

January 13, 2023

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

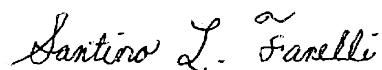
SUBJECT: Case Nos. 23-0051-EL-RDR

Dear Ms. Troupe:

In response to and compliance with the Orders of August 25, 2010, July 18, 2012, July 1, 2015, and March 31, 2016 in Case Nos. 10-388-EL-SSO, 12-1230-EL-SSO, 15-0648-EL-RDR, and 14-1297-EL-SSO, respectively, and the Orders dated February 27, 2019 and October 23, 2019 in Case No. 18-1818-EL-RDR, please file the attached tariff pages on behalf of The Cleveland Electric Illuminating Company. These tariff pages reflect changes to Rider NMB and its associated pages, which are being provided as part of the audit application for Rider NMB.

Please file one copy of the tariff in Case Nos. 23-0051-EL-RDR. Thank you.

Sincerely,



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 ) Case No. 23-0051-EL-RDR  
Cleveland Electric Illuminating Company )  
and The Toledo Edison Company )

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**NON-MARKET-BASED SERVICES RIDER (RIDER NMB) REPORT IN  
SUPPORT OF STAFF'S 2023 ANNUAL REVIEW SUBMITTED BY OHIO  
EDISON COMPANY, THE CLEVELAND ELECTRIC ILLUMINATING  
COMPANY AND THE TOLEDO EDISON COMPANY**

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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. 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 hereby submit this Report on the Companies’ Rider NMB for the twelve-month period beginning April 1, 2023.

In accordance with the Commission’s Orders in Case Nos. 10-388-EL-SSO, 12-1230-EL-SSO, 15-0648-EL-RDR, 14-1297-EL-SSO, and 18-1818-EL-RDR, the Companies submit the following Exhibits:

- Exhibit A: Rider NMB – Rate Design (Tariff Effective April 1, 2023)
- Exhibit B: Rider NMB - Deferral Worksheet (Actual Costs and Revenues through December 31, 2022)

- Exhibit C: Rider NMB – Estimated (Over) Under Collection as of March 31, 2023
- Exhibit D: Rider NMB – Tariff Sheets Effective April 1, 2023

Respectfully submitted,

/s/ Christine E. Watchorn

Christine E. Watchorn (0075919)  
FIRSTENERGY SERVICE COMPANY  
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(Willing to accept service by email)

*Attorney for Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company*

RATE CALCULATION FOR RIDER NMB (April 2023 - March 2024)

1 OHIO EDISON									
	Demand Allocators (B)	Allocated Balance (C) = (A) * (B)	CAT Tax (D) = (C) * 0.26% / (1-0.26%)	Revenue Requirement (E) = (C) + (D)	Billing Units (F)	NMB Rates (G) = (E) / (F)			
Revenue Requirement (Before CAT Tax)									
12 months ending Mar-24 <u>(A)</u>	{ RS GS GP GSU GT TRF	52.04% 27.57% 9.30% 2.55% 8.49% 0.04%	\$ 175,829,910 \$ 93,148,312 \$ 31,427,497 \$ 8,609,575 \$ 28,694,395 \$ 138,214	\$ 458,349 \$ 242,817 \$ 81,924 \$ 22,443 \$ 74,800 \$ 360	\$ 176,288,259 \$ 93,391,129 \$ 31,509,422 \$ 8,632,018 \$ 28,769,195 \$ 138,574	9,325,788,604 22,490,485 6,245,132 2,031,262 5,493,753 13,501,974	kWh kW kW kV <sub>a</sub> kV <sub>a</sub> kWh	\$ 0.018903 per kWh \$ 4.1525 per kW \$ 5.0454 per kW \$ 4.2496 per kV <sub>a</sub> \$ 5.2367 per kV <sub>a</sub> \$ 0.010263 per kWh	
\$ 337,847,903									
16 CLEVELAND ELECTRIC ILLUMINATING COMPANY									
	Demand Allocators (B)	Allocated Balance (C) = (A) * (B)	CAT Tax (D) = (C) * 0.26% / (1-0.26%)	Revenue Requirement (E) = (C) + (D)	Billing Units (F)	NMB Rates (G) = (E) / (F)			
Revenue Requirement (Before CAT Tax)									
12 months ending Mar-24 <u>(A)</u>	{ RS GS GP GSU GT TRF	42.98% 36.69% 2.02% 14.19% 4.07% 0.06%	\$ 122,882,876 \$ 104,897,263 \$ 5,763,314 \$ 40,570,002 \$ 11,638,977 \$ 172,602	\$ 320,328 \$ 273,444 \$ 15,024 \$ 105,757 \$ 30,340 \$ 450	\$ 123,203,204 \$ 105,170,707 \$ 5,778,338 \$ 40,675,759 \$ 11,669,318 \$ 173,052	5,576,578,788 19,304,179 940,191 6,549,113 3,227,073 16,247,856	kWh kW kW kW kV <sub>a</sub> kWh	\$ 0.022093 per kWh \$ 5.4481 per kW \$ 6.1459 per kW \$ 6.2109 per kW \$ 3.6161 per kV <sub>a</sub> \$ 0.010651 per kWh	
\$ 285,925,034									
32 TOLEDO EDISON									
	Demand Allocators (B)	Allocated Balance (C) = (A) * (B)	CAT Tax (D) = (C) * 0.26% / (1-0.26%)	Revenue Requirement (E) = (C) + (D)	Billing Units (F)	NMB Rates (G) = (E) / (F)			
Revenue Requirement (Before CAT Tax)									
12 months ending Mar-24 <u>(A)</u>	{ RS GS GP GSU GT TRF	40.88% 22.47% 11.36% 0.23% 25.04% 0.02%	\$ 50,779,599 \$ 27,916,777 \$ 14,116,254 \$ 287,241 \$ 31,105,566 \$ 19,425	\$ 132,371 \$ 72,773 \$ 36,798 \$ 749 \$ 81,085 \$ 51	\$ 50,911,970 \$ 27,989,549 \$ 14,153,052 \$ 287,990 \$ 31,186,651 \$ 19,475	2,529,740,389 6,648,256 2,802,412 67,158 6,193,227 1,996,227	kWh kW kW kV <sub>a</sub> kV <sub>a</sub> kWh	\$ 0.020125 per kWh \$ 4.2101 per kW \$ 5.0503 per kW \$ 4.2882 per kV <sub>a</sub> \$ 5.0356 per kV <sub>a</sub> \$ 0.009756 per kWh	
\$ 124,224,861									

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)
- 4 - Column (F): See Exhibit A, Page 4 of 5 less Exhibit A, Page 5 of 5 lines 10 - 13

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

Exhibit A  
 Page 2 of 5

**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	2,498,655	2,098,203	2,478,911	1,768,280	2,211,012	52.04%
4	GS	1,422,866	1,221,408	1,086,225	954,758	1,171,314	27.57%
5	GP	439,585	411,687	385,060	344,434	395,192	9.30%
6	GSU	128,180	109,865	103,109	91,899	108,263	2.55%
7	GT	400,122	296,217	376,705	370,254	360,824	8.49%
8	Lighting*	1,842	1,711	1,778	1,623	1,738	0.04%
9	TOTAL	<u>4,891,250</u>	<u>4,139,091</u>	<u>4,431,788</u>	<u>3,531,249</u>	<u>4,248,343</u>	<u>100.00%</u>
10							
11	CEI						
12	RS	1,612,552	1,390,832	1,580,812	1,020,220	1,401,104	42.98%
13	GS	1,353,575	1,373,985	1,156,496	900,076	1,196,033	36.69%
14	GP	79,614	71,222	64,949	47,067	65,713	2.02%
15	GSU	517,846	477,147	438,659	416,655	462,577	14.19%
16	GT	182,749	121,105	180,469	46,507	132,707	4.07%
17	Lighting*	2,038	1,925	1,931	1,977	1,968	0.06%
18	TOTAL	<u>3,748,374</u>	<u>3,436,217</u>	<u>3,423,315</u>	<u>2,432,503</u>	<u>3,260,102</u>	<u>100.00%</u>
19							
20	TE						
21	RS	726,205	674,393	575,918	533,107	627,406	40.88%
22	GS	413,646	384,320	287,561	294,173	344,925	22.47%
23	GP	191,532	180,920	162,071	163,128	174,413	11.36%
24	GSU	4,132	3,351	3,116	3,598	3,549	0.23%
25	GT	405,239	433,243	309,034	389,779	384,324	25.04%
26	Lighting*	241	237	238	246	240	0.02%
27	TOTAL	<u>1,740,995</u>	<u>1,676,464</u>	<u>1,337,937</u>	<u>1,384,032</u>	<u>1,534,857</u>	<u>100.00%</u>

Note(s):

1 - \* Solely TRF contributes to the coincident peak

2 - Demand Allocation Factors based on 2022 Coincident Peaks Net of Pilot Participants

## **Estimated Rider NMB Expenses Excluding Expected Pilot Participants (April 2023 - March 2024)**

**Forecasted Billing Units (April 2023 - March 2024)**

		Billing Units
OE	RS	9,325,788,604 kWh
	GS	22,495,831 kW
	GP	6,489,905 kW
	GSU	2,349,908 kVa
	GT	9,868,439 kVa
	LTG*	13,501,974 kWh
CEI	RS	5,576,578,788 kWh
	GS	19,391,958 kW
	GP	1,179,978 kW
	GSU	7,727,718 kW
	GT	7,145,997 kVa
	LTG*	16,247,856 kWh
TE	RS	2,529,740,389 kWh
	GS	6,648,318 kW
	GP	2,806,669 kW
	GSU	236,216 kVa
	GT	11,531,724 kVa
	LTG*	1,996,227 kWh

**Note(s):**

1 - Source: Forecast as of December 2022 including Pilot Participants

2 - \* LTG includes Traffic Lighting only

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

Exhibit A  
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## Rider NMB Opt-Out Pilot Program Participants

### Expected March 2023 Pilot Participants - 2023 NSPL

Line		OE	CE	TE
1	Total EDC NSPL	4,776,700	3,928,500	1,994,100
2	NMB Pilot Participant NSPL			
3	GS	239	6,322	
4	GP	17,005	19,703	
5	GSU	2,867	70,974	7,850
6	GT	207,403	70,389	302,497
7				

### Expected March 2023 Pilot Participants - Annual Billing Demand

9		OE	CE	TE
10	GS	5,346	87,780	
11	GP	244,773	239,786	
12	GSU	318,646	1,178,605	169,058
13	GT	4,374,686	3,918,924	5,338,496

Note(s):

- 1 - Line 1: Allocated 2023 Ohio Retail NSPL in hourly kW
- 2 - Lines 3-6: 2023 NSPL in hourly kW values for expected Rider NMB Opt-Out Pilot Program Participants
- 3 - Lines 10-13: Est. Annual billing demand for expected Rider NMB Opt-Out Pilot Program Participants

**OHIO EDISON COMPANY (OE)**  
**Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011**  
**For the Year Ended December 31, 2022**

Line No.	Description	Source	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2022	Dec 2022	YTD 2022
1	Beginning Balance - Regulatory Asset/(Liability) 182155		\$ (33,130,290)	\$ (42,482,842)	\$ (49,738,511)	\$ (43,354,634)	\$ (37,470,650)	\$ (30,783,039)	\$ (28,541,897)	\$ (28,432,800)	\$ (26,829,935)	\$ (22,934,559)	\$ (15,307,749)	\$ (11,869,554)	
2	Non-Market Based Rider (NMB) Revenues		\$ 41,101,188	\$ 36,249,797	\$ 26,399,053	\$ 25,532,866	\$ 25,270,040	\$ 29,117,634	\$ 32,199,440	\$ 30,716,327	\$ 27,724,099	\$ 24,775,881	\$ 27,119,129	\$ 30,113,683	\$ 356,319,137
3	Total Adjusted NMB Revenues		\$ 41,101,188	\$ 36,249,797	\$ 26,399,053	\$ 25,532,866	\$ 25,270,040	\$ 29,117,634	\$ 32,199,440	\$ 30,716,327	\$ 27,724,099	\$ 24,775,881	\$ 27,119,129	\$ 30,113,683	\$ 356,319,137
4	Month End CAT Amount		\$ 106,863	\$ 94,249	\$ 68,639	\$ 66,385	\$ 65,702	\$ 75,706	\$ 83,119	\$ 86,862	\$ 92,063	\$ 64,417	\$ 70,510	\$ 78,296	
5	Total Adjusted CAT Amount		\$ 106,863	\$ 94,249	\$ 68,639	\$ 66,385	\$ 65,702	\$ 75,706	\$ 83,119	\$ 86,862	\$ 92,063	\$ 64,417	\$ 70,510	\$ 78,296	
6	NMB Revenues Excluding CAT		\$ 40,992,926	\$ 36,155,547	\$ 26,330,416	\$ 25,488,480	\$ 25,204,337	\$ 29,041,928	\$ 32,127,723	\$ 30,636,165	\$ 27,651,017	\$ 24,711,463	\$ 27,048,619	\$ 30,035,388	\$ 355,392,707
7	NMB Revenues Associated with amortization of Legacy RTEP expenses		\$ 1,169,527	\$ 1,169,527	\$ 1,169,527	\$ 1,169,527	\$ 1,169,527	\$ 1,169,527	\$ 1,169,527	\$ 1,169,527	\$ 1,169,527	\$ 1,169,527	\$ 1,169,527	\$ 11,695,272	
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses		\$ 39,824,796	\$ 34,986,020	\$ 25,160,889	\$ 24,296,953	\$ 24,034,810	\$ 27,872,401	\$ 30,946,194	\$ 29,468,937	\$ 26,482,489	\$ 23,541,936	\$ 27,048,619	\$ 30,035,388	\$ 343,697,434
	<b>NITS &amp; Other FERC/RTO Expenses:</b>														
9	NITS Expenses (507003)		\$ 27,499,367	\$ 24,860,719	\$ 27,543,624	\$ 26,642,475	\$ 27,563,792	\$ 26,682,040	\$ 27,567,377	\$ 27,592,481	\$ 27,056,457	\$ 27,861,296	\$ 26,905,286	\$ 27,802,518	\$ 325,577,431
10	PJM Integration Costs - exclude from NITS Expenses		\$ (2,475)	\$ (2,483)	\$ (2,475)	\$ (2,478)	\$ (2,475)	\$ (2,475)	\$ (2,475)	\$ (2,478)	\$ (2,475)	\$ (2,475)	\$ (2,475)	\$ (2,475)	\$ (29,718)
11	MISO Exit Fees - exclude from NITS Expense		\$ (27,347)	\$ (27,433)	\$ (27,347)	\$ (27,375)	\$ (27,347)	\$ (27,375)	\$ (27,347)	\$ (27,375)	\$ (27,347)	\$ (27,375)	\$ (27,347)	\$ (27,375)	\$ (328,361)
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)		\$ 783,221	\$ 789,018	\$ 1,900,750	\$ 999,489	\$ 948,629	\$ 960,613	\$ 962,575	\$ 864,898	\$ 922,350	\$ 927,705	\$ 927,256	\$ 916,754	\$ 11,903,256
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)		\$ 220,581	\$ 191,492	\$ 89,115	\$ 340,920	\$ 84,011	\$ 135,460	\$ 283,990	\$ 222,733	\$ 187,954	\$ 139,334	\$ 163,751	\$ 194,453	\$ 2,253,795
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expense (507513)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
15	PJM Integration Expenses (507514)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
16	MISO Exit Fee Expenses (507515)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)		\$ 405,814	\$ 406,405	\$ 406,576	\$ 406,459	\$ 406,939	\$ 340,920	\$ 340,638	\$ 341,062	\$ 345,533	\$ 344,660	\$ 343,464	\$ 343,643	\$ 4,432,113
18	Non-Legacy RTEP Expenses (507509)		\$ 1,792,125	\$ 1,799,475	\$ 1,797,453	\$ 1,797,031	\$ 1,799,158	\$ 1,860,596	\$ 1,862,965	\$ 1,864,886	\$ 1,889,331	\$ 1,884,557	\$ 1,878,021	\$ 1,878,996	\$ 22,104,193
19	Generation Deactivation Charges (507007)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
20	Meter Correction (506012)		\$ (70,248)	\$ (203,234)	\$ 8,858	\$ 96,331	\$ (31,121)	\$ (133)	\$ (12,842)	\$ (146,694)	\$ (18,964)	\$ 13,350	\$ 5,663	\$ (2,986)	\$ (362,020)
21	Emergency Energy (506013)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)		\$ 76,694	\$ 167,012	\$ 81,201	\$ 147,735	\$ 166,321	\$ 325,122	\$ 510,439	\$ 160,296	\$ 131,593	\$ 367,083	\$ 149,136	\$ 2,518,278	
23	Planning Period Congestion Uplift (507039)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
24	PJM Customer Default (506510)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
25	Total NITS & Other FERC/RTO Expenses		\$ 30,677,732	\$ 27,980,971	\$ 31,797,755	\$ 30,400,587	\$ 30,907,907	\$ 30,274,764	\$ 31,210,126	\$ 31,219,984	\$ 30,513,105	\$ 31,272,673	\$ 30,560,671	\$ 31,252,692	\$ 368,068,967
	<b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments:</b>														
26	NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
27	PJM Integration Costs - exclude from NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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 Interconnection 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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	<b>Adjusted NITS &amp; Other FERC/RTO Expenses:</b>														
43	NITS Expenses		\$ 27,499,367	\$ 24,860,719	\$ 27,543,624	\$ 26,642,475	\$ 27,563,792	\$ 26,682,040	\$ 27,567,377	\$ 27,592,481	\$ 27,056,457	\$ 27,861,296	\$ 26,905,286	\$ 27,802,518	\$ 325,577,431
44	PJM Integration Costs - exclude from NITS Expenses		\$ (2,475)	\$ (2,483)	\$ (2,475)	\$ (2,478)	\$ (2,475)	\$ (2,475)	\$ (2,475)	\$ (2,478)	\$ (2,475)	\$ (2,475)	\$ (2,475)	\$ (2,475)	\$ (29,718)
45	MISO Exit Fees - exclude from NITS Expense		\$ (27,347)	\$ (27,433)	\$ (27,347)	\$ (27,375)	\$ (27,347)	\$ (27,375)	\$ (27,347)	\$ (27,375)	\$ (27,347)	\$ (27,375)	\$ (27,347)	\$ (27,375)	\$ (328,361)
46	Load Reconciliation for Reactive Services/Sch. 2		\$ 783,221	\$ 789,018	\$ 1,900,750	\$ 999,489	\$ 948,629	\$ 960,613	\$ 962,575	\$ 864,898	\$ 922,350	\$ 927,705	\$ 927,256	\$ 916,754	\$ 11,903,256
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1		\$ 220,581	\$ 191,492	\$ 89,115	\$ 340,920	\$ 84,011	\$ 135,460	\$ 283,990	\$ 222,733	\$ 187,954	\$ 139,334	\$ 163,751	\$ 194,453	\$ 2,253,795
48	MTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
49	PJM Integration Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
50	MISO Exit Fee Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
51	Legacy RTEP Expenses		\$ 405,814	\$ 406,405	\$ 406,576	\$ 406,459	\$ 406,939	\$ 340,920	\$ 340,638	\$ 341,062	\$ 345,533	\$ 344,660	\$ 343,464	\$ 343,643	\$ 4,432,113
52	Non-Legacy RTEP Expenses		\$ 1,792,125	\$ 1,799,475	\$ 1,797,453	\$ 1,797,031	\$ 1,799,158	\$ 1,860,596	\$ 1,862,565	\$ 1,864,886	\$ 1,889,331	\$ 1,884,557	\$ 1,878,021	\$ 1,878,996	\$ 22,104,193
53	Generation Deactivation Charges		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
54	Meter Correction		\$ (70,248)	\$ (203,234)	\$ 8,858	\$ 96,331	\$ (31,121)	\$ (133)	\$ (12,842)	\$ (146,694)	\$ (18,964)	\$ 13,350	\$ 5,663	\$ (2,986)	\$ (362,020)
55	Emergency Energy		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		\$ 76,694	\$ 167,012	\$ 81,201	\$ 147,735	\$ 166,321	\$ 325,122	\$ 235,645	\$ 510,439	\$ 160,296	\$ 131,593	\$ 367,083	\$ 149,136	\$ 2,518,278
57	Planning Period Congestion Uplift		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
58	PJM Customer Default		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
59	Total Adjusted NITS & Other FERC/RTO Expenses		\$ 30,677,732	\$ 27,980,971	\$ 31,797,755	\$ 30,400,587	\$ 30,907,907	\$ 30,274,764	\$ 31,210,126	\$ 31,219,984	\$ 30,513,105	\$ 31,272,673	\$ 30,560,671	\$ 31,252,692	\$ 368,068,967
60	Total Adjusted Rider NMB Monthly Recoverable Expenses		\$ 30,677,732	\$ 27,980,971	\$ 31,797,755	\$ 30,400,587	\$ 30,907,907	\$ 30,274,764	\$ 31,210,126	\$ 31,219,984	\$ 30,513,105	\$ 31,272,673	\$ 30,560,671	\$ 31,252,692	\$ 368,068,967
61	Monthly Principal Over/(Under)		\$ (9,147,066)	\$ (7,005,049)	\$ 6,636,866	\$ 6,103,634	\$ 6,673,097	\$ 2,402,363	\$ 263,931	\$ 1,753,046	\$ 4,030,616	\$ 7,730,737	\$ 3,512,052	\$ 1,217,304	\$ 24,371,532
	<b>Calculated Recoverable NITS &amp; Other FERC/RTO Expenses:</b>														
62	Balance Due Subject to Interest		\$ (37,703,823)	\$ (45,985,366)	\$ (46,420,078)	\$ (40,302,817)	\$ (34,034,102)	\$ (29,581,858)	\$ (28,409,931)	\$ (27,556,277)	\$ (24,814,627)	\$ (19,069,190)	\$ (13,551,723)	\$ (11,260,902)	\$ (358,690,694)
63	Prior Period Interest Adjustment		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
64	Monthly Interest Over/(Under)		\$ (205,496)	\$ (250,620)	\$ (262,899)	\$ (219,650)	\$ (185,496)	\$ (161,221)	\$ (154,834)	\$ (150,102)	\$ (135,240)	\$ (103,937)	\$ (73,857)	\$ (61,372)	\$ (1,954,854)
65	Monthly Deferral Over/(Under)		\$ 9,352,552	\$ 7,255,699	\$ (6,383,877)	\$ (5,683,994)	\$ (6,687,611)	\$ (2,241,142)	\$ (109,097)	\$ (1,602,665)	\$ (3,895,376)	\$ (7,626,610)	\$ (3,438,195)	\$ (1,155,562)	\$ (2,446,666)
66	Cumulative NMB Principal Balance		\$ (46,379,												

**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, 2022**

Line No.	Description	Source	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2022	Dec 2022	YTD 2022
1	Beginning Balance - Regulatory Asset/(Liability) 182155		\$ (29,795,263)	\$ (34,393,509)	\$ (37,867,224)	\$ (33,379,841)	\$ (28,832,094)	\$ (24,327,845)	\$ (23,092,451)	\$ (23,073,953)	\$ (23,018,773)	\$ (19,751,022)	\$ (14,150,956)	\$ (11,334,268)	
2	Market Based Rider (NMB) Revenues		\$ 28,297,890	\$ 25,122,191	\$ 19,929,345	\$ 18,842,601	\$ 19,283,653	\$ 22,093,390	\$ 24,016,704	\$ 23,902,076	\$ 20,182,771	\$ 18,676,484	\$ 20,437,780	\$ 21,445,756	\$ 262,230,640
3	Total Adjusted NMB Revenues		\$ 28,297,890	\$ 25,122,191	\$ 19,929,345	\$ 18,842,601	\$ 19,283,653	\$ 22,093,390	\$ 24,016,704	\$ 23,902,076	\$ 20,182,771	\$ 18,676,484	\$ 20,437,780	\$ 21,445,756	\$ 262,230,640
4	Monthly CAT Amount		\$ 73,575	\$ 65,318	\$ 51,816	\$ 48,991	\$ 50,138	\$ 57,443	\$ 62,443	\$ 62,145	\$ 52,475	\$ 48,559	\$ 53,138	\$ 55,759	\$ 681,800
5	Total Adjusted CAT Amount		\$ 73,575	\$ 65,318	\$ 51,816	\$ 48,991	\$ 50,138	\$ 57,443	\$ 62,443	\$ 62,145	\$ 52,475	\$ 48,559	\$ 53,138	\$ 55,759	\$ 681,800
6	NMB Revenues Excluding CAT	L3 - L5	\$ 28,224,316	\$ 25,056,874	\$ 19,877,529	\$ 18,793,610	\$ 19,233,515	\$ 22,035,948	\$ 23,954,260	\$ 23,839,931	\$ 20,130,298	\$ 18,627,925	\$ 20,384,642	\$ 21,389,997	\$ 261,548,841
7	NMB Revenue Associated with amortization of Legacy RTEP expenses		\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 900,652	\$ 9,006,517
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7	\$ 27,323,664	\$ 24,156,222	\$ 18,976,877	\$ 17,892,958	\$ 18,332,863	\$ 21,135,296	\$ 23,053,609	\$ 22,939,279	\$ 19,229,644	\$ 17,727,274	\$ 20,384,642	\$ 21,389,997	\$ 252,542,323
	<b>NITS &amp; Other FERC/RTO Expenses:</b>														
9	NITS Expenses (507003)		\$ 20,531,057	\$ 18,543,356	\$ 20,527,577	\$ 19,878,915	\$ 20,536,830	\$ 19,916,024	\$ 20,545,070	\$ 20,545,679	\$ 20,023,823	\$ 20,839,541	\$ 20,364,676	\$ 20,955,929	\$ 243,208,476
10	PJM Integration Costs - exclude from NITS Expenses		\$ (1,851)	\$ (1,859)	\$ (1,850)	\$ (1,853)	\$ (1,850)	\$ (1,853)	\$ (1,850)	\$ (1,853)	\$ (1,850)	\$ (1,850)	\$ (1,853)	\$ (1,850)	\$ (22,226)
11	MISO Exit Fees - exclude from NITS Expense		\$ (20,449)	\$ (20,543)	\$ (20,446)	\$ (20,478)	\$ (20,446)	\$ (20,478)	\$ (20,446)	\$ (20,478)	\$ (20,446)	\$ (20,478)	\$ (20,446)	\$ (20,478)	\$ (245,581)
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)		\$ 585,121	\$ 588,480	\$ 1,409,361	\$ 745,725	\$ 706,803	\$ 716,953	\$ 717,326	\$ 644,006	\$ 683,493	\$ 692,276	\$ 704,032	\$ 689,560	\$ 8,883,137
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)		\$ 161,868	\$ 140,980	\$ 63,818	\$ 252,578	\$ 63,533	\$ 103,636	\$ 209,809	\$ 160,291	\$ 145,762	\$ 112,039	\$ 130,441	\$ 151,299	\$ 1,696,054
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	PJM Integration Expenses (507514)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	MISO Exit Fee Expenses (507515)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)		\$ 303,028	\$ 303,118	\$ 303,046	\$ 303,258	\$ 303,217	\$ 254,462	\$ 253,851	\$ 253,970	\$ 256,066	\$ 257,165	\$ 260,705	\$ 255,539	\$ 3,310,424
18	Non-Legacy RTEP Expenses (507509)		\$ 1,338,201	\$ 1,342,144	\$ 1,339,753	\$ 1,340,763	\$ 1,340,580	\$ 1,388,639	\$ 1,388,031	\$ 1,388,673	\$ 1,400,138	\$ 1,406,147	\$ 1,425,502	\$ 1,413,663	\$ 16,512,234
19	Generation Deactivation Charges (507007)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20	Meter Correction (506012)		\$ (31,716)	\$ (90,998)	\$ 3,763	\$ 43,022	\$ (13,015)	\$ (58)	\$ (5,768)	\$ (62,630)	\$ (10,443)	\$ 10,576	\$ 8,693	\$ (2,997)	\$ (151,570)
21	Emergency Energy (506013)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)		\$ 34,597	\$ 74,204	\$ 32,859	\$ 67,842	\$ 65,927	\$ 142,235	\$ 111,546	\$ 212,028	\$ 137,119	\$ 124,024	\$ 398,871	\$ 149,018	\$ 1,550,269
23	Planning Period Congestion Uplift (507009)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	PJM Customer Default (506510)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
25	Total NITS & Other FERC/RTO Expenses		\$ 22,899,857	\$ 20,878,882	\$ 23,657,880	\$ 22,609,773	\$ 22,981,579	\$ 22,499,560	\$ 23,197,568	\$ 23,119,720	\$ 22,613,626	\$ 23,419,471	\$ 23,270,588	\$ 23,592,714	\$ 274,741,219
	<b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments:</b>														
26	NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
27	PJM Integration Costs - exclude from NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Adjusted NITS &amp; Other FERC/RTO Expenses:</b>														
43	NITS Expenses	L9 + L26	\$ 20,531,057	\$ 18,543,356	\$ 20,527,577	\$ 19,878,915	\$ 20,536,830	\$ 19,916,024	\$ 20,545,070	\$ 20,545,679	\$ 20,023,823	\$ 20,839,541	\$ 20,364,676	\$ 20,955,929	\$ 243,208,476
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27	\$ (1,851)	\$ (1,859)	\$ (1,850)	\$ (1,853)	\$ (1,850)	\$ (1,853)	\$ (1,850)	\$ (1,853)	\$ (1,850)	\$ (1,853)	\$ (1,853)	\$ (1,850)	\$ (22,226)
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28	\$ (20,449)	\$ (20,543)	\$ (20,446)	\$ (20,478)	\$ (20,446)	\$ (20,478)	\$ (20,446)	\$ (20,478)	\$ (20,446)	\$ (20,478)	\$ (20,446)	\$ (20,478)	\$ (245,581)
46	Load Reconciliation for Reactive Services/Sch. 2	L12 + L29	\$ 585,121	\$ 588,480	\$ 1,409,361	\$ 745,725	\$ 706,803	\$ 716,953	\$ 717,326	\$ 644,006	\$ 683,493	\$ 692,276	\$ 704,032	\$ 689,560	\$ 8,883,137
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30	\$ 161,868	\$ 140,980	\$ 63,818	\$ 252,578	\$ 63,533	\$ 103,636	\$ 209,809	\$ 160,291	\$ 145,762	\$ 112,039	\$ 130,441	\$ 151,299	\$ 1,696,054
48	MTEP Expenses	L14 + L31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
49	PJM Integration Expenses	L15 + L32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
50	MISO Exit Fee Expenses	L16 + L33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
51	Legacy RTEP Expenses	L17 + L34	\$ 303,028	\$ 303,118	\$ 303,046	\$ 303,258	\$ 303,217	\$ 254,462	\$ 253,851	\$ 253,970	\$ 256,066	\$ 257,165	\$ 260,705	\$ 255,539	\$ 3,310,424
52	Non-Legacy RTEP Expenses	L18 + L35	\$ 1,338,201	\$ 1,342,144	\$ 1,339,753	\$ 1,340,763	\$ 1,340,580	\$ 1,388,639	\$ 1,388,031	\$ 1,388,673	\$ 1,400,138	\$ 1,406,147	\$ 1,425,502	\$ 1,413,663	\$ 16,512,234
53	Generation Deactivation Charges	L19 + L36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
54	Meter Correction	L20 + L37	\$ (31,716)	\$ (90,998)	\$ 3,763	\$ 43,022	\$ (13,015)	\$ (58)	\$ (5,768)	\$ (62,630)	\$ (10,443)	\$ 10,576	\$ 8,693	\$ (2,997)	\$ (151,570)
55	Emergency Energy	L21 + L38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39	\$ 34,597	\$ 74,204	\$ 32,859	\$ 67,842	\$ 65,927	\$ 142,235	\$ 111,546	\$ 212,028	\$ 137,119	\$ 124,024	\$ 398,871	\$ 149,018	\$ 1,550,269
57	Planning Period Congestion Uplift	L23 + L40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
58	PJM Customer Default	L24 + L41	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43- L58)	\$ 22,899,857	\$ 20,878,882	\$ 23,657,880	\$ 22,609,773	\$ 22,981,579	\$ 22,499,560	\$ 23,197,568	\$ 23,119,720	\$ 22,613,626	\$ 23,419,471	\$ 23,270,588	\$ 23,592,714	\$ 274,741,219
	<b>Recoverable NITS &amp; Other FERC/RTO Expenses:</b>														
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59	\$ 22,899,857	\$ 20,878,882	\$ 23,657,880	\$ 22,609,773	\$ 22,981,579	\$ 22,499,560	\$ 23,197,568	\$ 23,119,720	\$ 22,613,626	\$ 23,419,471	\$ 23,270,588	\$ 23,592,714	\$ 274,741,219
61	Monthly Principal Over/(Under)	L60 - L8	\$ (4,423,807)	\$ (3,277,340)	\$ 4,681,003	\$ 4,716,815	\$ 4,648,716	\$ 1,364,264	\$ 143,959	\$ 180,441	\$ 3,383,982	\$ 5,692,198	\$ 2,885,947	\$ 2,202,717	\$ 22,198,895
	<b>Calculate Interest</b>														
62	Balance Subject to Interest		\$ (32,007,166)	\$ (36,032,179)	\$ (35,526,722)	\$ (31,021,434)	\$ (26,507,736)	\$ (23,645,713)	\$ (23,020,471)	\$ (22,983,732)	\$ (21,326,782)	\$ (16,904,923)	\$ (12,707,983)	\$ (10,232,009)	\$ (291,917,750)
63	Pri Period Interest Adjustment		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
64	Monthly Interest Over/(Under)		\$ (174,439)	\$ (196,375)	\$ (193,621)	\$ (169,067)	\$ (144,467)	\$ (128,869)	\$ (125,462)	\$ (125,261)	\$ (116,231)	\$ (92,132)	\$ (69,259)	\$ (55,769)</	

**THE TOLEDO EDISON COMPANY (TE)**  
**Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011**  
**For the Year Ended December 31, 2022**

Line No.	Description	Source	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2022	Dec 2022	YTD 2022	
1	Beginning Balance - Regulatory Asset/(Liab)ity 182155		\$ (16,383,021)	\$ (19,648,039)	\$ (22,179,768)	\$ (19,615,605)	\$ (17,536,273)	\$ (15,227,338)	\$ (14,153,059)	\$ (14,116,580)	\$ (13,571,921)	\$ (12,060,335)	\$ (9,295,201)	\$ (7,746,362)		
<b>Revenues</b>																
2	Non-Market Based Rider (NMB) Revenues		\$ 15,023,362	\$ 13,278,107	\$ 9,445,336	\$ 9,465,851	\$ 9,364,472	\$ 10,468,627	\$ 11,708,763	\$ 11,250,656	\$ 10,211,911	\$ 9,218,124	\$ 9,576,425	\$ 10,126,668	\$ 129,138,302	
3	Total Adjusted NMB Revenues		\$ 15,023,362	\$ 13,278,107	\$ 9,445,336	\$ 9,465,851	\$ 9,364,472	\$ 10,468,627	\$ 11,708,763	\$ 11,250,656	\$ 10,211,911	\$ 9,218,124	\$ 9,576,425	\$ 10,126,668	\$ 129,138,302	
4	Monthly CAT Amount		\$ 39,061	\$ 34,523	\$ 24,558	\$ 24,611	\$ 24,348	\$ 27,218	\$ 30,443	\$ 29,252	\$ 26,551	\$ 23,967	\$ 24,899	\$ 26,529	\$ 26,529	
5	Total Adjusted CAT Amount		\$ 39,061	\$ 34,523	\$ 24,558	\$ 24,611	\$ 24,348	\$ 27,218	\$ 30,443	\$ 29,252	\$ 26,551	\$ 23,967	\$ 24,899	\$ 26,529	\$ 335,760	
6	NMB Revenues Excluding CAT		\$ 14,984,301	\$ 13,243,584	\$ 9,420,778	\$ 9,441,240	\$ 9,340,124	\$ 10,441,409	\$ 11,678,321	\$ 11,221,405	\$ 10,185,360	\$ 9,194,157	\$ 9,551,526	\$ 10,100,338	\$ 128,802,542	
7	NMB Revenue Associated with amortization of Legacy RTEP expenses		\$ 563,787	\$ 563,787	\$ 563,787	\$ 563,787	\$ 563,787	\$ 563,787	\$ 563,787	\$ 563,787	\$ 563,787	\$ 563,787	\$ 563,787	\$ 5,637,869		
8	NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses		\$ 14,420,514	\$ 12,679,797	\$ 8,856,991	\$ 8,877,453	\$ 8,776,337	\$ 9,877,622	\$ 11,114,534	\$ 10,657,618	\$ 9,621,573	\$ 8,630,370	\$ 9,551,526	\$ 10,100,338	\$ 123,164,382	
<b>NITS &amp; Other FERC/RTO Expenses:</b>																
9	NITS Expenses (507003)		\$ 10,072,356	\$ 9,092,550	\$ 9,974,174	\$ 9,648,688	\$ 9,948,000	\$ 9,645,824	\$ 9,887,635	\$ 9,952,911	\$ 9,898,717	\$ 10,159,774	\$ 9,811,550	\$ 10,166,368	\$ 118,258,548	
10	PJM Interconnection Costs - exclude from NITS Expenses		\$ (915)	\$ (928)	\$ (908)	\$ (913)	\$ (908)	\$ (913)	\$ (908)	\$ (908)	\$ (913)	\$ (908)	\$ (913)	\$ (908)	\$ (10,943)	
11	MISO Exit Fees - exclude from NITS Expense		\$ (10,112)	\$ (10,252)	\$ (10,035)	\$ (10,084)	\$ (10,035)	\$ (10,084)	\$ (10,035)	\$ (10,084)	\$ (10,035)	\$ (10,084)	\$ (10,035)	\$ (10,084)	\$ (120,910)	
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)		\$ 286,712	\$ 288,568	\$ 694,668	\$ 361,973	\$ 342,318	\$ 347,240	\$ 345,270	\$ 311,296	\$ 338,622	\$ 337,862	\$ 338,009	\$ 335,262	\$ 4,327,800	
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)		\$ 96,335	\$ 83,754	\$ 40,206	\$ 152,498	\$ 38,277	\$ 65,177	\$ 125,078	\$ 95,263	\$ 89,231	\$ 88,481	\$ 79,466	\$ 96,330	\$ 1,050,097	
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507510)		\$ (507513)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
15	PJM Interconnection Expenses (507514)		\$ (507514)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
16	MISO Exit Fee Expenses (507515)		\$ (507515)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)		\$ (507510)	\$ 148,592	\$ 148,638	\$ 147,243	\$ 147,202	\$ 146,864	\$ 123,241	\$ 122,194	\$ 122,731	\$ 126,830	\$ 125,529	\$ 125,238	\$ 125,630	\$ 1,609,931
18	Non-Legacy RTEP Expenses (507509)		\$ (507509)	\$ 656,231	\$ 658,141	\$ 650,954	\$ 650,807	\$ 649,315	\$ 672,525	\$ 668,146	\$ 671,080	\$ 693,491	\$ 686,375	\$ 684,787	\$ 686,929	\$ 8,028,781
19	Generation Deactivation Charges (507007)		\$ (507007)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
20	Meter Correction (506012)		\$ (506012)	\$ (24,452)	\$ (87,900)	\$ 3,803	\$ 42,173	\$ (13,777)	\$ (71)	\$ (6,193)	\$ (61,374)	\$ (8,210)	\$ 5,998	\$ 881	\$ (961)	\$ (150,083)
21	Emergency Energy (506013)		\$ (506013)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		\$ (507008)	\$ 28,666	\$ 89,167	\$ 34,634	\$ 65,404	\$ 74,258	\$ 188,805	\$ 96,650	\$ 196,560	\$ 75,132	\$ 60,464	\$ 117,741	\$ 46,381	\$ 1,073,863
23	Planning Period Congestion Uplift (507039)		\$ (507039)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
24	PJM Customer Default (506510)		\$ (506510)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
25	Total NITS & Other FERC/RTO Expenses		\$ 11,253,414	\$ 10,261,738	\$ 11,534,737	\$ 11,057,749	\$ 11,174,311	\$ 11,031,745	\$ 11,227,837	\$ 11,277,523	\$ 11,202,817	\$ 11,453,539	\$ 11,146,678	\$ 11,444,995	\$ 134,067,083	
<b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments:</b>																
26	NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
27	PJM Interconnection Costs - exclude from NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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 Interconnection Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
33	Legacy RTEP 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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Adjusted NITS &amp; Other FERC/RTO Expenses:</b>																
43	NITS Expenses	L9 + L26	\$ 10,072,356	\$ 9,092,550	\$ 9,974,174	\$ 9,648,688	\$ 9,948,000	\$ 9,645,824	\$ 9,887,635	\$ 9,952,911	\$ 9,898,717	\$ 10,159,774	\$ 9,811,550	\$ 10,166,368	\$ 118,258,548	
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27	\$ (915)	\$ (928)	\$ (908)	\$ (913)	\$ (908)	\$ (913)	\$ (908)	\$ (908)	\$ (913)	\$ (908)	\$ (913)	\$ (908)	\$ (10,943)	
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28	\$ (10,112)	\$ (10,252)	\$ (10,035)	\$ (10,084)	\$ (10,035)	\$ (10,084)	\$ (10,035)	\$ (10,084)	\$ (10,035)	\$ (10,084)	\$ (10,035)	\$ (10,084)	\$ (120,910)	
46	Load Reconciliation for Reactive Services/Sch. 2	L12 + L29	\$ 286,712	\$ 288,568	\$ 694,668	\$ 361,973	\$ 342,318	\$ 347,240	\$ 345,270	\$ 311,296	\$ 338,622	\$ 337,862	\$ 338,009	\$ 335,262	\$ 4,327,800	
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30	\$ 96,335	\$ 83,754	\$ 40,206	\$ 152,498	\$ 38,277	\$ 65,177	\$ 125,078	\$ 95,263	\$ 89,231	\$ 88,481	\$ 79,466	\$ 96,330	\$ 1,050,097	
48	MTEP Expenses	L14 + L31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
49	PJM Integration Expenses	L15 + L32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
50	MISO Exit Fee Expenses	L16 + L33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
51	Legacy RTEP Expenses	L17 + L34	\$ 148,592	\$ 148,638	\$ 147,243	\$ 147,202	\$ 146,864	\$ 123,241	\$ 122,194	\$ 122,731	\$ 126,830	\$ 125,529	\$ 125,238	\$ 125,630	\$ 1,609,931	
52	Non-Legacy RTEP Expenses	L18 + L35	\$ 656,231	\$ 658,141	\$ 650,954	\$ 650,807	\$ 649,315	\$ 672,525	\$ 668,146	\$ 671,080	\$ 693,491	\$ 686,375	\$ 684,787	\$ 686,929	\$ 8,028,781	
53	Generation Deactivation Charges	L19 + L36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
54	Meter Correction	L20 + L37	\$ (24,452)	\$ (87,900)	\$ 3,803	\$ 42,173	\$ (13,777)	\$ (71)	\$ (6,193)	\$ (61,374)	\$ (8,210)	\$ 5,998	\$ 881	\$ (961)	\$ (150,083)	
55	Emergency Energy	L21 + L38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39	\$ 28,666	\$ 89,167	\$ 34,634	\$ 65,404	\$ 74,258	\$ 188,805	\$ 96,650	\$ 196,560	\$ 75,132	\$ 60,464	\$ 117,741	\$ 46,381	\$ 1,073,863	
57	Planning Period Congestion Uplift	L23 + L40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
58	PJM Customer Default	L24 + L41	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43-L58)	\$ 11,253,414	\$ 10,261,738	\$ 11,534,737	\$ 11,057,749	\$ 11,174,311	\$ 11,031,745	\$ 11,227,837	\$ 11,277,523	\$ 11,202,817	\$ 11,453,539	\$ 11,146,678	\$ 11,444,995	\$ 134,067,083	
<b>Recoverable NITS &amp; Other FERC/RTO Expenses:</b>																
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59	\$ 11,253,414	\$ 10,261,738	\$ 11,534,737	\$ 11,057,749	\$ 11,174,311	\$ 11,031,745	\$ 11,227,837	\$ 11,277,523	\$ 11,202,817	\$ 11,453,539	\$ 11,146,678	\$ 11,444,995	\$ 134,067,083	
61	Monthly Principal Over/(Under)	L60 - L8	\$ (3,167,100)	\$ (2,418,059)	\$ 2,677,746	\$ 2,180,296	\$ 2,397,973	\$ 1,154,123	\$ 113,303	\$ 619,906	\$ 1,581,244	\$ 2,823,169	\$ 1,595,151	\$ 1,344,657	\$ 10,902,411	
<b>Calculate Interest:</b>																
62	Balance Subject to Interest		\$ (17,966,571)	\$ (20,857,068)	\$ (20,840,895)	\$ (18,525,457)	\$ (16,337,286)	\$ (14,650,276)	\$ (14,096,407)	\$ (13,806,628)	\$ (12,781,299)	\$ (10,848,750)	\$ (8,497,626)	\$ (7,074,034)	\$ (176,082,296)	
63	Prro Period Interest Adjustment		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
64	Monthly Interest Over/(Under)		\$ (97,918)	\$ (113,671)	\$ (113,583)	\$ (100,964)	\$ (89,038)	\$ (79,844)	\$ (76,825)	\$ (75,246)	\$ (69,658)	\$ (59,036)	\$ (46,312)	\$ (38,553)	\$ (959,649)	
65	Monthly Deferral Over/(Under)		\$ 3,265,													

**OHIO EDISON COMPANY (OE)**  
Estimated (Over) / Under Collection as of March 31, 2023

Line No.	Description	Source	Actual	FORECAST	FORECAST	FORECAST
			Prior period Balance	Jan 2023	Feb 2023	Mar 2023
1	Beginning Balance - Regulatory Asset/(Liability) 182155			\$ (10,713,622)	\$ (11,417,489)	\$ (12,581,648)
	<b>Revenues</b>					
2	Non-Market Based Rider (NMB) Revenues			\$ 29,773,994	\$ 27,436,759	\$ 26,949,938
3	Total Adjusted NMB Revenues			\$ 29,773,994	\$ 27,436,759	\$ 26,949,938
4	Monthly CAT Amount			\$ 77,412	\$ 71,336	\$ 70,070
5	Total Adjusted CAT Amount			\$ 77,412	\$ 71,336	\$ 70,070
6	NMB Revenues Excluding CAT	L3 - L5		\$ 29,696,582	\$ 27,365,423	\$ 26,879,868
7	NMB Revenue Associated with amortization of Legacy RTEP expenses			\$ -	\$ -	\$ -
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7		\$ 29,696,582	\$ 27,365,423	\$ 26,879,868
	<b>NITS &amp; Other FERC/RTO Expenses</b>					
9	NITS Expenses (507003)	(507003)		\$ 25,657,080	\$ 23,174,137	\$ 25,657,080
10	PJM Integration Costs - exclude from NITS Expenses			\$ -	\$ -	\$ -
11	MISO Exit Fees - exclude from NITS Expense			\$ -	\$ -	\$ -
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)		\$ 888,000	\$ 802,000	\$ 888,000
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)		\$ 193,000	\$ 175,000	\$ 193,000
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	(507513)		\$ -	\$ -	\$ -
15	PJM Integration Expenses (507514)	(507514)		\$ -	\$ -	\$ -
16	MISO Exit Fee Expenses (507515)	(507515)		\$ -	\$ -	\$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)		\$ 448,252	\$ 404,873	\$ 448,252
18	Non-Legacy RTEP Expenses (507509)	(507509)		\$ 1,612,526	\$ 1,456,475	\$ 1,612,526
19	Generation Deactivation Charges (507007)	(507007)		\$ -	\$ -	\$ -
20	Meter Correction (506012)	(506012)		\$ -	\$ -	\$ -
21	Emergency Energy (506013)	(506013)		\$ -	\$ -	\$ -
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)		\$ 254,000	\$ 254,000	\$ 254,000
23	Planning Period Congestion Uplift (570039)	(570039)		\$ -	\$ -	\$ -
24	PJM Customer Default (506510)	(506510)		\$ -	\$ -	\$ -
25	Total NITS & Other FERC/RTO Expenses			\$ 29,052,858	\$ 26,266,485	\$ 29,052,858
	<b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments</b>					
26	NITS Expenses			\$ -	\$ -	\$ -
27	PJM Integration Costs - exclude from NITS Expenses			\$ -	\$ -	\$ -
28	MISO Exit Fees - exclude from NITS Expense			\$ -	\$ -	\$ -
29	Load Reconciliation for Reactive Services/Sch. 2 (507105)			\$ -	\$ -	\$ -
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			\$ -	\$ -	\$ -
	<b>Adjusted NITS &amp; Other FERC/RTO Expenses</b>					
43	NITS Expenses	L9 + L26		\$ 25,657,080	\$ 23,174,137	\$ 25,657,080
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27		\$ -	\$ -	\$ -
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28		\$ -	\$ -	\$ -
46	Load Reconciliation for Reactive Services/Sch. 2 (507105)	L12 + L29		\$ 888,000	\$ 802,000	\$ 888,000
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30		\$ 193,000	\$ 175,000	\$ 193,000
48	MTEP Expenses	L14 + L31		\$ -	\$ -	\$ -
49	PJM Integration Expenses	L15 + L32		\$ -	\$ -	\$ -
50	MISO Exit Fee Expenses	L16 + L33		\$ -	\$ -	\$ -
51	Legacy RTEP Expenses	L17 + L34		\$ 448,252	\$ 404,873	\$ 448,252
52	Non-Legacy RTEP Expenses	L18 + L35		\$ 1,612,526	\$ 1,456,475	\$ 1,612,526
53	Generation Deactivation Charges	L19 + L36		\$ -	\$ -	\$ -
54	Meter Correction	L20 + L37		\$ -	\$ -	\$ -
55	Emergency Energy	L21 + L38		\$ -	\$ -	\$ -
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39		\$ 254,000	\$ 254,000	\$ 254,000
57	Planning Period Congestion Uplift	L23 + L40		\$ -	\$ -	\$ -
58	PJM Customer Default	L24 + L41		\$ -	\$ -	\$ -
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43)		\$ 29,052,858	\$ 26,266,485	\$ 29,052,858
	<b>Recoverable NITS &amp; Other FERC/RTO Expenses</b>					
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59		\$ 29,052,858	\$ 26,266,485	\$ 29,052,858
61	Monthly Principal Over/(Under)	L60 - L8		\$ (643,724)	\$ (1,098,939)	\$ 2,172,990
	<b>Calculate Interest</b>					
62	Balance Subject to Interest			\$ (11,035,484)	\$ (11,966,958)	\$ (11,495,153)
63	Prio Period Interest Adjustment			\$ -	\$ -	\$ -
64	Monthly Interest Over/(Under)			\$ (60,143)	\$ (65,220)	\$ (62,649)
65	Monthly Deferral Over/(Under)			\$ 703,867	\$ 1,164,159	\$ (2,110,341)
66	Cumulative NMB Principal Balance			\$ (12,860,586)	\$ (13,504,310)	\$ (14,603,249)
67	Cumulative NMB Interest Balance			\$ 2,146,965	\$ 2,086,821	\$ 2,021,601
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1		\$ (10,713,622)	\$ (11,417,489)	\$ (12,581,648)

**THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI)**  
**Estimated (Over) / Under Collection as of March 31, 2023**

Line No.	Description	Source	Actual	FORECAST	FORECAST	FORECAST
			Prior Period Balances	Jan 2023	Feb 2023	Mar 2023
1	Beginning Balance - Regulatory Asset/(Liability) 182155			\$ (9,187,320)	\$ (6,848,210)	\$ (5,568,887)
	<b>Revenues</b>					
2	Non-Market Based Rider (NMB) Revenues			\$ 21,716,543	\$ 20,475,410	\$ 20,339,661
3	Total Adjusted NMB Revenues			\$ 21,716,543	\$ 20,475,410	\$ 20,339,661
4	Monthly CAT Amount			\$ 56,463	\$ 53,236	\$ 52,883
5	Total Adjusted CAT Amount			\$ 56,463	\$ 53,236	\$ 52,883
6	NMB Revenues Excluding CAT	L3 - L5		\$ 21,660,080	\$ 20,422,174	\$ 20,286,778
7	NMB Revenue Associated with amortization of Legacy RTEP expenses			\$ -	\$ -	\$ -
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7		\$ 21,660,080	\$ 20,422,174	\$ 20,286,778
	<b>NITS &amp; Other FERC/RTO Expenses</b>					
9	NITS Expenses (507003)	(507003)		\$ 21,249,044	\$ 19,192,684	\$ 21,249,044
10	PJM Integration Costs - exclude from NITS Expenses			\$ -	\$ -	\$ -
11	MISO Exit Fees - exclude from NITS Expense			\$ -	\$ -	\$ -
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)		\$ 735,000	\$ 664,000	\$ 735,000
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)		\$ 160,000	\$ 145,000	\$ 160,000
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	(507513)		\$ -	\$ -	\$ -
15	PJM Integration Expenses (507514)	(507514)		\$ -	\$ -	\$ -
16	MISO Exit Fee Expenses (507515)	(507515)		\$ -	\$ -	\$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)		\$ 371,240	\$ 335,313	\$ 371,240
18	Non-Legacy RTEP Expenses (507509)	(507509)		\$ 1,335,484	\$ 1,206,244	\$ 1,335,484
19	Generation Deactivation Charges (507007)	(507007)		\$ -	\$ -	\$ -
20	Meter Correction (506012)	(506012)		\$ -	\$ -	\$ -
21	Emergency Energy (506013)	(506013)		\$ -	\$ -	\$ -
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)		\$ 192,000	\$ 192,000	\$ 192,000
23	Planning Period Congestion Uplift (570039)	(570039)		\$ -	\$ -	\$ -
24	PJM Customer Default (506510)	(506510)		\$ -	\$ -	\$ -
25	Total NITS & Other FERC/RTO Expenses			\$ 24,042,768	\$ 21,735,242	\$ 24,042,768
	<b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments</b>					
26	NITS Expenses			\$ -	\$ -	\$ -
27	PJM Integration Costs - exclude from NITS Expenses			\$ -	\$ -	\$ -
28	MISO Exit Fees - exclude from NITS Expense			\$ -	\$ -	\$ -
29	Load Reconciliation for Reactive Services/Sch. 2 (507105)			\$ -	\$ -	\$ -
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			\$ -	\$ -	\$ -
	<b>Adjusted NITS &amp; Other FERC/RTO Expenses</b>					
43	NITS Expenses	L9 + L26		\$ 21,249,044	\$ 19,192,684	\$ 21,249,044
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27		\$ -	\$ -	\$ -
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28		\$ -	\$ -	\$ -
46	Load Reconciliation for Reactive Services/Sch. 2 (507105)	L12 + L29		\$ 735,000	\$ 664,000	\$ 735,000
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30		\$ 160,000	\$ 145,000	\$ 160,000
48	MTEP Expenses	L14 + L31		\$ -	\$ -	\$ -
49	PJM Integration Expenses	L15 + L32		\$ -	\$ -	\$ -
50	MISO Exit Fee Expenses	L16 + L33		\$ -	\$ -	\$ -
51	Legacy RTEP Expenses	L17 + L34		\$ 371,240	\$ 335,313	\$ 371,240
52	Non-Legacy RTEP Expenses	L18 + L35		\$ 1,335,484	\$ 1,206,244	\$ 1,335,484
53	Generation Deactivation Charges	L19 + L36		\$ -	\$ -	\$ -
54	Meter Correction	L20 + L37		\$ -	\$ -	\$ -
55	Emergency Energy	L21 + L38		\$ -	\$ -	\$ -
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39		\$ 192,000	\$ 192,000	\$ 192,000
57	Planning Period Congestion Uplift	L23 + L40		\$ -	\$ -	\$ -
58	PJM Customer Default	L24 + L41		\$ -	\$ -	\$ -
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43+L58)		\$ 24,042,768	\$ 21,735,242	\$ 24,042,768
	<b>Recoverable NITS &amp; Other FERC/RTO Expenses</b>					
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59		\$ 24,042,768	\$ 21,735,242	\$ 24,042,768
61	Monthly Principal Over/(Under)	L60 - L8		\$ 2,382,688	\$ 1,313,068	\$ 3,755,990
	<b>Calculate Interest</b>					
62	Balance Subject to Interest			\$ (7,995,976)	\$ (6,191,676)	\$ (3,690,892)
63	Prio Period Interest Adjustment			\$ -	\$ -	\$ -
64	Monthly Interest Over/(Under)			\$ (43,578)	\$ (33,745)	\$ (20,115)
65	Monthly Deferral Over/(Under)			\$ (2,339,110)	\$ (1,279,323)	\$ (3,735,874)
66	Cumulative NMB Principal Balance	\$ (9,016,445)		\$ (6,633,758)	\$ (5,320,690)	\$ (1,564,700)
67	Cumulative NMB Interest Balance	\$ (170,874)		\$ (214,452)	\$ (248,197)	\$ (268,312)
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1		\$ (9,187,320)	\$ (6,848,210)	\$ (1,833,013)

**THE TOLEDO EDISON COMPANY (TE)**  
**Estimated (Over) / Under Collection as of March 31, 2023**

Line No.	Description	Source	Actual	FORECAST	FORECAST	FORECAST
			Prior Period Balances	Jan 2023	Feb 2023	Mar 2023
1	Beginning Balance - Regulatory Asset/(Liability) 182155			\$ (6,440,259)	\$ (6,158,895)	\$ (6,066,011)
	<b>Revenues</b>					
2	Non-Market Based Rider (NMB) Revenues			\$ 10,474,223	\$ 9,630,954	\$ 9,503,694
3	Total Adjusted NMB Revenues			\$ 10,474,223	\$ 9,630,954	\$ 9,503,694
4	Monthly CAT Amount			\$ 27,233	\$ 25,040	\$ 24,710
5	Total Adjusted CAT Amount			\$ 27,233	\$ 25,040	\$ 24,710
6	NMB Revenues Excluding CAT	L3 - L5		\$ 10,446,990	\$ 9,605,914	\$ 9,478,984
7	NMB Revenue Associated with amortization of Legacy RTEP expenses			\$ -	\$ -	\$ -
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7		\$ 10,446,990	\$ 9,605,914	\$ 9,478,984
	<b>NITS &amp; Other FERC/RTO Expenses</b>					
9	NITS Expenses (507003)	(507003)		\$ 9,494,032	\$ 8,575,255	\$ 9,494,032
10	PJM Integration Costs - exclude from NITS Expenses			\$ -	\$ -	\$ -
11	MISO Exit Fees - exclude from NITS Expense			\$ -	\$ -	\$ -
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)		\$ 328,000	\$ 297,000	\$ 328,000
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)		\$ 72,000	\$ 65,000	\$ 72,000
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	(507513)		\$ -	\$ -	\$ -
15	PJM Integration Expenses (507514)	(507514)		\$ -	\$ -	\$ -
16	MISO Exit Fee Expenses (507515)	(507515)		\$ -	\$ -	\$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)		\$ 165,869	\$ 149,817	\$ 165,869
18	Non-Legacy RTEP Expenses (507509)	(507509)		\$ 596,692	\$ 538,947	\$ 596,692
19	Generation Deactivation Charges (507007)	(507007)		\$ -	\$ -	\$ -
20	Meter Correction (506012)	(506012)		\$ -	\$ -	\$ -
21	Emergency Energy (506013)	(506013)		\$ -	\$ -	\$ -
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)		\$ 106,000	\$ 106,000	\$ 106,000
23	Planning Period Congestion Uplift (570039)	(570039)		\$ -	\$ -	\$ -
24	PJM Customer Default (506510)	(506510)		\$ -	\$ -	\$ -
25	Total NITS & Other FERC/RTO Expenses			\$ 10,762,593	\$ 9,732,020	\$ 10,762,593
	<b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments</b>					
26	NITS Expenses			\$ -	\$ -	\$ -
27	PJM Integration Costs - exclude from NITS Expenses			\$ -	\$ -	\$ -
28	MISO Exit Fees - exclude from NITS Expense			\$ -	\$ -	\$ -
29	Load Reconciliation for Reactive Services/Sch. 2 (507105)			\$ -	\$ -	\$ -
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			\$ -	\$ -	\$ -
	<b>Adjusted NITS &amp; Other FERC/RTO Expenses</b>					
43	NITS Expenses	L9 + L26		\$ 9,494,032	\$ 8,575,255	\$ 9,494,032
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27		\$ -	\$ -	\$ -
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28		\$ -	\$ -	\$ -
46	Load Reconciliation for Reactive Services/Sch. 2 (507105)	L12 + L29		\$ 328,000	\$ 297,000	\$ 328,000
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30		\$ 72,000	\$ 65,000	\$ 72,000
48	MTEP Expenses	L14 + L31		\$ -	\$ -	\$ -
49	PJM Integration Expenses	L15 + L32		\$ -	\$ -	\$ -
50	MISO Exit Fee Expenses	L16 + L33		\$ -	\$ -	\$ -
51	Legacy RTEP Expenses	L17 + L34		\$ 165,869	\$ 149,817	\$ 165,869
52	Non-Legacy RTEP Expenses	L18 + L35		\$ 596,692	\$ 538,947	\$ 596,692
53	Generation Deactivation Charges	L19 + L36		\$ -	\$ -	\$ -
54	Meter Correction	L20 + L37		\$ -	\$ -	\$ -
55	Emergency Energy	L21 + L38		\$ -	\$ -	\$ -
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39		\$ 106,000	\$ 106,000	\$ 106,000
57	Planning Period Congestion Uplift	L23 + L40		\$ -	\$ -	\$ -
58	PJM Customer Default	L24 + L41		\$ -	\$ -	\$ -
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43 + L58)		\$ 10,762,593	\$ 9,732,020	\$ 10,762,593
	<b>Recoverable NITS &amp; Other FERC/RTO Expenses</b>					
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59		\$ 10,762,593	\$ 9,732,020	\$ 10,762,593
61	Monthly Principal Over/(Under)	L60 - L8		\$ 315,603	\$ 126,106	\$ 1,283,609
	<b>Calculate Interest</b>					
62	Balance Subject to Interest			\$ (6,282,457)	\$ (6,095,842)	\$ (5,424,206)
63	Prio Period Interest Adjustment			\$ -	\$ -	\$ -
64	Monthly Interest Over/(Under)			\$ (34,239)	\$ (33,222)	\$ (29,562)
65	Monthly Deferral Over/(Under)			\$ (281,364)	\$ (92,884)	\$ (1,254,047)
66	Cumulative NMB Principal Balance			\$ (5,197,157)	\$ (5,071,051)	\$ (3,787,442)
67	Cumulative NMB Interest Balance			\$ (927,499)	\$ (961,738)	\$ (1,024,522)
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1		\$ (6,440,259)	\$ (6,158,895)	\$ (4,811,964)

**Forecasted Rider NMB Revenue Excl. Pilot Participants (January 2023 - March 2023)**

		Jan-23	Feb-23	Mar-23	Jan 2023 - Mar 2023		Jan-23	Feb-23	Mar-23	
					Rate	Unit				
OE	RS	967,131,080	815,602,585	782,069,312	kWh	\$ 0.017488	\$/kWh	\$ 16,913,188	\$ 14,263,258	\$ 13,676,828
	GS	1,764,862	1,779,429	1,799,929	kW	\$ 4.3278	\$/kW	\$ 7,637,971	\$ 7,701,013	\$ 7,789,733
	GP	448,537	497,584	468,092	kW	\$ 4.9418	\$/kW	\$ 2,216,578	\$ 2,458,960	\$ 2,313,216
	GSU	150,251	162,334	158,061	kVa	\$ 4.4473	\$/kVa	\$ 668,213	\$ 721,946	\$ 702,944
	GT	422,569	414,225	446,179	kVa	\$ 5.5041	\$/kVa	\$ 2,325,860	\$ 2,279,938	\$ 2,455,811
	LTG <sup>1</sup>	1,215,773	1,161,801	1,138,094	kWh	\$ 0.010022	\$/kWh	\$ 12,184	\$ 11,644	\$ 11,406
								\$ 29,773,994	\$ 27,436,759	\$ 26,949,938
CEI	RS	549,778,522	467,089,329	455,381,797	kWh	\$ 0.018944	\$/kWh	\$ 10,415,004	\$ 8,848,540	\$ 8,626,753
	GS	1,499,277	1,542,716	1,568,550	kW	\$ 4.6850	\$/kW	\$ 7,024,113	\$ 7,227,625	\$ 7,348,655
	GP	70,146	69,738	68,133	kW	\$ 6.5365	\$/kW	\$ 458,511	\$ 455,842	\$ 445,349
	GSU	495,427	556,301	500,373	kW	\$ 5.9650	\$/kW	\$ 2,955,221	\$ 3,318,335	\$ 2,984,724
	GT	262,904	189,618	285,095	kVa	\$ 3.2322	\$/kVa	\$ 849,757	\$ 612,884	\$ 921,485
	LTG <sup>1</sup>	1,491,711	1,304,038	1,358,784	kWh	\$ 0.009343	\$/kWh	\$ 13,937	\$ 12,184	\$ 12,695
								\$ 21,716,543	\$ 20,475,410	\$ 20,339,661
TE	RS	262,522,848	214,971,787	196,748,743	kWh	\$ 0.018322	\$/kWh	\$ 4,809,944	\$ 3,938,713	\$ 3,604,830
	GS	510,436	523,886	532,700	kW	\$ 4.0094	\$/kW	\$ 2,046,543	\$ 2,100,469	\$ 2,135,806
	GP	205,036	245,468	205,499	kW	\$ 4.7044	\$/kW	\$ 964,571	\$ 1,154,781	\$ 966,750
	GSU	4,979	6,866	6,482	kVa	\$ 5.3764	\$/kVa	\$ 26,771	\$ 36,914	\$ 34,851
	GT	447,120	408,563	470,092	kVa	\$ 5.8710	\$/kVa	\$ 2,625,044	\$ 2,398,672	\$ 2,759,911
	LTG <sup>1</sup>	164,041	170,778	187,932	kWh	\$ 0.008229	\$/kWh	\$ 1,350	\$ 1,405	\$ 1,546
								\$ 10,474,223	\$ 9,630,954	\$ 9,503,694

Note(s):

1 - LTG includes Traffic Lighting only

2 - Source: Forecast as of December 2022 less Pilot Participants as of December 1, 2022

3 - Source: Rates - Rider NMB, Sheet 119, Effective March 1, 2022

4 - Calculation: Billing Units x Rate

**Forecasted Rider NMB Expenses Excl. Pilot Participants (Jan. 2023 - Mar. 2023)**

	Company	G/L Account	Jan-23	Feb-23	Mar-23
<b>Expenses</b>					
PJM Network Service	OE	507003	\$ 25,657,080	\$ 23,174,137	\$ 25,657,080
	CE	507003	\$ 21,249,044	\$ 19,192,684	\$ 21,249,044
	TE	507003	\$ 9,494,032	\$ 8,575,255	\$ 9,494,032
	Total		<b>\$ 56,400,156</b>	<b>\$ 50,942,076</b>	<b>\$ 56,400,156</b>
PJM Ancillaries - Sch 2 Reactive	OE	507105	\$ 888,000	\$ 802,000	\$ 888,000
	CE	507105	\$ 735,000	\$ 664,000	\$ 735,000
	TE	507105	\$ 328,000	\$ 297,000	\$ 328,000
	Total		<b>\$ 1,951,000</b>	<b>\$ 1,763,000</b>	<b>\$ 1,951,000</b>
Schedule 1A - Scheduling and Dispatch	OE	507502	\$ 193,000	\$ 175,000	\$ 193,000
	CE	507502	\$ 160,000	\$ 145,000	\$ 160,000
	TE	507502	\$ 72,000	\$ 65,000	\$ 72,000
	Total		<b>\$ 425,000</b>	<b>\$ 385,000</b>	<b>\$ 425,000</b>
Legacy RTEP Expenses	OE	507510	\$ 448,252	\$ 404,873	\$ 448,252
	CE	507510	\$ 371,240	\$ 335,313	\$ 371,240
	TE	507510	\$ 165,869	\$ 149,817	\$ 165,869
	Total		<b>\$ 985,361</b>	<b>\$ 890,004</b>	<b>\$ 985,361</b>
Non-Legacy RTEP Expenses	OE	507509	\$ 1,612,526	\$ 1,456,475	\$ 1,612,526
	CE	507509	\$ 1,335,484	\$ 1,206,244	\$ 1,335,484
	TE	507509	\$ 596,692	\$ 538,947	\$ 596,692
	Total		<b>\$ 3,544,702</b>	<b>\$ 3,201,666</b>	<b>\$ 3,544,702</b>
Generation Deactivation Charges	OE	507007	\$ -	\$ -	\$ -
	CE	507007	\$ -	\$ -	\$ -
	TE	507007	\$ -	\$ -	\$ -
	Total		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
PJM Customer Default	OE	506510	\$ -	\$ -	\$ -
	CE	506510	\$ -	\$ -	\$ -
	TE	506510	\$ -	\$ -	\$ -
	Total		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Meter Correction	OE	506012	\$ -	\$ -	\$ -
	CE	506012	\$ -	\$ -	\$ -
	TE	506012	\$ -	\$ -	\$ -
	Total		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Emergency Energy	OE	506013	\$ -	\$ -	\$ -
	CE	506013	\$ -	\$ -	\$ -
	TE	506013	\$ -	\$ -	\$ -
	Total		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	OE	507008	\$ 254,000	\$ 254,000	\$ 254,000
	CE	507008	\$ 192,000	\$ 192,000	\$ 192,000
	TE	507008	\$ 106,000	\$ 106,000	\$ 106,000
	Total		<b>\$ 552,000</b>	<b>\$ 552,000</b>	<b>\$ 552,000</b>
Planning Period Congestion Uplift	OE	570039	\$ -	\$ -	\$ -
	CE	570039	\$ -	\$ -	\$ -
	TE	570039	\$ -	\$ -	\$ -
	Total		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Total NMB Expense	OE		<b>\$ 29,052,858</b>	<b>\$ 26,266,485</b>	<b>\$ 29,052,858</b>
	CE		<b>\$ 24,042,768</b>	<b>\$ 21,735,242</b>	<b>\$ 24,042,768</b>
	TE		<b>\$ 10,762,593</b>	<b>\$ 9,732,020</b>	<b>\$ 10,762,593</b>
	Total		<b>\$ 63,858,219</b>	<b>\$ 57,733,746</b>	<b>\$ 63,858,219</b>

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Filed pursuant to Orders dated May 27, 2009, July 18, 2012 and July 17, 2019 in Case Nos.

08-935-EL-SSO et al., 12-1230-EL-SSO and 18-1656-EL-ATA et al., and March 31, 2016 and August 22, 2019 in  
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The Public Utilities Commission of Ohio

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Filed pursuant to Orders dated May 27, 2009, July 18, 2012 and July 17, 2019 in Case Nos.

08-935-EL-SSO et al., 12-1230-EL-SSO and 18-1656-EL-ATA et al., and March 31, 2016 and August 22, 2019 in

Case No. 14-1297-EL-SSO, respectively before

The Public Utilities Commission of Ohio

**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)	2.2093¢
GS* (per kW of Billing Demand)	\$5.4481
GP* (per kW of Billing Demand)	\$6.1459
GSU (per kW of Billing Demand)	\$6.2109
GT (per kVa of Billing Demand)	\$3.6161
STL (all kWhs, per kWh)	0.0000¢
TRF (all kWhs, per kWh)	1.0651¢
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 in accordance with the July 18, 2012 Opinion and Order in Case No. 12-1230-EL-SSO, and the March 31, 2016 Opinion and Order in Case No. 14-1297-EL-SSO and upon the Commission's orders in Case No. 18-47-AU-COI.

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Filed pursuant to Orders dated August 25, 2010, July 18, 2012, July 1, 2015, March 31, 2016, March 28, 2018, February 27, 2019, and October 23, 2019 in Case Nos. 10-388-EL-SSO, 12-1230-EL-SSO, 15-0648-EL-RDR, 14-1297-EL-SSO, 17-2378-EL-RDR, and 18-1818-EL-RDR, respectively, and Case No. 23-0051-EL-RDR, before

The Public Utilities Commission of Ohio

**This foregoing document was electronically filed with the Public Utilities  
Commission of Ohio Docketing Information System on**

**1/13/2023 4:13:41 PM**

**in**

**Case No(s). 23-0051-EL-RDR**

Summary: Application Update to Rider NMB electronically filed by Karen A. Sweeney on behalf of The Cleveland Electric Illuminating Company and Fanelli, Santino L. Mr.