38	Emergency Energy		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
39	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
40	Planning Period Congestion Uplift		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
41	PJM Customer Default		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Adjusted NITS & Other FERC/RTO Expenses:											
43	NITS Expenses	L9 + L26	$ 33,525,184	$ 31,351,499	$ 33,507,947	$ 32,424,731	$ 33,506,198	$ 32,419,800	$ 33,573,547	$ 33,573,547	$ 32,490,529	$ 296,372,981
44	PJM Integration Costs - exclude from NITS Expense	L10 + L27	$ (2,448)	$ (2,453)	$ (2,448)	$ (2,450)	$ (2,448)	$ (2,450)	$ -	$ -	$ -	$ (14,697)
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28	$ (27,047)	$ (27,102)	$ (27,047)	$ (27,074)	$ (27,047)	$ (27,074)	$ -	$ -	$ -	$ (162,391)
46	Load Reconciliation for Reactive Services/Sch. 2	L12 + L29	$ 895,012	$ 810,652	$ 899,474	$ 906,906	$ 902,381	$ 897,910	$ 846,000	$ 846,000	$ 818,000	$ 7,822,335
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30	$ 188,336	$ 166,707	$ 452	$ 320,954	$ 96,864	$ 183,757	$ 195,000	$ 195,000	$ 189,000	$ 1,536,070
48	MTEP Expenses	L14 + L31	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
49	PJM Integration Expenses	L15 + L32	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
50	MISO Exit Fee Expenses	L16 + L33	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
51	Legacy RTEP Expenses	L17 + L34	$ 71,042	$ 442,991	$ 330,550	$ 330,554	$ 330,480	$ 328,570	$ 345,874	$ 345,874	$ 334,717	$ 2,860,654
52	Non-Legacy RTEP Expenses	L18 + L35	$ 1,834,517	$ 1,746,330	$ 1,790,777	$ 1,790,801	$ 1,790,398	$ 1,770,636	$ 1,693,734	$ 1,693,734	$ 1,639,098	$ 15,750,025
53	Generation Deactivation Charge	L19 + L36	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
54	Meter Correction	L20 + L37	$ (267)	$ 30,232	$ (5,656)	$ 1,873	$ 18,200	$ 11,577	$ -	$ -	$ -	$ 55,960
55	Emergency Energy	L21 + L38	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Servic	L22 + L39	$ 1,036,522	$ (632,568)	$ 9,349	$ 484,068	$ 259,205	$ 323,133	$ 133,000	$ 133,000	$ 133,000	$ 1,878,709
57	Planning Period Congestion Uplift	L23 + L40	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
58	PJM Customer Default	L24 + L41	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43- L58)	$ 37 520 852	$ 33 886 289	$ 36 503 398	$ 36 230 363	$ 36 874 231	$ 35 905 859	$ 36 787 155	$ 36 787 155	$ 35 604 344	$ 326 099 646
	Recoverable NITS & Other FERC/RTO Expenses:											
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59	$ 37,520,852	$ 33,886,289	$ 36,503,398	$ 36,230,363	$ 36,874,231	$ 35,905,859	$ 36,787,155	$ 36,787,155	$ 35,604,344	$ 326,099,646
61	Monthly Principal Over/(Under	L60 - L8	$ 5 128 403	$ 5 577 686	$ 10 124 757	$ 2 237 208	$ 3 223 154	$ (5 176 747)	$ (5 231 624)	$ (6 421 626)	$ (1 602 718)	$ 7 858 492
	Calculate Interest											
62	Balance Subject to Interes		$ 21,519,545	$ 26,989,871	$ 34,988,187	$ 41,359,855	$ 44,315,447	$ 43,580,169	$ 38,613,496	$ 32,997,314	$ 29,164,978	$ 313,528,861
63	Prio Period Interest Adjustmen		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
64	Monthly Interest Over/(Under		$ 117 282	$ 147 095	$ 190 686	$ 225 411	$ 241 519	$ 237 512	$ 210 444	$ 179 835	$ 158 949	$ 1 708 732
65	Monthly Deferral Over/(Under		$ (5,245,685)	$ (5,724,781)	$ (10,315,442)	$ (2,462,620)	$ (3,464,673)	$ 4,939,236	$ 5,021,181	$ 6,241,791	$ 1,443,769	$ (9,567,224)
66	Cumulative NMB Principal Balance		$ 21,657,721	$ 27,235,407	$ 37,360,164	$ 39,597,372	$ 42,820,525	$ 37,643,778	$ 32,412,154	$ 25,990,528	$ 24,387,810	
67	Cumulative NMB Interest Balance		$ 2 543 307	$ 2 690 402	$ 2 881 087	$ 3 106 499	$ 3 348 018	$ 3 585 530	$ 3 795 973	$ 3 975 809	$ 4 134 758	
68	Deferral Ending Balance - Regulatory Asset/(Liability) 18215	-L65 + L1	$ 24 201 028	$ 29 925 809	$ 40 241 251	$ 42 703 870	$ 46 168 543	$ 41 229 308	$ 36 208 127	$ 29 966 336	$ 28 522 568	

Case No. 24-0730-EL-RDR - Exhibit B

THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI)
Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011
For the Year Ended December 31, 2024

Line No.	Description	Source	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	FORECAST Jul 2024	FORECAST Aug 2024	FORECAST Sep 2024	YTD 2024
1	Beginning Balance - Regulatory Asset/(Liability) 18215		$ 19,225,237	$ 23,117,026	$ 26,703,582	$ 32,656,558	$ 34,854,443	$ 37,784,332	$ 34,530,757	$ 31,240,439	$ 27,755,032	
	Revenues											
2	Non-Market Based Rider (NMB) Revenues		$ 24 399 904	$ 21 943 555	$ 21 475 945	$ 26 004 972	$ 25 128 802	$ 30 582 264	$ 31 249 711	$ 31 426 848	$ 27 236 491	$ 239 448 492
3	Total Adjusted NMB Revenues		$ 24,399,904	$ 21,943,555	$ 21,475,945	$ 26,004,972	$ 25,128,802	$ 30,582,264	$ 31,249,711	$ 31,426,848	$ 27,236,491	$ 239,448,492
4	Monthly CAT Amount		$ 63,440	$ 57,053	$ 55,837	$ 67,613	$ 65,335	$ 79,514	$ 81,249	$ 81,710	$ 70,815	
5	Total Adjusted CAT Amoun		$ 63,440	$ 57,053	$ 55,837	$ 67,613	$ 65,335	$ 79,514	$ 81,249	$ 81,710	$ 70,815	$ 622,566
6	NMB Revenues Excluding CAT	L3 - L5	$ 24 336 464	$ 21 886 502	$ 21 420 107	$ 25 937 359	$ 25 063 467	$ 30 502 750	$ 31 168 462	$ 31 345 138	$ 27 165 676	$ 238 825 926
7	NMB Revenue Associated with amortization of Legacy RTEP expense		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expense	L6 - L7	$ 24 336 464	$ 21 886 502	$ 21 420 107	$ 25 937 359	$ 25 063 467	$ 30 502 750	$ 31 168 462	$ 31 345 138	$ 27 165 676	$ 238 825 926
	NITS & Other FERC/RTO Expenses:											
9	NITS Expenses (507003)	(507003)	$ 25,331,982	$ 23,384,960	$ 24,982,381	$ 25,178,482	$ 25,336,014	$ 24,516,919	$ 25,313,593	$ 25,313,593	$ 24,497,025	$ 223,854,947
10	PJM Integration Costs - exclude from NITS Expense		$ (1,846)	$ (1,852)	$ (1,846)	$ (1,849)	$ (1,846)	$ (1,849)	$ -	$ -	$ -	$ (11,090)
11	MISO Exit Fees - exclude from NITS Expens		$ (20,400)	$ (20,466)	$ (20,400)	$ (20,433)	$ (20,400)	$ (20,433)	$ -	$ -	$ -	$ (122,533)
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)	$ 675,306	$ 603,801	$ 670,606	$ 704,040	$ 682,445	$ 679,026	$ 637,000	$ 637,000	$ 617,000	$ 5,906,223
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)	$ 133,698	$ 115,260	$ (967)	$ 226,305	$ 67,464	$ 128,764	$ 147,000	$ 147,000	$ 142,000	$ 1,106,526
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
15	PJM Integration Expenses (507514)	(507514)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
16	MISO Exit Fee Expenses (507515)	(507515)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	$ 57,390	$ 319,991	$ 246,444	$ 256,641	$ 249,931	$ 248,474	$ 260,780	$ 260,780	$ 252,368	$ 2,152,800
18	Non-Legacy RTEP Expenses (507509)	(507509)	$ 1,483,008	$ 1,205,032	$ 1,335,124	$ 1,390,372	$ 1,354,016	$ 1,339,004	$ 1,277,032	$ 1,277,032	$ 1,235,838	$ 11,896,457
19	Generation Deactivation Charges (507007)	(507007)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
20	Meter Correction (506012)	(506012)	$ (120)	$ 13,605	$ (2,436)	$ 841	$ 8,292	$ 5,500	$ -	$ -	$ -	$ 25,682
21	Emergency Energy (506013)	(506013)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)	$ 454,166	$ (282,663)	$ 2,860	$ 217,377	$ 120,039	$ 157,246	$ 64,000	$ 64,000	$ 64,000	$ 861,025
23	Planning Period Congestion Uplift (570039)	(570039)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
24	PJM Customer Default (506510)	(506510)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
25	Total NITS & Other FERC/RTO Expenses		$ 28 113 184	$ 25 337 666	$ 27 211 766	$ 27 951 776	$ 27 795 954	$ 27 052 651	$ 27 699 405	$ 27 699 405	$ 26 808 231	$ 245 670 038
	Prior Period NITS & Other FERC/RTO Expense Adjustments:											
26	NITS Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
27	PJM Integration Costs - exclude from NITS Expense		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
28	MISO Exit Fees - exclude from NITS Expens		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
29	Load Reconciliation for Reactive Services/Sch. 2		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
30	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
31	MTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
32	PJM Integration Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
33	MISO Exit Fee Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
34	Legacy RTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
35	Non-Legacy RTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
36	Generation Deactivation Charges		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
37	Meter Correction		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
38	Emergency Energy		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
39	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
40	Planning Period Congestion Uplift		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
41	PJM Customer Default		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Adjusted NITS & Other FERC/RTO Expenses:											
43	NITS Expenses	L9 + L26	$ 25,331,982	$ 23,384,960	$ 24,982,381	$ 25,178,482	$ 25,336,014	$ 24,516,919	$ 25,313,593	$ 25,313,593	$ 24,497,025	$ 223,854,947
44	PJM Integration Costs - exclude from NITS Expense	L10 + L27	$ (1,846)	$ (1,852)	$ (1,846)	$ (1,849)	$ (1,846)	$ (1,849)	$ -	$ -	$ -	$ (11,090)
45	MISO Exit Fees - exclude from NITS Expens	L11 + L28	$ (20,400)	$ (20,466)	$ (20,400)	$ (20,433)	$ (20,400)	$ (20,433)	$ -	$ -	$ -	$ (122,533)
46	Load Reconciliation for Reactive Services/Sch. 2	L12 + L29	$ 675,306	$ 603,801	$ 670,606	$ 704,040	$ 682,445	$ 679,026	$ 637,000	$ 637,000	$ 617,000	$ 5,906,223
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30	$ 133,698	$ 115,260	$ (967)	$ 226,305	$ 67,464	$ 128,764	$ 147,000	$ 147,000	$ 142,000	$ 1,106,526
48	MTEP Expenses	L14 + L31	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
49	PJM Integration Expenses	L15 + L32	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
50	MISO Exit Fee Expenses	L16 + L33	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
51	Legacy RTEP Expenses	L17 + L34	$ 57,390	$ 319,991	$ 246,444	$ 256,641	$ 249,931	$ 248,474	$ 260,780	$ 260,780	$ 252,368	$ 2,152,800
52	Non-Legacy RTEP Expenses	L18 + L35	$ 1,483,008	$ 1,205,032	$ 1,335,124	$ 1,390,372	$ 1,354,016	$ 1,339,004	$ 1,277,032	$ 1,277,032	$ 1,235,838	$ 11,896,457
53	Generation Deactivation Charge	L19 + L36	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
54	Meter Correctio	L20 + L37	$ (120)	$ 13,605	$ (2,436)	$ 841	$ 8,292	$ 5,500	$ -	$ -	$ -	$ 25,682
55	Emergency Energy	L21 + L38	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39	$ 454,166	$ (282,663)	$ 2,860	$ 217,377	$ 120,039	$ 157,246	$ 64,000	$ 64,000	$ 64,000	$ 861,025
57	Planning Period Congestion Uplif	L23 + L40	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
58	PJM Customer Default	L24 + L41	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43- L58)	$ 28 113 184	$ 25 337 666	$ 27 211 766	$ 27 951 776	$ 27 795 954	$ 27 052 651	$ 27 699 405	$ 27 699 405	$ 26 808 231	$ 245 670 038
	Recoverable NITS & Other FERC/RTO Expenses:											
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59	$ 28,113,184	$ 25,337,666	$ 27,211,766	$ 27,951,776	$ 27,795,954	$ 27,052,651	$ 27,699,405	$ 27,699,405	$ 26,808,231	$ 245,670,038
61	Monthly Principal Over/(Under	L60 - L8	$ 3,776,720	$ 3,451,164	$ 5,791,659	$ 2,014,417	$ 2,732,487	$ (3,450,099)	$ (3,469,057)	$ (3,645,733)	$ (357,445)	$ 6,844,113
	Calculate Interest											
62	Balance Subject to Interes		$ 21,113,597	$ 24,842,608	$ 29,599,412	$ 33,663,766	$ 36,220,686	$ 36,059,283	$ 32,796,228	$ 29,417,573	$ 27,576,309	$ 271,289,462
63	Prio Period Interest Adjustmen		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
64	Monthly Interest Over/(Under		$ 115,069	$ 135,392	$ 161,317	$ 183,468	$ 197,403	$ 196,523	$ 178,739	$ 160,326	$ 150,291	$ 1,478,528
65	Monthly Deferral Over/(Under		$ (3,891,789)	$ (3,586,556)	$ (5,952,975)	$ (2,197,885)	$ (2,929,890)	$ 3,253,576	$ 3,290,317	$ 3,485,407	$ 207,155	$ (8,322,640)
66	Cumulative NMB Principal Balance		$ 22,658,823	$ 26,109,987	$ 31,901,646	$ 33,916,063	$ 36,648,550	$ 33,198,451	$ 29,729,395	$ 26,083,662	$ 25,726,216	
67	Cumulative NMB Interest Balance		$ 458 203	$ 593 595	$ 754 912	$ 938 379	$ 1 135 782	$ 1 332 305	$ 1 511 045	$ 1 671 370	$ 1 821 661	
68	Deferral Ending Balance - Regulatory Asset/(Liability) 18215	-L65 + L1	$ 23 117 026	$ 26 703 582	$ 32 656 558	$ 34 854 443	$ 37 784 332	$ 34 530 757	$ 31 240 439	$ 27 755 032	$ 27 547 877	

Case No. 24-0730-EL-RDR - Exhibit B

THE TOLEDO EDISON COMPANY (TE)
Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011
For the Year Ended December 31, 2024

Line No.	Description	Source	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	FORECAST Jul 2024	FORECAST Aug 2024	FORECAST Sep 2024	YTD 2024
1	Beginning Balance - Regulatory Asset/(Liability) 18215		$ (5,212,190)	$ (2,875,181)	$ 686,719	$ 5,204,243	$ 6,822,483	$ 9,359,022	$ 8,964,814	$ 7,773,803	$ 6,788,692	
	Revenues											
2	Non-Market Based Rider (NMB) Revenues		$ 11 596 850	$ 9 437 893	$ 9 309 046	$ 12 118 218	$ 11 446 902	$ 14 058 342	$ 14 988 950	$ 14 776 583	$ 12 509 715	$ 110 242 498
3	Total Adjusted NMB Revenues		$ 11,596,850	$ 9,437,893	$ 9,309,046	$ 12,118,218	$ 11,446,902	$ 14,058,342	$ 14,988,950	$ 14,776,583	$ 12,509,715	$ 110,242,498
4	Monthly CAT Amount		$ 30,152	$ 24,539	$ 24,204	$ 31,507	$ 29,762	$ 36,552	$ 38,971	$ 38,419	$ 32,525	
5	Total Adjusted CAT Amount		$ 30,152	$ 24,539	$ 24,204	$ 31,507	$ 29,762	$ 36,552	$ 38,971	$ 38,419	$ 32,525	$ 286,631
6	NMB Revenues Excluding CAT	L3 - L5	$ 11 566 698	$ 9 413 354	$ 9 284 842	$ 12 086 711	$ 11 417 140	$ 14 021 790	$ 14 949 979	$ 14 738 164	$ 12 477 190	$ 109 955 868
7	NMB Revenue Associated with amortization of Legacy RTEP expense		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expense	L6 - L7	$ 11 566 698	$ 9 413 354	$ 9 284 842	$ 12 086 711	$ 11 417 140	$ 14 021 790	$ 14 949 979	$ 14 738 164	$ 12 477 190	$ 109 955 868
	NITS & Other FERC/RTO Expenses:											
9	NITS Expenses (507003)	(507003)	$ 12,621,864	$ 11,817,966	$ 12,656,791	$ 12,249,935	$ 12,653,581	$ 12,265,688	$ 12,526,489	$ 12,526,489	$ 12,122,408	$ 111,441,210
10	PJM Integration Costs - exclude from NITS Expense		$ (911)	$ (922)	$ (911)	$ (916)	$ (911)	$ (916)	$ -	$ -	$ -	$ (5,487)
11	MISO Exit Fees - exclude from NITS Expense		$ (10,064)	$ (10,188)	$ (10,064)	$ (10,126)	$ (10,064)	$ (10,126)	$ -	$ -	$ -	$ (60,631)
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)	$ 337,868	$ 305,668	$ 339,751	$ 342,633	$ 340,779	$ 339,724	$ 315,000	$ 315,000	$ 305,000	$ 2,941,423
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)	$ 89,220	$ 72,038	$ (859)	$ 147,199	$ 44,136	$ 86,189	$ 73,000	$ 73,000	$ 70,000	$ 653,924
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
15	PJM Integration Expenses (507514)	(507514)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
16	MISO Exit Fee Expenses (507515)	(507515)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	$ 22,090	$ 181,211	$ 124,853	$ 124,884	$ 124,804	$ 124,313	$ 129,048	$ 129,048	$ 124,885	$ 1,085,135
18	Non-Legacy RTEP Expenses (507509)	(507509)	$ 570,448	$ 778,591	$ 676,399	$ 676,568	$ 676,136	$ 669,910	$ 631,942	$ 631,942	$ 611,557	$ 5,923,493
19	Generation Deactivation Charges (507007)	(507007)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
20	Meter Correction (506012)	(506012)	$ (76)	$ 9,091	$ (1,638)	$ 548	$ 5,326	$ 3,499	$ -	$ -	$ -	$ 16,750
21	Emergency Energy (506013)	(506013)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)	$ 295,245	$ (172,253)	$ 2,034	$ 141,544	$ 75,916	$ 99,507	$ 38,000	$ 38,000	$ 38,000	$ 555,992
23	Planning Period Congestion Uplift (570039)	(570039)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
24	PJM Customer Default (506510)	(506510)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
25	Total NITS & Other FERC/RTO Expenses		$ 13,925,686	$ 12,981,201	$ 13,786,357	$ 13,672,267	$ 13,909,704	$ 13,577,786	$ 13,713,479	$ 13,713,479	$ 13,271,850	$ 122,551,808
	Prior Period NITS & Other FERC/RTO Expense Adjustments:											
26	NITS Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
27	PJM Integration Costs - exclude from NITS Expense		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
28	MISO Exit Fees - exclude from NITS Expense		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
29	Load Reconciliation for Reactive Services/Sch. 2		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
30	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
31	MTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
32	PJM Integration Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
33	MISO Exit Fee Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
34	Legacy RTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
35	Non-Legacy RTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
36	Generation Deactivation Charges		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
37	Meter Correction		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
38	Emergency Energy		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
39	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
40	Planning Period Congestion Uplift		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
41	PJM Customer Default		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Adjusted NITS & Other FERC/RTO Expenses:											
43	NITS Expenses	L9 + L26	$ 12,621,864	$ 11,817,966	$ 12,656,791	$ 12,249,935	$ 12,653,581	$ 12,265,688	$ 12,526,489	$ 12,526,489	$ 12,122,408	$ 111,441,210
44	PJM Integration Costs - exclude from NITS Expense	L10 + L27	$ (911)	$ (922)	$ (911)	$ (916)	$ (911)	$ (916)	$ -	$ -	$ -	$ (5,487)
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28	$ (10,064)	$ (10,188)	$ (10,064)	$ (10,126)	$ (10,064)	$ (10,126)	$ -	$ -	$ -	$ (60,631)
46	Load Reconciliation for Reactive Services/Sch. 2	L12 + L29	$ 337,868	$ 305,668	$ 339,751	$ 342,633	$ 340,779	$ 339,724	$ 315,000	$ 315,000	$ 305,000	$ 2,941,423
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30	$ 89,220	$ 72,038	$ (859)	$ 147,199	$ 44,136	$ 86,189	$ 73,000	$ 73,000	$ 70,000	$ 653,924
48	MTEP Expenses	L14 + L31	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
49	PJM Integration Expenses	L15 + L32	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
50	MISO Exit Fee Expenses	L16 + L33	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
51	Legacy RTEP Expenses	L17 + L34	$ 22,090	$ 181,211	$ 124,853	$ 124,884	$ 124,804	$ 124,313	$ 129,048	$ 129,048	$ 124,885	$ 1,085,135
52	Non-Legacy RTEP Expenses	L18 + L35	$ 570,448	$ 778,591	$ 676,399	$ 676,568	$ 676,136	$ 669,910	$ 631,942	$ 631,942	$ 611,557	$ 5,923,493
53	Generation Deactivation Charges	L19 + L36	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
54	Meter Correction	L20 + L37	$ (76)	$ 9,091	$ (1,638)	$ 548	$ 5,326	$ 3,499	$ -	$ -	$ -	$ 16,750
55	Emergency Energy	L21 + L38	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39	$ 295,245	$ (172,253)	$ 2,034	$ 141,544	$ 75,916	$ 99,507	$ 38,000	$ 38,000	$ 38,000	$ 555,992
57	Planning Period Congestion Uplift	L23 + L40	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
58	PJM Customer Default	L24 + L41	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43- L58)	$ 13,925,686	$ 12,981,201	$ 13,786,357	$ 13,672,267	$ 13,909,704	$ 13,577,786	$ 13,713,479	$ 13,713,479	$ 13,271,850	$ 122,551,808
	Recoverable NITS & Other FERC/RTO Expenses:											
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59	$ 13,925,686	$ 12,981,201	$ 13,786,357	$ 13,672,267	$ 13,909,704	$ 13,577,786	$ 13,713,479	$ 13,713,479	$ 13,271,850	$ 122,551,808
61	Monthly Principal Over/(Under	L60 - L8	$ 2 358 987	$ 3 567 847	$ 4 501 515	$ 1 585 557	$ 2 492 563	$ (444 004)	$ (1 236 500)	$ (1 024 685)	$ 794 660	$ 12 595 940
	Calculate Interest											
62	Balance Subject to Interest		$ (4,032,697)	$ (1,091,257)	$ 2,937,476	$ 5,997,021	$ 8,068,765	$ 9,137,019	$ 8,346,564	$ 7,261,460	$ 7,186,022	$ 43,810,375
63	Prio Period Interest Adjustment		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
64	Monthly Interest Over/(Under		$ (21,978)	$ (5,947)	$ 16,009	$ 32,684	$ 43,975	$ 49,797	$ 45,489	$ 39,575	$ 39,164	$ 238,767
65	Monthly Deferral Over/(Under)		$ (2,337,009)	$ (3,561,900)	$ (4,517,524)	$ (1,618,240)	$ (2,536,538)	$ 394,207	$ 1,191,011	$ 985,110	$ (833,824)	$ (12,834,707)
66	Cumulative NMB Principal Balance		$ (1,683,641)	$ 1,884,206	$ 6,385,721	$ 7,971,278	$ 10,463,841	$ 10,019,837	$ 8,783,336	$ 7,758,651	$ 8,553,312	
67	Cumulative NMB Interest Balance		$ (1 191 540)	$ (1 197 487)	$ (1 181 478)	$ (1 148 794)	$ (1 104 819)	$ (1 055 023)	$ (1 009 534)	$ (969 959)	$ (930 795)	
68	Deferral Ending Balance - Regulatory Asset/(Liability) 18215	-L65 + L1	$ (2 875 181)	$ 686 719	$ 5 204 243	$ 6 822 483	$ 9 359 022	$ 8 964 814	$ 7 773 803	$ 6 788 692	$ 7 622 517	

Case No. 24-0730-EL-RDR
Ohio Edison Company
The Cleveland Electric Illuminating Company
The Toledo Edison Company

Exhibit C
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Forecasted Rider NMB Revenue Excl. Pilot Participants (July 2024 - September 2024)

						Jul 2024 - Sep 2024				
		Jul-24	**Aug-24**	**Sep-24**		**Rate**	**Unit**	**Jul-24**	**Aug-24**	**Sep-24**
OE	**RS**	934,212,393	888,662,621	703,453,790	kWh	$ 0.022488	$/kWh	$ 21,008,568	$ 19,984,245	$ 15,819,269
	GS	1,985,656	1,984,068	2,023,056	kW	$ 6.0055	$/kW	$ 11,924,860	$ 11,915,319	$ 12,149,460
	GP	464,967	828,576	529,610	kW	$ 7.4228	$/kW	$ 3,451,359	$ 6,150,351	$ 3,931,192
	GSU	155,360	254,273	172,560	kVa	$ 6.0506	$/kVa	$ 940,022	$ 1,538,507	$ 1,044,091
	GT	723,707	561,925	656,688	kVa	$ 6.6137	$/kVa	$ 4,786,380	$ 3,716,404	$ 4,343,140
	LTG[1]	1,144,713	1,109,066	1,129,756	kWh	$ 0.014959	$/kWh	$ 17,124	$ 16,591	$ 16,900
								$ 42,128,313	**$ 43,321,417**	**$ 37,304,052**
CEI	**RS**	568,962,205	532,174,363	404,032,946	kWh	$ 0.024416	$/kWh	$ 13,891,781	$ 12,993,569	$ 9,864,868
	GS	1,661,988	1,725,597	1,697,950	kW	$ 6.8196	$/kW	$ 11,334,097	$ 11,767,882	$ 11,579,341
	GP	93,709	101,555	83,290	kW	$ 8.5652	$/kW	$ 802,637	$ 869,843	$ 713,398
	GSU	561,887	628,630	567,552	kW	$ 8.3703	$/kW	$ 4,703,161	$ 5,261,826	$ 4,750,582
	GT	105,458	110,131	65,737	kVa	$ 4.6765	$/kVa	$ 493,176	$ 515,025	$ 307,421
	LTG[1]	1,641,324	1,234,830	1,378,636	kWh	$ 0.015146	$/kWh	$ 24,859	$ 18,703	$ 20,881
								$ 31,249,711	**$ 31,426,848**	**$ 27,236,491**
TE	**RS**	280,751,302	244,924,006	194,211,654	kWh	$ 0.024641	$/kWh	$ 6,917,993	$ 6,035,172	$ 4,785,569
	GS	598,551	618,956	598,453	kW	$ 5.5931	$/kW	$ 3,347,758	$ 3,461,885	$ 3,347,205
	GP	260,145	272,414	236,680	kW	$ 6.4863	$/kW	$ 1,687,380	$ 1,766,961	$ 1,535,176
	GSU	6,865	5,678	5,135	kVa	$ 5.9084	$/kVa	$ 40,560	$ 33,547	$ 30,341
	GT	471,905	548,174	442,927	kVa	$ 6.3433	$/kVa	$ 2,993,435	$ 3,477,233	$ 2,809,622
	LTG[1]	155,772	152,430	153,889	kWh	$ 0.011707	$/kWh	$ 1,824	$ 1,785	$ 1,802
								$ 14,988,950	**$ 14,776,583**	**$ 12,509,715**

Note(s):
1 - LTG includes Traffic Lighting only
2 - Source: Forecast as of July 2024 less Pilot Participants as of January 1, 2024
3 - Source: Rates - Rider NMB, Sheet 119, Effective April 1, 2024
4 - Calculation: Billing Units x Rate

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Ohio Edison Company
The Cleveland Electric Illuminating Company
The Toledo Edison Company

Exhibit C
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Forecasted Rider NMB Expenses Excl. Pilot Participants (Jul. 2024 - Sep. 2024)

Expenses

	Company	G/L Account	Jul-24	Aug-24	Sep-24
PJM Network Service	OE	507003	$ 33,573,547	$ 33,573,547	$ 32,490,529
	CE	507003	$ 25,313,593	$ 25,313,593	$ 24,497,025
	TE	507003	$ 12,526,489	$ 12,526,489	$ 12,122,408
	Total		**$ 71,413,628**	**$ 71,413,628**	**$ 69,109,962**
PJM Ancillaries - Sch 2 Reactive	OE	507105	$ 846,000	$ 846,000	$ 818,000
	CE	507105	$ 637,000	$ 637,000	$ 617,000
	TE	507105	$ 315,000	$ 315,000	$ 305,000
	Total		**$ 1,798,000**	**$ 1,798,000**	**$ 1,740,000**
Schedule 1A - Scheduling and Dispatch	OE	507502	$ 195,000	$ 195,000	$ 189,000
	CE	507502	$ 147,000	$ 147,000	$ 142,000
	TE	507502	$ 73,000	$ 73,000	$ 70,000
	Total		**$ 415,000**	**$ 415,000**	**$ 401,000**
Legacy RTEP Expenses	OE	507510	$ 345,874	$ 345,874	$ 334,717
	CE	507510	$ 260,780	$ 260,780	$ 252,368
	TE	507510	$ 129,048	$ 129,048	$ 124,885
	Total		**$ 735,702**	**$ 735,702**	**$ 711,970**
Non-Legacy RTEP Expenses	OE	507509	$ 1,693,734	$ 1,693,734	$ 1,639,098
	CE	507509	$ 1,277,032	$ 1,277,032	$ 1,235,838
	TE	507509	$ 631,942	$ 631,942	$ 611,557
	Total		**$ 3,602,709**	**$ 3,602,709**	**$ 3,486,492**
Generation Deactivation Charges	OE	507007	$ -	$ -	$ -
	CE	507007	$ -	$ -	$ -
	TE	507007	$ -	$ -	$ -
	Total		**$ -**	**$ -**	**$ -**
PJM Customer Default	OE	506510	$ -	$ -	$ -
	CE	506510	$ -	$ -	$ -
	TE	506510	$ -	$ -	$ -
	Total		**$ -**	**$ -**	**$ -**
Meter Correction	OE	506012	$ -	$ -	$ -
	CE	506012	$ -	$ -	$ -
	TE	506012	$ -	$ -	$ -
	Total		**$ -**	**$ -**	**$ -**
Emergency Energy	OE	506013	$ -	$ -	$ -
	CE	506013	$ -	$ -	$ -
	TE	506013	$ -	$ -	$ -
	Total		**$ -**	**$ -**	**$ -**
Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	OE	507008	$ 133,000	$ 133,000	$ 133,000
	CE	507008	$ 64,000	$ 64,000	$ 64,000
	TE	507008	$ 38,000	$ 38,000	$ 38,000
	Total		**$ 235,000**	**$ 235,000**	**$ 235,000**
Planning Period Congestion Uplift	OE	570039	$ -	$ -	$ -
	CE	570039	$ -	$ -	$ -
	TE	570039	$ -	$ -	$ -
	Total		**$ -**	**$ -**	**$ -**
Total NMB Expense	**OE**		**$ 36,787,155**	**$ 36,787,155**	**$ 35,604,344**
	CE		**$ 27,699,405**	**$ 27,699,405**	**$ 26,808,231**
	TE		**$ 13,713,479**	**$ 13,713,479**	**$ 13,271,850**
	Total		**$78,200,039**	**$78,200,039**	**$75,684,425**

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The following rates, rules and regulations for electric service are applicable throughout the Company's service territory except as noted.

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RIDER NMB
Non-Market-Based Services Rider

APPLICABILITY:

Applicable to any customer who receives electric service under the Company's rate schedules. The Non-Market-Based Services Rider (NMB) charge will apply, by rate schedule, effective for service rendered as described below. This Rider is not avoidable for customers who take electric generation service from a certified supplier, unless the customer is a participant in the Rider NMB Opt-Out Pilot Program.

PURPOSE:

The Rider NMB will recover non-market-based costs, fees or charges imposed on or charged to the Company by FERC, the State of Ohio, a regional transmission organization, independent transmission operator, transmission owner, or similar organization approved by FERC or the PUCO, and any other non-market-based charges impacting both CRES and SSO Suppliers where such charges and credits generally fall into the following non-market-based related categories (i) PJM charges and credits for service including, but not limited to, procuring transmission services, transmission enhancement, uplift charges, generation deactivation, and out-of-market bilateral settlements; and (ii) Midwest Independent Transmission System Operator, Inc. (“MISO”) Transmission Expansion Plan (MTEP) charges assessed under Schedule 26 of the MISO Tariff, whether assessed directly by MISO, PJM or American Transmission Systems, Incorporated. The current list of the PJM-related non-market-based costs, fees or charges is included in the Company’s Electric Generation Supplier Coordination Tariff and the Company’s Master Supply Agreement with SSO Suppliers and is subject to Rider NMB updates as described herein.

Rider NMB may be updated to include: 1) any current costs, fees, charges or credits that were not previously classified as non-market-based, or 2) any new costs, fees, charges or credits or modification to current costs, fees, charges or credits that were not in effect as of August 4, 2014 but were subsequently imposed on or charged by FERC, the State of Ohio, a regional transmission organization, independent transmission operator, or similar organization approved by FERC.

RATE:

The NMB charge for each rate schedule shall be calculated as follows:

$$\mathbf{NMB} = \left(\frac{\mathbf{NMBC - E}}{\mathbf{BU}}\right) \mathbf{x} \left(\frac{\mathbf{1}}{\mathbf{1 - CAT}}\right)$$

Where:

RIDER NMB
Non-Market-Based Services Rider

NMBC = The amount of the Company's total projected Non-Market-Based Services-related costs for the Computation Period, allocated to each rate schedule.

The Computation Period over which NMB will apply shall be for a 12 month period beginning no later than 75 days after filing, which will be no later than January 15th of each year.

E = Starting June 1, 2012, any net over- or under-collection of the Non-Market-Based Services-related costs, including applicable interest, invoiced during the period from June 1, 2011 to March 31, 2012, allocated to rate schedules. Thereafter, E will be calculated for the 12-month period immediately preceding the Computation Period.

BU = Forecasted billing units for the Computation Period for each rate schedule.

CAT = The Commercial Activity Tax rate as established in Section 5751.03 of the Ohio Revised Code.

NMB charges:

RS (all kWhs, per kWh)	2.1982¢
GS* (per kW of Billing Demand)	$6.2252
GP* (per kW of Billing Demand)	$8.6001
GSU (per kVa of Billing Demand)	$6.5455
GT (per kVa of Billing Demand)	$8.1408
STL (all kWhs, per kWh)	0.0000¢
TRF (all kWhs, per kWh)	1.4720¢
POL (all kWhs, per kWh)	0.0000¢

* Separately metered outdoor recreation facilities owned by non-profit, governmental and educational institutions, such as athletic fields, served under Rate GS or GP, primarily for lighting purposes, will be charged per the NMB charge applicable to Rate Schedule POL.

RIDER UPDATES:

The charges contained in this Rider shall be updated and reconciled on an annual basis. The Company will file with the PUCO a request for approval of the Rider NMB charges no later than January 15th of each year, which shall become effective on a service rendered basis no later than 75 days after filing, unless otherwise ordered by the Commission. This Rider is subject to reconciliation, including, but not limited to increases or refunds. Such reconciliation shall be based solely upon the results of audits ordered by the Commission.

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The following rates, rules and regulations for electric service are applicable throughout the Company's service territory except as noted.

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RIDER NMB
Non-Market-Based Services Rider

APPLICABILITY:

Applicable to any customer who receives electric service under the Company's rate schedules. The Non-Market-Based Services Rider (NMB) charge will apply, by rate schedule, effective for service rendered as described below. This Rider is not avoidable for customers who take electric generation service from a certified supplier, unless the customer is a participant in the Rider NMB Opt-Out Pilot Program.

PURPOSE:

The Rider NMB will recover non-market-based costs, fees or charges imposed on or charged to the Company by FERC, the State of Ohio, a regional transmission organization, independent transmission operator, transmission owner, or similar organization approved by FERC or the PUCO, and any other non-market-based charges impacting both CRES and SSO Suppliers where such charges and credits generally fall into the following non-market-based related categories: (i) PJM charges and credits for service including, but not limited to, procuring transmission services, transmission enhancement, uplift charges, generation deactivation, and out-of-market bilateral settlements; and (ii) Midwest Independent Transmission System Operator, Inc. (“MISO”) Transmission Expansion Plan (MTEP) charges assessed under Schedule 26 of the MISO Tariff, whether assessed directly by MISO, PJM or American Transmission Systems, Incorporated. The current list of the PJM-related non-market-based costs, fees or charges is included in the Company’s Electric Generation Supplier Coordination Tariff and the Company’s Master Supply Agreement with SSO Suppliers and is subject to Rider NMB updates as described herein.

Rider NMB may be updated to include: 1) any current costs, fees, charges or credits that were not previously classified as non-market-based, or 2) any new costs, fees, charges or credits or modification to current costs, fees, charges or credits that were not in effect as of August 4, 2014 but were subsequently imposed on or charged by FERC, the State of Ohio, a regional transmission organization, independent transmission operator, or similar organization approved by FERC.

RATE:

The NMB charge for each rate schedule shall be calculated as follows:

$$\mathbf{NMB} = \left(\frac{\mathbf{NMBC - E}}{\mathbf{BU}}\right) \times \left(\frac{\mathbf{1}}{\mathbf{1 - CAT}}\right)$$

Where:

RIDER NMB
Non-Market-Based Services Rider

NMBC = The amount of the Company's total projected Non-Market-Based Services-related costs for the Computation Period, allocated to each rate schedule.

The Computation Period over which NMB will apply shall be for a 12 month period beginning no later than 75 days after filing, which will be no later than January 15th of each year.

E = Starting June 1, 2012, any net over- or under-collection of the Non-Market-Based Services-related costs, including applicable interest, invoiced during the period from June 1, 2011 to March 31, 2012, allocated to rate schedules. Thereafter, E will be calculated for the 12-month period immediately preceding the Computation Period.

BU = Forecasted billing units for the Computation Period for each rate schedule.

CAT = The Commercial Activity Tax rate as established in Section 5751.03 of the Ohio Revised Code.

NMB charges:

RS (all kWhs, per kWh)	2.5913¢
GS* (per kW of Billing Demand)	$7.6850
GP* (per kW of Billing Demand)	$10.1849
GSU (per kW of Billing Demand)	$9.8432
GT (per kVa of Billing Demand)	$5.8581
STL (all kWhs, per kWh)	0.0000¢
TRF (all kWhs, per kWh)	1.6091¢
POL (all kWhs, per kWh)	0.0000¢

* Separately metered outdoor recreation facilities owned by non-profit, governmental and educational institutions, such as athletic fields, served under Rate GS or GP, primarily for lighting purposes, will be charged per the NMB charge applicable to Rate Schedule POL.

RIDER UPDATES:

The charges contained in this Rider shall be updated and reconciled on an annual basis. The Company will file with the PUCO a request for approval of the Rider NMB charges no later than January 15th of each year, which shall become effective on a service rendered basis no later than 75 days after filing, unless otherwise ordered by the Commission. This Rider is subject to reconciliation, including, but not limited to increases or refunds. Such reconciliation shall be based solely upon the results of audits ordered by the Commission.

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Effective: October 1, 2024

RIDER NMB
Non-Market-Based Services Rider

APPLICABILITY:

Applicable to any customer who receives electric service under the Company's rate schedules. The Non-Market-Based Services Rider (NMB) charge will apply, by rate schedule, effective for service rendered as described below. This Rider is not avoidable for customers who take electric generation service from a certified supplier, unless the customer is a participant in the Rider NMB Opt-Out Pilot Program.

PURPOSE:

The Rider (NMB will recover non-market-based costs, fees or charges imposed on or charged to the Company by FERC, the State of Ohio, a regional transmission organization, independent transmission operator, transmission owner, or similar organization approved by FERC or the PUCO, and any other non-market-based charges impacting both CRES and SSO Suppliers where such charges and credits generally fall into the following non-market-based related categories (i) PJM charges and credits for service including, but not limited to, procuring transmission services, transmission enhancement, uplift charges, generation deactivation, and out-of-market bilateral settlements and (ii) Midwest Independent Transmission System Operator, Inc. (“MISO”) Transmission Expansion Plan (MTEP) charges assessed under Schedule 26 of the MISO Tariff, whether assessed directly by MISO, PJM or American Transmission Systems, Incorporated. The current list of the PJM-related non-market-based costs, fees or charges is included in the Company’s Electric Generation Supplier Coordination Tariff and the Company’s Master Supply Agreement with SSO Suppliers and is subject to Rider NMB updates as described herein.

Rider NMB may be updated to include: 1) any current costs, fees, charges or credits that were not previously classified as non-market-based, or 2) any new costs, fees, charges or credits or modification to current costs, fees, charges or credits that were not in effect as of August 4, 2014 but were imposed on or charged by FERC, the State of Ohio, a regional transmission organization, independent transmission operator, or similar organization approved by FERC.

RATE:

The NMB charge for each rate schedule shall be calculated as follows:

$$\mathbf{NMB} = \left(\frac{\mathbf{NMBC - E}}{\mathbf{BU}}\right) \mathbf{x} \left(\frac{\mathbf{1}}{\mathbf{1 - CAT}}\right)$$

Where:

RIDER NMB
Non-Market-Based Services Rider

NMBC = The amount of the Company's total projected Non-Market-Based Services-related costs for the Computation Period, allocated to each rate schedule.

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BU = Forecasted billing units for the Computation Period for each rate schedule.

CAT = The Commercial Activity Tax rate as established in Section 5751.03 of the Ohio Revised Code.

NMB charges:

RS (all kWhs, per kWh)	2.4644¢
GS* (per kW of Billing Demand)	$5.9053
GP* (per kW of Billing Demand)	$7.0647
GSU (per kVa of Billing Demand)	$7.6095
GT (per kVa of Billing Demand)	$7.7926
STL (all kWhs, per kWh)	0.0000¢
TRF (all kWhs, per kWh)	1.1741¢
POL (all kWhs, per kWh)	0.0000¢

* Separately metered outdoor recreation facilities owned by non-profit, governmental and educational institutions, such as athletic fields, served under Rate GS or GP, primarily for lighting purposes, will be charged per the NMB charge applicable to Rate Schedule POL.

RIDER UPDATES:

The charges contained in this Rider shall be updated and reconciled on an annual basis. The Company will file with the PUCO a request for approval of the Rider NMB charges no later than January 15th of each year, which shall become effective on a service rendered basis no later than 75 days after filing, unless otherwise ordered by the Commission. This Rider is subject to reconciliation, including, but not limited to increases or refunds. Such reconciliation shall be based solely upon the results of audits ordered by the Commission.