



76 South Main St.  
Akron, Ohio 44308

December 16, 2019

Mrs. Barcy McNeal  
Commission Secretary  
The Public Utilities Commission of Ohio  
180 East Broad Street  
Columbus, OH 43215

SUBJECT: Case Nos. 19-2120-EL-RDR  
89-6001-EL-TRF

Dear Mrs. McNeal:

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.

By filing these tariffs, The Cleveland Electric Illuminating Company is not relinquishing or otherwise diminishing its right to withdraw the ESP IV as permitted under R.C. 4928.143.

Please file one copy of the tariffs in Case Nos. 19-2120-EL-RDR and 89-6001-EL-TRF, and two copies to the Staff. Thank you.

Sincerely,

Santino L. Fanelli  
Director, Rates & Regulatory Affairs

Enclosures

BEFORE THE  
PUBLIC UTILITIES COMMISSION OF OHIO

In the Matter of the Review of the Non- )  
Market-Based Services Rider Contained in ) Case No. 19-2120-EL-RDR  
the Tariffs of Ohio Edison Company, The )  
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 2020 ANNUAL REVIEW SUBMITTED BY OHIO  
EDISON COMPANY, THE CLEVELAND ELECTRIC ILLUMINATING  
COMPANY AND THE TOLEDO EDISON COMPANY**

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/s/ Robert M. Endris

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*Attorney for 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 (“CEI”) 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 March 1, 2020.

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 March 1, 2020)
- Exhibit B: Rider NMB - Deferral Worksheet (Actual Costs and Revenues through November 30, 2019)
- Exhibit C: Rider NMB – Estimated (Over) Under Collection as of February 29, 2020
- Exhibit D: Rider NMB – Tariff Sheets Effective March 1, 2020

Respectfully submitted,

/s/ Robert M. Endris

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

RATE CALCULATION FOR RIDER NMB (March 2020 - February 2021)

1 OHIO EDISON						NMB Rates
	Demand Allocators (B)	Total Allocated Balance (C) = (A) * (B)	CAT Tax (D) = (C) * 0.26% / (1-0.26%)	Revenue Requirement (E) = (C) + (D)	Billing Units (F)	(G) = (E) / (F)
Revenue Requirement (Before CAT Tax) 12 months ending Feb-21 (A)	{ RS GS GP GSU GT TRF				kWh kW kW kV <sub>a</sub> kV <sub>a</sub> kWh	\$ 0.014437 per kWh \$ 4.9738 per kW \$ 5.7768 per kW \$ 4.7742 per kV <sub>a</sub> \$ 4.4500 per kV <sub>a</sub> \$ 0.016423 per kWh
\$ 322,558,793						
16 CLEVELAND ELECTRIC ILLUMINATING COMPANY						NMB Rates
	Demand Allocators (B)	Total Allocated Balance (C) = (A) * (B)	CAT Tax (D) = (C) * 0.26% / (1-0.26%)	Revenue Requirement (E) = (C) + (D)	Billing Units (F)	(G) = (E) / (F)
Revenue Requirement (Before CAT Tax) 12 months ending Feb-21 (A)	{ RS GS GP GSU GT TRF				kWh kW kW kW kV <sub>a</sub> kWh	\$ 0.015166 per kWh \$ 5.3107 per kW \$ 7.2590 per kW \$ 5.7284 per kW \$ 3.2799 per kV <sub>a</sub> \$ 0.013951 per kWh
\$ 245,859,461						
32 TOLEDO EDISON						NMB Rates
	Demand Allocators (B)	Total Allocated Balance (C) = (A) * (B)	CAT Tax (D) = (C) * 0.26% / (1-0.26%)	Revenue Requirement (E) = (C) + (D)	Billing Units (F)	(G) = (E) / (F)
Revenue Requirement (Before CAT Tax) 12 months ending Feb-21 (A)	{ RS GS GP GSU GT TRF				kWh kW kW kV <sub>a</sub> kV <sub>a</sub> kWh	\$ 0.015675 per kWh \$ 4.9178 per kW \$ 6.0158 per kW \$ 5.3905 per kV <sub>a</sub> \$ 5.3984 per kV <sub>a</sub> \$ 0.010865 per kWh
\$ 131,846,717						

Note(s):

- 1 - Column (A): See Exhibit A, Page 3 of 6, line no. 71-73
- 2 - Column (B): See Exhibit A, Page 2 of 6, column (G)
- 3 - Column (F): See Exhibit A, Page 5 of 6 less Exhibit A, Page 6 of 6 lines 10 - 13

Case No. 19-2120-EL-RDR  
 Ohio Edison Company  
 The Cleveland Electric Illuminating Company  
 The Toledo Edison Company

**Exhibit A**  
**Page 2 of 6**

**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						40.68%
4	GS						35.71%
5	GP						10.90%
6	GSU						3.04%
7	GT						9.63%
8	Lighting*						0.04%
9	TOTAL						<u>100.00%</u>
10							
11	CEI						
12	RS						32.56%
13	GS						43.59%
14	GP						2.23%
15	GSU						17.39%
16	GT						4.17%
17	Lighting*						0.07%
18	TOTAL						<u>100.00%</u>
19							
20	TE						
21	RS						29.13%
22	GS						24.61%
23	GP						12.14%
24	GSU						0.26%
25	GT						33.85%
26	Lighting*						0.02%
27	TOTAL						<u>100.00%</u>

**Note(s):**

1 - \* Solely TRF contributes to the coincident peak

2 - Demand Allocation Factors based on 2019 Coincident Peaks Net of Pilot Participants

**Estimated Rider NMB Expenses Excluding Expected Pilot Participants (March 2020 - February 2021)**

		Total Thru February 2019	June 2018 through February 2019	Prior to June 2018
1	OHIO EDISON			
2				
3	Legacy RTEP costs incurred			
4	Actual Legacy RTEP Costs through Nov. 2018			
5	Estimated Legacy RTEP Costs Dec. 2018 - Feb. 2019			
6	Total Legacy RTEP costs incurred			
7	RTEP costs refunded to the Companies by PJM			
8	Remaining Legacy RTEP costs to be recovered in Rider NMB			
9	Interest Rate			
10	Months			
11	Monthly Amortization			
12	Annual Amortization			
13				
14				
15	CLEVELAND ELECTRIC ILLUMINATING COMPANY			
16				
17	Legacy RTEP costs incurred			
18	Actual Legacy RTEP Costs through Nov. 2018			
19	Estimated Legacy RTEP Costs Dec. 2018 - Feb. 2019			
20	Total Legacy RTEP costs incurred			
21	RTEP costs refunded to the Companies by PJM			
22	Remaining Legacy RTEP costs to be recovered in Rider NMB			
23	Interest Rate			
24	Months			
25	Monthly Amortization			
26	Annual Amortization			
27				
28				
29	TOLEDO EDISON			
30				
31	Legacy RTEP costs incurred			
32	Actual Legacy RTEP Costs through Nov. 2018			
33	Estimated Legacy RTEP Costs Dec. 2018 - Feb. 2019			
34	Total Legacy RTEP costs incurred			
35	RTEP costs refunded to the Companies by PJM			
36	Remaining Legacy RTEP costs to be recovered in Rider NMB			
37	Interest Rate			
38	Months			
39	Monthly Amortization			
40	Annual Amortization			
41				

Note(s):

- 1 - Recovery of prior incurred legacy RTEP costs pursuant to Commission Orders in Case No. 18-1818-EL-RDR
- 2 - Excludes Legacy RTEP costs attributable to Rider NMB Opt-Out Pilot Program Participants
- 3 - (Lines 7, 21 and 35) Pursuant to the FERC Order on 494 Remand

**Forecasted Billing Units (March 2020 - February 2021)**

Billing Units		
OE	RS	kWh
	GS	kW
	GP	kW
	GSU	kVa
	GT	kVa
	LTG*	kWh
CEI	RS	kWh
	GS	kW
	GP	kW
	GSU	kW
	GT	kVa
	LTG*	kWh
TE	RS	kWh
	GS	kW
	GP	kW
	GSU	kVa
	GT	kVa
	LTG*	kWh

**Note(s):**

1 - Source: Forecast as of December 2019 including Pilot Participants

2 - \* LTG includes Traffic Lighting only

## Rider NMB Opt-Out Pilot Program Participants

### Expected March 2020 Pilot Participants - 2020 NSPL

Line		OE	CE	TE
1	Total EDC NSPL			
2	NMB Pilot Participant NSPL			
3	GS			
4	GP			
5	GSU			
6	GT			
7				

### Expected March 2020 Pilot Participants - Annual Billing Demand

Line		OE	CE	TE
10	GS			
11	GP			
12	GSU			
13	GT			

Note(s):

- 1 - Line 1: Allocated 2020 Ohio Retail NSPL in hourly kW
- 2 - Lines 3-6: 2020 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

**OHIO EDISON COMPANY (OE)**  
**Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011**  
**For the Year Ended December 31, 2019**  
**CONFIDENTIAL**

Line No.	Description	Source	Prior period Balance	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019	YTD 2019
<b>Revenues - Start 6/1/2011</b>															
1	Non-Market Based Rider (NMB) Revenues	Sales Report	\$ 25,104,876.21	\$ 24,115,278.38	\$ 25,736,899.41	\$ 22,717,204.03	\$ 22,754,578.81	\$ 24,925,894.99	\$ 31,038,003.37	\$ 28,416,150.31	\$ 26,090,758.08	\$ 23,565,643.01	\$ 26,453,429.26	\$ 280,918,715.86	
2	Prior Period NMB Revenue Adjustment		-	-	-	-	-	-	-	-	-	-	-	-	-
3	Total Adjusted NMB Revenues	L1 + L2	\$ 25,104,876.21	\$ 24,115,278.38	\$ 25,736,899.41	\$ 22,717,204.03	\$ 22,754,578.81	\$ 24,925,894.99	\$ 31,038,003.37	\$ 28,416,150.31	\$ 26,090,758.08	\$ 23,565,643.01	\$ 26,453,429.26	\$ 280,918,715.86	
4	CAT Tax	Tax	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%
5	CAT Amount	L3 x L4	65,272.68	62,699.72	66,915.94	59,064.73	59,161.90	64,807.33	80,698.81	73,881.99	67,835.97	61,270.67	68,778.92	730,388.66	
6	Prior Period CAT Adjustment		-	-	-	-	-	-	-	-	-	-	-	-	-
7	Total Adjusted CAT Amount	L5 + L6	65,272.68	62,699.72	66,915.94	59,064.73	59,161.90	64,807.33	80,698.81	73,881.99	67,835.97	61,270.67	68,778.92	730,388.66	
8	NMB Revenues Excluding CAT	L3 - L7	\$ 25,039,603.53	\$ 24,052,578.66	\$ 25,669,983.47	\$ 22,658,139.30	\$ 22,695,416.91	\$ 24,861,087.66	\$ 30,957,304.56	\$ 28,342,268.32	\$ 26,022,922.11	\$ 23,504,372.34	\$ 26,384,650.34	\$ 280,188,327.20	
9	NMB Revenue Associated with amortization of Legacy RTEP expenses	See Amortization tab	-	-	359,420.32	359,420.32	359,420.32	359,420.32	359,420.32	359,420.32	359,420.32	359,420.32	359,420.32	1,528,947.57	\$ 4,404,310.13
10	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L8 - L9	\$ 25,039,603.53	\$ 24,052,578.66	\$ 25,310,563.15	\$ 22,298,718.98	\$ 22,335,996.59	\$ 24,501,667.34	\$ 30,597,884.24	\$ 27,982,848.00	\$ 25,663,501.79	\$ 23,144,952.02	\$ 24,855,702.77	\$ 275,784,017.07	
<b>Network Integration Transmission Service (NITS) &amp; Other Non-Market Based FERC/Regional Transmission Organization (RTO) Costs</b>															
<b>NITS &amp; Other FERC/RTO Expenses:</b>															
11	NITS Expenses	507003	\$ 22,916,479.17	\$ 20,690,688.28	\$ 22,904,844.91	\$ 22,348,308.19	\$ 22,966,641.43	\$ 22,223,484.45	\$ 22,967,730.48	\$ 22,979,552.88	\$ 22,253,163.80	\$ 23,004,303.28	\$ 22,270,597.10	\$ 247,525,793.97	
12	Load Reconciliation for Reactive Services/Sch. 2	507101	1,086,751.18	878,973.47	884,480.61	896,803.70	649,597.77	815,813.73	829,009.59	816,184.81	1,046,108.58	822,695.60	834,833.72	9,561,252.76	
13	Load Reconciliation for Reactive Services/Sch. 2	507105	-	-	-	-	-	-	-	-	-	-	-	-	-
14	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	507502	193,549.78	205,135.29	176,268.01	166,528.43	138,143.60	166,444.46	81,264.54	367,231.79	178,147.78	152,757.37	151,263.22	1,976,734.27	
15	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	507513	-	-	-	-	-	-	-	-	-	-	-	-	-
16	PJM Integration Expenses	507514	-	-	-	-	-	-	-	-	-	-	-	-	-
17	MISO Exit Fee Expenses	507515	-	-	-	-	-	-	-	-	-	-	-	-	-
18	Legacy Regional Transmission Expansion Plan (RTEP) Expenses	507510	410,589.29	384,335.63	397,591.73	397,341.35	397,684.98	413,077.18	413,116.43	413,319.53	413,654.67	413,796.14	419,358.86	4,473,865.79	
19	Non-Legacy RTEP Expenses	507509	1,298,796.19	1,277,983.91	1,293,614.66	1,292,223.30	1,294,359.17	1,302,050.89	1,578,846.95	1,578,896.32	1,580,172.93	1,580,713.65	1,595,541.45	15,673,199.42	
20	Generation Deactivation Charges	507007	12,242.37	13,508.26	10,119.07	9,353.72	(7,484.33)	-	-	-	-	-	-	37,739.09	
21	Meter Correction	506012	(17,473.38)	(24,795.21)	(1,463.96)	(4,680.09)	(6,433.24)	(4,342.35)	(9,417.12)	908.16	34,839.14	(3,771.85)	44,543.29	7,913.39	
22	Emergency Energy	506013	-	-	-	-	-	-	-	-	-	-	-	-	-
23	Balancing Operating Reserves, Balancing Operating	507008	17,446.22	138,033.01	94,616.45	109,983.92	(37,509.58)	76,937.64	325,548.07	111,030.72	201,474.24	123,268.56	133,594.97	1,294,424.22	
24	Planning Period Congestion Uplift	570039	-	-	-	-	-	-	-	-	-	-	-	-	-
25	PJM Customer Default	506510	18,137.26	46,463.03	12,272.10	19,518.06	13,765.70	15,414.99	8,873.16	8,924.92	12,331.78	23,428.29	20,064.31	199,193.60	
26	Total NITS & Other FERC/RTO Expenses	SUM (L11- L26)	\$ 25,936,518.08	\$ 23,610,325.67	\$ 25,772,343.58	\$ 25,235,380.58	\$ 25,408,765.50	\$ 25,008,880.99	\$ 26,194,972.10	\$ 26,276,049.13	\$ 25,719,892.92	\$ 26,117,191.04	\$ 25,469,796.92	\$ 280,750,116.51	
<b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments:</b>															
28	NITS Expenses													\$	-
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													3,569,648.98	3,569,648.98
36	Generation Deactivation Charges													-	-
37	Meter Correction													-	-
38	Emergency Energy													-	-
39	Balancing Operating Reserves, Balancing Operating													-	-
40	Planning Period Congestion Uplift													-	-
41	PJM Customer Default													-	-
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments	SUM (L28- L42)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,569,648.98	\$ 3,569,648.98

**OHIO EDISON COMPANY (OE)**  
**Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011**  
**For the Year Ended December 31, 2019**

**CONFIDENTIAL**

Line No.	Description	Source	Prior period Balance	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019	YTD 2019
<b>Adjusted NITS &amp; Other FERC/RTO Expenses:</b>															
44	NITS Expenses	L11 + L28	\$ 22,916,479.17	\$ 20,690,688.28	\$ 22,904,844.91	\$ 22,348,308.19	\$ 22,966,641.43	\$ 22,223,484.45	\$ 22,967,730.48	\$ 22,979,552.88	\$ 22,253,163.80	\$ 23,004,303.28	\$ 22,270,597.10	\$ 247,525,793.97	
45	Load Reconciliation for Reactive Services/Sch. 2	L12 + L13 + L29	1,086,751.18	878,973.47	884,480.61	896,803.70	649,597.77	815,813.73	829,009.59	816,184.81	1,046,108.58	822,695.60	834,833.72	9,561,252.76	
46	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L14 + L30	193,549.78	205,135.29	176,268.01	166,528.43	138,143.60	166,444.46	81,264.54	367,231.79	178,147.78	152,757.37	151,263.22	1,976,734.27	
47	MTEP Expenses	L15 + L31	-	-	-	-	-	-	-	-	-	-	-	-	
48	PJM Integration Expenses	L16 + L32	-	-	-	-	-	-	-	-	-	-	-	-	
49	MISO Exit Fee Expenses	L17 + L33	-	-	-	-	-	-	-	-	-	-	-	-	
50	Legacy RTEP Expenses	L18 + L34	410,589.29	384,335.63	397,591.73	397,341.35	397,684.98	413,077.18	413,116.43	413,319.53	413,654.67	413,796.14	419,358.86	4,473,865.79	
51	Non-Legacy RTEP Expenses	L19 + L35	1,298,796.19	1,277,983.91	1,293,614.66	1,292,223.30	1,294,359.17	1,302,050.89	1,578,846.95	1,578,896.32	1,580,172.93	1,580,713.65	5,165,190.43	19,242,848.40	
52	Generation Deactivation Charges	L20 + L36	12,242.37	13,508.26	10,119.07	9,353.72	(7,484.33)	-	-	-	-	-	-	37,739.09	
53	Meter Correction	L21 + L37	(17,473.38)	(24,795.21)	(1,463.96)	(4,680.09)	(6,433.24)	(4,342.35)	(9,417.12)	908.16	34,839.14	(3,771.85)	44,543.29	7,913.39	
54	Emergency Energy	L22 + L38	-	-	-	-	-	-	-	-	-	-	-	-	
55	Balancing Operating Reserves, Balancing Operating	L23 + L39	17,446.22	138,033.01	94,616.45	109,983.92	(37,509.58)	76,937.64	325,548.07	111,030.72	201,474.24	123,268.56	133,594.97	1,294,424.22	
56	Planning Period Congestion Uplift	L24 + L40	-	-	-	-	-	-	-	-	-	-	-	-	
57	PJM Customer Default	L25 + L41	18,137.26	46,463.03	12,272.10	19,518.06	13,765.70	15,414.99	8,873.16	8,924.92	12,331.78	23,428.29	20,064.31	199,193.60	
58															
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L44- L58)	\$ 25,936,518.08	\$ 23,610,325.67	\$ 25,772,343.58	\$ 25,235,380.58	\$ 25,408,765.50	\$ 25,008,880.99	\$ 26,194,972.10	\$ 26,276,049.13	\$ 25,719,892.92	\$ 26,117,191.04	\$ 29,039,445.90	\$ 284,319,765.49	
<b>FERC/RTO Expenses Not Deferred:</b>															
60	PJM Integration Expenses	L48	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
61	MISO Exit Fee Expenses	L49	-	-	-	-	-	-	-	-	-	-	-	-	
62	Legacy RTEP Expenses	L50	410,589.29	384,335.63	-	-	-	-	-	-	-	-	-	794,924.92	
63	Total Non-Deferred Expenses	SUM (L60- L62)	\$ 410,589.29	\$ 384,335.63	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 794,924.92	
64	Cumulative Legacy RTEP Expenses (Only)	L62 + Prev L64													
<b>Recoverable NITS &amp; Other FERC/RTO Expenses:</b>															
65	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59 - L63	\$ 25,525,928.79	\$ 23,225,990.04	\$ 25,772,343.58	\$ 25,235,380.58	\$ 25,408,765.50	\$ 25,008,880.99	\$ 26,194,972.10	\$ 26,276,049.13	\$ 25,719,892.92	\$ 26,117,191.04	\$ 29,039,445.90	\$ 283,524,840.57	
66	Monthly NET NMB Principal Balance	L65 - L8	\$ 486,325.26	\$ (826,588.62)	\$ 461,780.43	\$ 2,936,661.60	\$ 3,072,768.91	\$ 507,213.65	\$ (4,402,912.14)	\$ (1,706,798.87)	\$ 56,391.13	\$ 2,972,239.02	\$ 4,183,743.13	\$ 7,740,823.50	
<b>Calculate Interest</b>															
67	Balance Subject to Interest	L66 /2 + Prev L76	\$ 5,596,718.97	\$ 5,457,089.41	\$ 5,304,426.46	\$ 7,032,556.59	\$ 10,075,599.28	\$ 11,920,502.58	\$ 10,037,620.07	\$ 7,037,469.60	\$ 6,250,619.94	\$ 7,799,000.89	\$ 11,419,496.52		
68	Starting 7/1/15, Cost of long-term debt approved in Case N	07-551-EL-AIR	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	
69	Monthly Embedded Cost to Long-Term Debt	L68 / 12	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	
70	Monthly NMB Interest	L67 x L69	\$ 30,502.12	\$ 29,741.14	\$ 28,909.12	\$ 38,327.43	\$ 54,912.02	\$ 64,966.74	\$ 54,705.03	\$ 38,354.21	\$ 34,065.88	\$ 42,504.55	\$ 62,236.26		
71	Prior Period Interest Adjustment		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	207,716.88	
72	Total Interest	L70 + L71	\$ 30,502.12	\$ 29,741.14	\$ 28,909.12	\$ 38,327.43	\$ 54,912.02	\$ 64,966.74	\$ 54,705.03	\$ 38,354.21	\$ 34,065.88	\$ 42,504.55	\$ 269,953.14	\$ 686,941.38	
73	Monthly NMB Principal & Interest	L66 + L72	\$ 516,827.38	\$ (796,847.48)	\$ 490,689.55	\$ 2,974,989.03	\$ 3,127,680.93	\$ 572,180.39	\$ (4,348,207.11)	\$ (1,668,444.66)	\$ 90,457.01	\$ 3,014,743.57	\$ 4,453,696.27		
74	Cumulative NMB Principal Balance	L66 + Prev L74	\$ 3,352,671.15	\$ 3,838,996.41	\$ 3,012,407.79	\$ 3,474,188.22	\$ 6,410,849.82	\$ 9,483,618.73	\$ 9,990,832.38	\$ 5,587,920.24	\$ 3,881,121.37	\$ 3,937,512.50	\$ 6,909,751.52	\$ 11,093,494.65	
75	Cumulative NMB Interest Balance	L70 + Prev L75	\$ 2,000,885.19	\$ 2,031,387.31	\$ 2,061,128.45	\$ 2,090,037.57	\$ 2,128,365.00	\$ 2,183,277.02	\$ 2,248,243.76	\$ 2,302,948.79	\$ 2,341,303.00	\$ 2,375,368.88	\$ 2,417,873.43	\$ 2,687,826.57	
76	Total Cumulative NMB Principal & Interest	L74 + L75	\$ 5,353,556.34	\$ 5,870,383.72	\$ 5,073,536.24	\$ 5,564,225.79	\$ 8,539,214.82	\$ 11,666,895.75	\$ 12,239,076.14	\$ 7,890,869.03	\$ 6,222,424.37	\$ 6,312,881.38	\$ 9,327,624.95	\$ 13,781,321.22	

**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, 2019**

CONFIDENTIAL

Line No.	Description	Source	Prior Period Balances	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019	YTD 2019
<b>Revenues - Start 6/1/2011</b>															
1	Non-Market Based Rider (NMB) Revenues	Sales Report	\$ 18,242,611.07	\$ 17,695,589.16	\$ 19,174,863.48	\$ 17,379,887.96	\$ 17,575,067.92	\$ 18,112,731.90	\$ 23,185,838.00	\$ 21,696,202.41	\$ 19,559,737.20	\$ 18,568,591.45	\$ 19,166,282.89	\$ 210,357,403.44	
2	Prior Period NMB Revenue Adjustment		-	-	-	-	-	-	-	-	-	-	-	-	-
3	Total Adjusted NMB Revenues	L1 + L2	\$ 18,242,611.07	\$ 17,695,589.16	\$ 19,174,863.48	\$ 17,379,887.96	\$ 17,575,067.92	\$ 18,112,731.90	\$ 23,185,838.00	\$ 21,696,202.41	\$ 19,559,737.20	\$ 18,568,591.45	\$ 19,166,282.89	\$ 210,357,403.44	
4	CAT Tax	Tax	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%
5	CAT Amount	L3 x L4	47,430.79	46,008.53	49,854.65	45,187.71	45,695.18	47,093.10	60,283.18	56,410.13	50,855.32	48,278.34	49,832.34	546,929.27	
6	Prior Period CAT Adjustment		-	-	-	-	-	-	-	-	-	-	-	-	-
7	Total Adjusted CAT Amount	L5 + L6	47,430.79	46,008.53	49,854.65	45,187.71	45,695.18	47,093.10	60,283.18	56,410.13	50,855.32	48,278.34	49,832.34	546,929.27	
8	NMB Revenues Excluding CAT	L3 - L7	\$ 18,195,180.28	\$ 17,649,580.63	\$ 19,125,008.83	\$ 17,334,700.25	\$ 17,529,372.74	\$ 18,065,638.80	\$ 23,125,554.82	\$ 21,639,792.28	\$ 19,508,881.88	\$ 18,520,313.11	\$ 19,116,450.55	\$ 209,810,474.17	
9	NMB Revenue Associated with amortization of Legacy RTEP expenses	See Amortization tab	-	-	268,620.73	268,620.73	268,620.73	268,620.73	268,620.73	268,620.73	268,620.73	268,620.73	268,620.73	1,169,272.45	
10	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L8 - L9	\$ 18,195,180.28	\$ 17,649,580.63	\$ 18,856,388.10	\$ 17,066,079.52	\$ 17,260,752.01	\$ 17,797,018.07	\$ 22,856,934.09	\$ 21,371,171.55	\$ 19,240,261.15	\$ 18,251,692.38	\$ 17,947,178.10		
<b>Network Integration Transmission Service (NITS) &amp; Other Non-Market Based FERC/Regional Transmission Organization (RTO) Costs</b>															
<b>NITS &amp; Other FERC/RTO Expenses:</b>															
11	NITS Expenses	507003	\$ 17,407,975.90	\$ 15,730,316.54	\$ 17,400,187.80	\$ 16,956,825.99	\$ 17,410,653.87	\$ 16,856,367.17	\$ 17,414,825.72	\$ 17,409,412.58	\$ 16,841,490.21	\$ 17,397,696.23	\$ 16,827,050.36	\$ 187,652,802.37	
12	Load Reconciliation for Reactive Services/Sch. 2	507101	822,913.45	668,588.48	671,501.06	680,726.45	492,206.36	618,831.67	628,732.39	618,337.37	790,414.37	622,201.31	630,798.68	7,245,251.59	
13	Load Reconciliation for Reactive Services/Sch. 2	507105													
14	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	507502	149,349.56	148,872.87	133,777.61	128,867.74	108,171.57	127,728.94	57,207.37	282,523.25	135,585.43	123,513.75	116,422.30	1,512,020.39	
15	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	507513													
16	PJM Integration Expenses	507514													
17	MISO Exit Fee Expenses	507515													
18	Legacy Regional Transmission Expansion Plan (RTEP) Expenses	507510	312,009.59	292,348.75	301,859.87	301,606.71	301,499.44	313,324.69	313,297.54	313,131.56	313,064.67	312,955.25	316,881.65	3,391,979.72	
19	Non-Legacy RTEP Expenses	507509	990,521.70	968,518.33	981,780.29	980,935.23	981,266.29	987,761.52	1,197,374.19	1,196,173.91	1,195,915.71	1,195,497.40	1,205,603.15	11,881,347.72	
20	Generation Deactivation Charges	507007	9,115.64	10,070.70	7,884.88	7,115.30	(5,692.54)	-	-	-	-	-	-	28,493.98	
21	Meter Correction	506012	(8,820.80)	(11,938.98)	(747.41)	(2,512.85)	(3,583.43)	(2,528.53)	(5,269.66)	510.77	19,108.16	(2,089.18)	24,347.43	6,475.52	
22	Emergency Energy	506013													
23	Balancing Operating Reserves, Balancing Operating	507008	8,785.63	65,721.22	50,012.81	61,730.23	(18,467.39)	45,052.68	181,625.24	63,170.84	108,378.54	69,502.95	71,889.21	707,401.96	
24	Planning Period Congestion Uplift	570039													
25	PJM Customer Default	506510	13,655.53	34,912.26	9,276.07	14,705.66	10,125.50	11,495.22	6,600.47	6,646.88	9,174.06	17,442.28	14,929.84		
26	Total NITS & Other FERC/RTO Expenses	SUM (L11- L26)	\$ 19,705,506.20	\$ 17,907,410.17	\$ 19,555,532.98	\$ 19,130,000.46	\$ 19,276,179.67	\$ 18,958,033.36	\$ 19,794,393.26	\$ 19,889,907.16	\$ 19,413,131.15	\$ 19,736,719.99	\$ 19,207,922.62	\$ 212,425,773.25	
<b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments:</b>															
28	NITS Expenses												\$	-	
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												2,688,832.29	2,688,832.29	
36	Generation Deactivation Charges												-		
37	Meter Correction												-		
38	Emergency Energy												-		
39	Balancing Operating Reserves, Balancing Operating												-		
40	Planning Period Congestion Uplift												-		
41	PJM Customer Default												-		
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments	SUM (L28- L42)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,688,832.29	\$ 2,688,832.29	

**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, 2019**

**CONFIDENTIAL**

Line No.	Description	Source	Prior Period Balances	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019	YTD 2019
<b>Adjusted NITS &amp; Other FERC/RTO Expenses:</b>															
44	NITS Expenses	L11 + L28	\$ 17,407,975.90	\$ 15,730,316.54	\$ 17,400,187.80	\$ 16,956,825.99	\$ 17,410,653.87	\$ 16,856,367.17	\$ 17,414,825.72	\$ 17,409,412.58	\$ 16,841,490.21	\$ 17,397,696.23	\$ 16,827,050.36	\$ 187,652,802.37	
45	Load Reconciliation for Reactive Services/Sch. 2	L12 + L13 + L29	\$ 822,913.45	\$ 668,588.48	\$ 671,501.06	\$ 680,726.45	\$ 492,206.36	\$ 618,831.67	\$ 628,732.39	\$ 618,337.37	\$ 790,414.37	\$ 622,201.31	\$ 630,798.68	\$ 7,245,251.59	
46	Load Reconciliation for Transmission Owner Scheduling,														
47	System Control & Dispatch Service/Sch. 1	L14 + L30	149,349.56	148,872.87	133,777.61	128,867.74	108,171.57	127,728.94	57,207.37	282,523.25	135,585.43	123,513.75	116,422.30	1,512,020.39	
48	MTEP Expenses	L15 + L31	-	-	-	-	-	-	-	-	-	-	-	-	
49	PJM Integration Expenses	L16 + L32	-	-	-	-	-	-	-	-	-	-	-	-	
50	MISO Exit Fee Expenses	L17 + L33													
51	Legacy RTEP Expenses	L18 + L34	312,009.59	292,348.75	301,859.87	301,606.71	301,499.44	313,324.69	313,297.54	313,131.56	313,064.67	312,955.25	316,881.65	3,391,979.72	
52	Non-Legacy RTEP Expenses	L19 + L35	990,521.70	968,518.33	981,780.29	980,935.23	981,266.29	987,761.52	1,197,374.19	1,196,173.91	1,195,915.71	1,195,497.40	3,894,435.44	14,570,180.01	
53	Generation Deactivation Charges	L20 + L36	9,115.64	10,070.70	7,884.88	7,115.30	(5,692.54)	-	-	-	-	-	-	28,493.98	
54	Meter Correction	L21 + L37	(8,820.80)	(11,938.98)	(747.41)	(2,512.85)	(3,583.43)	(2,528.53)	(5,269.66)	510.77	19,108.16	(2,089.18)	24,347.43	6,475.52	
55	Emergency Energy	L22 + L38	-	-	-	-	-	-	-	-	-	-	-	-	
56	Balancing Operating Reserves, Balancing Operating	L23 + L39	8,785.63	65,721.22	50,012.81	61,730.23	(18,467.39)	45,052.68	181,625.24	63,170.84	108,378.54	69,502.95	71,889.21	707,401.96	
57	Planning Period Congestion Uplift	L24 + L40	-	-	-	-	-	-	-	-	-	-	-	-	
58	PJM Customer Default	L25 + L41	13,655.53	34,912.26	9,276.07	14,705.66	10,125.50	11,495.22	6,600.47	6,646.88	9,174.06	17,442.28	14,929.84	148,963.77	
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L44- L58)	\$ 19,705,506.20	\$ 17,907,410.17	\$ 19,555,532.98	\$ 19,130,000.46	\$ 19,276,179.67	\$ 18,958,033.36	\$ 19,794,393.26	\$ 19,889,907.16	\$ 19,413,131.15	\$ 19,736,719.99	\$ 21,896,754.91	\$ 215,263,569.31	
<b>FERC/RTO Expenses Not Deferred:</b>															
60	PJM Integration Expenses	L48	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
61	MISO Exit Fee Expenses	L49	-	-	-	-	-	-	-	-	-	-	-	-	
62	Legacy RTEP Expenses	L50	312,009.59	292,348.75	-	-	-	-	-	-	-	-	-	604,358.34	
63	Total Non-Deferred Expenses	SUM (L60- L62)	\$ 312,009.59	\$ 292,348.75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 604,358.34	
64	Cumulative Legacy RTEP Expenses (Only)	L62 + Prev L64	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Recoverable NITS &amp; Other FERC/RTO Expenses:</b>															
65	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59 - L63	\$ 19,393,496.61	\$ 17,615,061.42	\$ 19,555,532.98	\$ 19,130,000.46	\$ 19,276,179.67	\$ 18,958,033.36	\$ 19,794,393.26	\$ 19,889,907.16	\$ 19,413,131.15	\$ 19,736,719.99	\$ 21,896,754.91	\$ 214,659,210.97	
66	Monthly NET NMB Principal Balance	L65 - L8	\$ 1,198,316.33	\$ (34,519.21)	\$ 699,144.88	\$ 2,063,920.94	\$ 2,015,427.66	\$ 1,161,015.29	\$ (3,062,540.83)	\$ (1,481,264.39)	\$ 172,870.00	\$ 1,485,027.61	\$ 3,949,576.81	\$ 8,166,975.09	
<b>Calculate Interest</b>															
67	Balance Subject to Interest	L66 /2 + Prev L76	\$ (496,202.47)	\$ 82,991.80	\$ 415,756.94	\$ 1,799,555.73	\$ 3,849,037.61	\$ 5,458,236.34	\$ 4,537,220.96	\$ 2,290,046.20	\$ 1,648,329.75	\$ 2,486,261.96	\$ 5,217,114.30		
68	Starting 7/1/15, Cost of long-term debt approved in Case N	07-551-EL-AIR	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	
69	Monthly Embedded Cost to Long-Term Debt	L68 / 12	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	
70	Monthly NMB Interest	L67 x L69	\$ (2,704.30)	\$ 452.31	\$ 2,265.88	\$ 9,807.58	\$ 20,977.25	\$ 29,747.39	\$ 24,727.85	\$ 12,480.75	\$ 8,983.40	\$ 13,550.13	\$ 28,433.27	148,721.51	
71	Prior Period Interest Adjustment	Total Interest	L70 + L71	\$ (2,704.30)	\$ 452.31	\$ 2,265.88	\$ 9,807.58	\$ 20,977.25	\$ 29,747.39	\$ 24,727.85	\$ 12,480.75	\$ 8,983.40	\$ 13,550.13	\$ 184,567.01	
73	Monthly NMB Principal & Interest	L66 + L72	\$ 1,195,612.03	\$ (34,066.90)	\$ 701,410.76	\$ 2,073,728.52	\$ 2,036,404.91	\$ 1,190,762.68	\$ (3,037,812.98)	\$ (1,468,783.64)	\$ 181,853.40	\$ 1,498,577.74	\$ 4,134,143.82		
74	Cumulative NMB Principal Balance	L66 + Prev L74	\$ (1,857,003.45)	\$ (658,687.12)	\$ (693,206.33)	\$ 5,938.55	\$ 2,069,859.49	\$ 4,085,287.15	\$ 5,246,302.44	\$ 2,183,761.61	\$ 702,497.22	\$ 875,367.22	\$ 2,360,394.83	\$ 6,309,971.64	
75	Cumulative NMB Interest Balance	L70 + Prev L75	\$ 761,642.82	\$ 758,938.52	\$ 759,390.83	\$ 761,656.71	\$ 771,464.29	\$ 792,441.54	\$ 822,188.93	\$ 846,916.78	\$ 859,397.53	\$ 868,380.93	\$ 881,931.06	1,066,498.07	
76	Total Cumulative NMB Principal & Interest	L74 + L75	\$ (1,095,360.63)	\$ 100,251.40	\$ 66,184.50	\$ 767,595.26	\$ 2,841,323.78	\$ 4,877,728.69	\$ 6,068,491.37	\$ 3,030,678.39	\$ 1,561,894.75	\$ 1,743,748.15	\$ 3,242,325.89	\$ 7,376,469.71	

**THE TOLEDO EDISON COMPANY (TE)**  
**Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011**  
**For the Year Ended December 31, 2019**  
**CONFIDENTIAL**

Line No.	Description	Source	Prior Period Balances	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019	YTD 2019
<b>Revenues - Start 6/1/2011</b>															
1	Non-Market Based Rider (NMB) Revenues	Sales Report	\$ 9,435,160.32	\$ 9,559,661.96	\$ 9,460,113.90	\$ 8,655,910.81	\$ 8,753,770.55	\$ 9,526,853.14	\$ 11,497,388.13	\$ 10,577,523.61	\$ 9,976,307.52	\$ 9,399,980.30	\$ 10,226,934.78	\$ 107,069,605.02	
2	Prior Period NMB Revenue Adjustment		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Adjusted NMB Revenues	L1 + L2	\$ 9,435,160.32	\$ 9,559,661.96	\$ 9,460,113.90	\$ 8,655,910.81	\$ 8,753,770.55	\$ 9,526,853.14	\$ 11,497,388.13	\$ 10,577,523.61	\$ 9,976,307.52	\$ 9,399,980.30	\$ 10,226,934.78	\$ 107,069,605.02	
4	CAT Tax	Tax	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%
5	CAT Amount	L3 x L4	24,531.42	24,855.12	24,596.30	22,505.37	22,759.80	24,769.82	29,893.21	27,501.56	25,938.40	24,439.95	26,590.03	278,380.98	
6	Prior Period CAT Adjustment		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	Total Adjusted CAT Amount	L5 + L6	24,531.42	24,855.12	24,596.30	22,505.37	22,759.80	24,769.82	29,893.21	27,501.56	25,938.40	24,439.95	26,590.03	278,380.98	
8	NMB Revenues Excluding CAT	L3 - L7	\$ 9,410,628.90	\$ 9,534,806.84	\$ 9,435,517.60	\$ 8,633,405.44	\$ 8,731,010.75	\$ 9,502,083.32	\$ 11,467,494.92	\$ 10,550,022.05	\$ 9,950,369.12	\$ 9,375,540.35	\$ 10,200,344.75	\$ 106,791,224.04	
9	NMB Revenue Associated with amortization of Legacy RTEP expenses	See Amortization tab	\$ -	\$ -	135,764.99	135,764.99	135,764.99	135,764.99	135,764.99	135,764.99	135,764.99	135,764.99	135,764.99	135,764.99	699,551.95
10	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L8 - L9	\$ 9,410,628.90	\$ 9,534,806.84	\$ 9,299,752.61	\$ 8,497,640.45	\$ 8,595,245.76	\$ 9,366,318.33	\$ 11,331,729.93	\$ 10,414,257.06	\$ 9,814,604.13	\$ 9,239,775.36	\$ 9,500,792.80		
<b>Network Integration Transmission Service (NITS) &amp; Other Non-Market Based FERC/Regional Transmission Organization (RTO) Costs</b>															
<b>NITS &amp; Other FERC/RTO Expenses:</b>															
11	NITS Expenses	507003	\$ 8,952,705.03	\$ 8,088,059.22	\$ 8,907,544.03	\$ 8,687,236.97	\$ 8,922,695.55	\$ 8,633,239.47	\$ 8,922,439.02	\$ 8,921,713.60	\$ 8,634,326.60	\$ 8,919,551.45	\$ 8,635,007.42	\$ 96,224,518.36	
12	Load Reconciliation for Reactive Services/Sch. 2	507101	423,193.61	343,720.57	343,895.74	348,792.46	252,246.22	316,993.15	322,101.93	317,051.73	406,392.07	319,036.82	323,713.73	3,717,138.03	
13	Load Reconciliation for Reactive Services/Sch. 2	507105													
14	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	507502	86,654.72	85,111.16	74,963.87	70,941.72	61,579.09	74,945.51	32,645.32	156,878.33	76,804.76	70,201.55	67,598.19	858,324.22	
15	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	507513													
16	PJM Integration Expenses	507514													
17	MISO Exit Fee Expenses	507515													
18	Legacy Regional Transmission Expansion Plan (RTEP) Expenses	507510	160,485.44	150,294.28	154,601.96	154,537.19	154,538.39	160,494.84	160,508.74	160,556.08	160,471.92	160,468.89	162,615.79	1,739,573.52	
19	Non-Legacy RTEP Expenses	507509	509,734.34	497,773.52	502,439.38	503,118.35	502,947.29	505,911.13	613,455.94	613,332.65	613,011.49	612,997.80	618,686.31	6,093,408.20	
20	Generation Deactivation Charges	507007	4,690.83	5,167.60	4,061.17	3,659.62	(2,933.18)	-	-	-	-	-	-	14,646.04	
21	Meter Correction	506012	(4,531.87)	(7,361.73)	(444.65)	(1,424.80)	(1,767.34)	(1,178.16)	(2,564.36)	238.91	8,910.83	(935.79)	11,339.12	280.16	
22	Emergency Energy	506013	-	-	-	-	-	-	-	-	-	-	-	-	
23	Balancing Operating Reserves, Balancing Operating	507008	5,167.28	41,771.71	29,139.08	33,555.77	(13,892.93)	20,840.50	88,673.20	26,850.20	50,419.77	28,845.91	35,015.09	346,385.58	
24	Planning Period Congestion Uplift	570039	-	-	-	-	-	-	-	-	-	-	-	-	
25	PJM Customer Default	506510	7,402.64	18,903.29	5,000.77	7,941.28	4,960.03	5,927.09	3,412.79	3,428.14	4,734.16	8,992.42	7,709.90	78,412.51	
26	Total NITS & Other FERC/RTO Expenses	SUM (L11- L26)	\$ 10,145,502.02	\$ 9,223,439.62	\$ 10,021,201.35	\$ 9,808,358.56	\$ 9,880,373.12	\$ 9,717,173.53	\$ 10,140,672.58	\$ 10,200,049.64	\$ 9,955,071.60	\$ 10,119,159.05	\$ 9,861,685.55	\$ 109,072,686.62	
<b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments:</b>															
28	NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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												1,381,229.04	1,381,229.04	
36	Generation Deactivation Charges														
37	Meter Correction														
38	Emergency Energy														
39	Balancing Operating Reserves, Balancing Operating														
40	Planning Period Congestion Uplift														
41	PJM Customer Default														
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments	SUM (L28- L42)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,381,229.04	\$ 1,381,229.04	

**THE TOLEDO EDISON COMPANY (TE)**  
**Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011**  
**For the Year Ended December 31, 2019**  
**CONFIDENTIAL**

Line No.	Description	Source	Prior Period Balances	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019	YTD 2019
<b>Adjusted NITS &amp; Other FERC/RTO Expenses:</b>															
44	NITS Expenses	L11 + L28	\$ 8,952,705.03	\$ 8,088,059.22	\$ 8,907,544.03	\$ 8,687,236.97	\$ 8,922,695.55	\$ 8,633,239.47	\$ 8,922,439.02	\$ 8,921,713.60	\$ 8,634,326.60	\$ 8,919,551.45	\$ 8,635,007.42	\$ 96,224,518.36	
45	Load Reconciliation for Reactive Services/Sch. 2	L12 + L13 + L29	423,193.61	343,720.57	343,895.74	348,792.46	252,246.22	316,993.15	322,101.93	317,051.73	406,392.07	319,036.82	323,713.73	3,717,138.03	
46	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L14 + L30	86,654.72	85,111.16	74,963.87	70,941.72	61,579.09	74,945.51	32,645.32	156,878.33	76,804.76	70,201.55	67,598.19	858,324.22	
47	MTEP Expenses	L15 + L31	-	-	-	-	-	-	-	-	-	-	-	-	
48	PJM Integration Expenses	L16 + L32	-	-	-	-	-	-	-	-	-	-	-	-	
49	MISO Exit Fee Expenses	L17 + L33	-	-	-	-	-	-	-	-	-	-	-	-	
50	Legacy RTEP Expenses	L18 + L34	160,485.44	150,294.28	154,601.96	154,537.19	154,538.39	160,494.84	160,508.74	160,556.08	160,471.92	160,468.89	162,615.79	1,739,573.52	
51	Non-Legacy RTEP Expenses	L19 + L35	509,734.34	497,773.52	502,439.38	503,118.35	502,947.29	505,911.13	613,455.94	613,332.65	613,011.49	612,997.80	1,999,915.35	7,474,637.24	
52	Generation Deactivation Charges	L20 + L36	4,690.83	5,167.60	4,061.17	3,659.62	(2,933.18)	-	-	-	-	-	-	14,446.04	
53	Meter Correction	L21 + L37	(4,531.87)	(7,361.73)	(444.65)	(1,424.80)	(1,767.34)	(1,178.16)	(2,564.36)	238.91	8,910.83	(935.79)	11,339.12	280.16	
54	Emergency Energy	L22 + L38	-	-	-	-	-	-	-	-	-	-	-	-	
55	Balancing Operating Reserves, Balancing Operating	L23 + L39	5,167.28	41,771.71	29,139.08	33,555.77	(13,892.93)	20,840.50	88,673.20	26,850.20	50,419.77	28,845.91	35,015.09	346,385.58	
56	Planning Period Congestion Uplift	L24 + L40	-	-	-	-	-	-	-	-	-	-	-	-	
57	PJM Customer Default	L25 + L41	7,402.64	18,903.29	5,000.77	7,941.28	4,960.03	5,927.09	3,412.79	3,428.14	4,734.16	8,992.42	7,709.90	78,412.51	
58														-	
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L44- L58)	\$ 10,145,502.02	\$ 9,223,439.62	\$ 10,021,201.35	\$ 9,808,358.56	\$ 9,880,373.12	\$ 9,717,173.53	\$ 10,140,672.58	\$ 10,200,049.64	\$ 9,955,071.60	\$ 10,119,159.05	\$ 11,242,914.59	\$ 110,453,915.66	
<b>FERC/RTO Expenses Not Deferred:</b>															
60	PJM Integration Expenses	L48	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
61	MISO Exit Fee Expenses	L49	-	-	-	-	-	-	-	-	-	-	-	-	
62	Legacy RTEP Expenses	L50	160,485.44	150,294.28	-	-	-	-	-	-	-	-	-	310,779.72	
63	Total Non-Deferred Expenses	SUM (L60- L62)	\$ 160,485.44	\$ 150,294.28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 310,779.72	
64	Cumulative Legacy RTEP Expenses (Only)	L62 + Prev L64													
<b>Recoverable NITS &amp; Other FERC/RTO Expenses:</b>															
65	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59 - L63	\$ 9,985,016.58	\$ 9,073,145.34	\$ 10,021,201.35	\$ 9,808,358.56	\$ 9,880,373.12	\$ 9,717,173.53	\$ 10,140,672.58	\$ 10,200,049.64	\$ 9,955,071.60	\$ 10,119,159.05	\$ 11,242,914.59	\$ 110,143,135.94	
66	Monthly NET NMB Principal Balance	L65 - L8	\$ 574,387.68	\$ (461,661.50)	\$ 721,448.74	\$ 1,310,718.11	\$ 1,285,127.36	\$ 350,855.20	\$ (1,191,057.35)	\$ (214,207.42)	\$ 140,467.47	\$ 879,383.69	\$ 1,742,121.79	\$ 5,137,583.77	
<b>Calculate Interest</b>															
67	Balance Subject to Interest	L66 / 2 + Prev L76	\$ (2,949,590.78)	\$ (2,909,302.96)	\$ (2,795,265.04)	\$ (1,794,415.80)	\$ (506,272.64)	\$ 308,959.45	\$ (109,457.79)	\$ (812,686.72)	\$ (853,985.83)	\$ (348,714.47)	\$ 960,137.78		
68	Starting 7/1/15, Cost of long-term debt approved in Case No	07-551-EL-AIR	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	6.540%	
69	Monthly Embedded Cost to Long-Term Debt	L68 / 12	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	0.545%	
70	Monthly NMB Interest	L67 x L69	\$ (16,075.27)	\$ (15,855.70)	\$ (15,234.19)	\$ (9,779.57)	\$ (2,759.19)	\$ 1,683.83	\$ (596.54)	\$ (4,429.14)	\$ (4,654.22)	\$ (1,900.49)	\$ 5,232.75	(64,367.73)	
71	Prior Period Interest Adjustment													80,247.60	
72	Total Interest	L70 + L71	\$ (16,075.27)	\$ (15,855.70)	\$ (15,234.19)	\$ (9,779.57)	\$ (2,759.19)	\$ 1,683.83	\$ (596.54)	\$ (4,429.14)	\$ (4,654.22)	\$ (1,900.49)	\$ 85,480.35		
73	Monthly NMB Principal & Interest	L66 + L72	\$ 558,312.41	\$ (477,517.20)	\$ 706,214.55	\$ 1,300,938.54	\$ 1,282,368.17	\$ 352,539.03	\$ (1,191,653.89)	\$ (218,636.56)	\$ 135,813.25	\$ 877,483.20	\$ 1,827,602.14		
74	Cumulative NMB Principal Balance	L66 + Prev L74	\$ (3,122,134.08)	\$ (2,547,746.40)	\$ (3,009,407.90)	\$ (2,287,959.16)	\$ (977,241.05)	\$ 307,886.31	\$ 658,741.51	\$ (532,315.84)	\$ (746,523.26)	\$ (606,055.79)	\$ 273,327.90	\$ 2,015,449.69	
75	Cumulative NMB Interest Balance	L70 + Prev L75	\$ (114,650.54)	\$ (130,725.81)	\$ (146,581.51)	\$ (161,815.70)	\$ (171,595.27)	\$ (174,354.46)	\$ (172,670.63)	\$ (173,267.17)	\$ (177,696.31)	\$ (182,350.53)	\$ (184,251.02)	\$ (98,770.67)	
76	Total Cumulative NMB Principal & Interest	L74 + L75	\$ (3,236,784.62)	\$ (2,678,472.21)	\$ (3,155,989.41)	\$ (2,449,774.86)	\$ (1,148,836.32)	\$ 133,531.85	\$ 486,070.88	\$ (705,583.01)	\$ (788,406.32)	\$ 89,076.88	\$ 1,916,679.02		

OHIO EDISON COMPANY (OE) Estimated (Over) / Under Collection as of February 29, 2020						
Line No.	Description	Source	Actual	Forecast	Forecast	Forecast
			Prior period Balance	Dec 2019	Jan 2020	Feb 2020
<b>Revenues - Start 6/1/2011</b>						
1	Non-Market Based Rider (NMB) Revenues	Sales Report	\$ 29,843,064.00	\$ 30,709,080.00	\$ 28,540,259.00	
2	Prior Period NMB Revenue Adjustment		-	-	-	-
3	Total Adjusted NMB Revenues	L1 + L2	\$ 29,843,064.00	\$ 30,709,080.00	\$ 28,540,259.00	
4	CAT Tax	Taxes	0.2600%	0.2600%	0.2600%	
5	CAT Amount	L3 x L4	77,591.97	79,843.61	74,204.67	
6	Prior Period CAT Adjustment		-	-	-	-
7	Total Adjusted CAT Amount	L5 + L6	77,591.97	79,843.61	74,204.67	
8	NMB Revenues Excluding CAT	L3 - L7	\$ 29,765,472.03	\$ 30,629,236.39	\$ 28,466,054.33	
9	NMB Revenue Associated with amortization of Legacy RTEP expenses	See Amortization tab	\$ 1,528,948	\$ 1,528,948	\$ 1,528,948	
10	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L8 - L9	\$ 28,236,524.46	\$ 29,100,288.82	\$ 26,937,106.76	
<b>Network Integration Transmission Service (NITS) &amp; Other Non-Market Based FERC/Regional Transmission Organization (RTO) Costs</b>						
<b>NITS &amp; Other FERC/RTO Expenses:</b>						
11	NITS Expenses	507003				
12	Load Reconciliation for Reactive Services/Sch. 2 Effective Oct 2012 this G/L will	507101				
13	Load Reconciliation for Reactive Services/Sch. 2	507105				
14	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	507502				
15	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	507513				
16	PJM Integration Expenses	507514				
17	MISO Exit Fee Expenses	507515				
18	Legacy Regional Transmission Expansion Plan (RTEP) Expenses	507510				
19	Non-Legacy RTEP Expenses	507509				
20	Generation Deactivation Charges	507007				
21	Meter Correction	506012				
22	Emergency Energy	506013				
23	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and	507008				
24	Planning Period Congestion Uplift	570039				
25	PJM Customer Default	506510				
26						
27	Total NITS & Other FERC/RTO Expenses	SUM (L11- L26)	\$ 26,316,013.99	\$ 25,514,572.77	\$ 23,889,697.11	
<b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments:</b>						
28	NITS Expenses					
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	506012				
38	Emergency Energy	506013				
39	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and	507008				
40	Planning Period Congestion Uplift	570039				
41	PJM Customer Default	506510				
42						
43	Total Prior Period NITS & Other FERC/RTO Expense Adjustments	SUM (L28- L42)	\$ -	\$ -	\$ -	
<b>Adjusted NITS &amp; Other FERC/RTO Expenses:</b>						
44	NITS Expenses	L11 + L28				
45	Load Reconciliation for Reactive Services/Sch. 2	L12 + L13 + L29				
46	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L14 + L30				
47	MTEP Expenses	L15 + L31				
48	PJM Integration Expenses	L16 + L32				
49	MISO Exit Fee Expenses	L17 + L33				
50	Legacy RTEP Expenses	L18 + L34				
51	Non-Legacy RTEP Expenses	L19 + L35				
52	Generation Deactivation Charges	L20 + L36				
53	Meter Correction	L21 + L37				
54	Emergency Energy	L22 + L38				
55	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and	L23 + L39				
56	Planning Period Congestion Uplift	L24 + L40				
57	PJM Customer Default	L25 + L41				
58						
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L44- L58)	\$ 26,316,013.99	\$ 25,514,572.77	\$ 23,889,697.11	
<b>FERC/RTO Expenses Not Deferred:</b>						
60	PJM Integration Expenses	L48				
61	MISO Exit Fee Expenses	L49				
62	Legacy RTEP Expenses	L50				
63	Total Non-Deferred Expenses	SUM (L60- L62)				
64	Cumulative Legacy RTEP Expenses (Only)	L62 + Prev L64				
<b>Recoverable NITS &amp; Other FERC/RTO Expenses:</b>						
65	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59 - L63	\$ 26,316,013.99	\$ 25,514,572.77	\$ 23,889,697.11	
66	Monthly NET NMB Principal Balance	L65 - L8	\$ (1,920,510.47)	\$ (3,585,716.05)	\$ (3,047,409.65)	
<b>Calculate Interest</b>						
67	Balance Subject to Interest	L66 /2 + Prev L77	\$ 12,821,065.99	\$ 10,137,827.53	\$ 6,876,515.84	
68	Prior Period Interest Adjustment		-	-	-	
69	Bal. Subject to Interest after Prior Period Adj.	L67 + L68	\$ 12,821,065.99	\$ 10,137,827.53	\$ 6,876,515.84	
70	Starting 7/1/15, Cost of long-term debt approved in Case No. 07-551-EL-AIR	Treasury	6.540%	6.540%	6.540%	
71	Monthly Embedded Cost to Long-Term Debt	L70 / 12	0.55%	0.55%	0.55%	
72	Monthly NMB Interest	L69 x L71	\$ 69,874.81	\$ 55,251.16	\$ 37,477.01	
73	Prior Period Principal Balance Adj.					
74	Monthly NMB Principal & Interest	L66 + L72	\$ (1,850,635.66)	\$ (3,530,464.89)	\$ (3,009,932.64)	
75	Cumulative NMB Principal Balance	L66 + Prev L75	11,093,494.65	\$ 9,172,984.18	\$ 5,587,268.13	\$ 2,539,858.47
76	Cumulative NMB Interest Balance	L72 + Prev L76	2,687,826.57	\$ 2,757,701.38	\$ 2,812,952.54	\$ 2,850,429.55
77	Total Cumulative NMB Principal & Interest	L75 + L76	\$ 13,781,321.22	\$ 11,930,685.56	\$ 8,400,220.67	\$ 5,390,288.02

THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI) Estimated (Over) / Under Collection as of February 29, 2020					
Line No.	Description	Source	Actual	FORECAST	FORECAST
			Prior Period Balances	Dec 2019	Jan 2020
<b>Revenues - Start 6/1/2011</b>					
1	Non-Market Based Rider (NMB) Revenues	Sales Report	\$ 20,444,385.00	\$ 21,414,410.00	\$ 19,652,566.00
2	Prior Period NMB Revenue Adjustment		-	-	-
3	Total Adjusted NMB Revenues	L1 + L2	\$ 20,444,385.00	\$ 21,414,410.00	\$ 19,652,566.00
4	CAT Tax	Taxes	0.2600%	0.2600%	0.2600%
5	CAT Amount	L3 x L4	53,155.40	55,677.47	51,096.67
6	Prior Period CAT Adjustment		-	-	-
7	Total Adjusted CAT Amount	L5 + L6	53,155.40	55,677.47	51,096.67
8	NMB Revenues Excluding CAT	L3 - L7	\$ 20,391,229.60	\$ 21,358,732.53	\$ 19,601,469.33
9	NMB Revenue Associated with amortization of Legacy RTEP expenses	See Amortization tab	\$ 1,169,272	\$ 1,169,272	\$ 1,169,272
10	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L8 - L9	\$ 19,221,957.15	\$ 20,189,460.08	\$ 18,432,196.88
<b>Network Integration Transmission Service (NITS) &amp; Other Non-Market Based FERC/Regional Transmission Organization (RTO) Costs</b>					
<b>NITS &amp; Other FERC/RTO Expenses:</b>					
11	NITS Expenses	507003			
12	Load Reconciliation for Reactive Services/Sch. 2 Effective Oct 2012 this G/L will	507101			
13	Load Reconciliation for Reactive Services/Sch. 2	507105			
14	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	507502			
15	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	507513			
16	PJM Integration Expenses	507514			
17	MISO Exit Fee Expenses	507515			
18	Legacy Regional Transmission Expansion Plan (RTEP) Expenses	507510			
19	Non-Legacy RTEP Expenses	507509			
20	Generation Deactivation Charges	507007			
21	Meter Correction	506012			
22	Emergency Energy	506013			
23	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and	507008			
24	Planning Period Congestion Uplift	570039			
25	PJM Customer Default	506510			
26					
27	Total NITS & Other FERC/RTO Expenses	SUM (L11- L26)	\$ 19,854,186.33	\$ 19,174,623.83	\$ 17,952,261.00
<b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments:</b>					
28	NITS Expenses				
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	506012			
38	Emergency Energy	506013			
39	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and	507008			
40	Planning Period Congestion Uplift	570039			
41	PJM Customer Default	506510			
42					
43	Total Prior Period NITS & Other FERC/RTO Expense Adjustments	SUM (L28- L42)			
<b>Adjusted NITS &amp; Other FERC/RTO Expenses:</b>					
44	NITS Expenses	L11 + L28			
45	Load Reconciliation for Reactive Services/Sch. 2	L12 + L13 + L29			
46	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L14 + L30			
47	MTEP Expenses	L15 + L31			
48	PJM Integration Expenses	L16 + L32			
49	MISO Exit Fee Expenses	L17 + L33			
50	Legacy RTEP Expenses	L18 + L34			
51	Non-Legacy RTEP Expenses	L19 + L35			
52	Generation Deactivation Charges	L20 + L36			
53	Meter Correction	L21 + L37			
54	Emergency Energy	L22 + L38			
55	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and	L23 + L39			
56	Planning Period Congestion Uplift	L24 + L40			
57	PJM Customer Default	L25 + L41			
58					
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L44- L58)	\$ 19,854,186.33	\$ 19,174,623.83	\$ 17,952,261.00
<b>FERC/RTO Expenses Not Deferred:</b>					
60	PJM Integration Expenses	L48			
61	MISO Exit Fee Expenses	L49			
62	Legacy RTEP Expenses	L50			
63	Total Non-Deferred Expenses	SUM (L60- L62)			
64	Cumulative Legacy RTEP Expenses (Only)	L62 + Prev L64			
<b>Recoverable NITS &amp; Other FERC/RTO Expenses:</b>					
65	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59 - L63	\$ 19,854,186.33	\$ 19,174,623.83	\$ 17,952,261.00
66	Monthly NET NMB Principal Balance	L65 - L8	\$ 632,229.18	\$ (1,014,836.25)	\$ (479,935.88)
<b>Calculate Interest</b>					
67	Balance Subject to Interest	L66 /2 + Prev L77	\$ 7,692,584.30	\$ 7,543,205.34	\$ 6,836,929.75
68	Prior Period Interest Adjustment		-	-	-
69	Bal. Subject to Interest after Prior Period Adj.	L67 + L68	\$ 7,692,584.30	\$ 7,543,205.34	\$ 6,836,929.75
70	Starting 7/1/15, Cost of long-term debt approved in Case No. 07-551-EL-AIR	Treasury	6.540%	6.540%	6.540%
71	Monthly Embedded Cost to Long-Term Debt	L70 / 12	0.55%	0.55%	0.55%
72	Monthly NMB Interest	L69 x L71	\$ 41,924.58	\$ 41,110.47	\$ 37,261.27
73	Prior Period Principal Balance Adj.				
74	Monthly NMB Principal & Interest	L66 + L72	\$ 674,153.76	\$ (973,725.78)	\$ (442,674.61)
75	Cumulative NMB Principal Balance	L66 + Prev L75	6,309,971.64	\$ 6,942,200.82	\$ 5,927,364.57
76	Cumulative NMB Interest Balance	L72 + Prev L76	1,066,498.07	\$ 1,108,422.65	\$ 1,149,533.12
77	Total Cumulative NMB Principal & Interest	L75 + L76	\$ 7,376,469.71	\$ 8,050,623.47	\$ 7,076,897.69
					\$ 6,634,223.08

THE TOLEDO EDISON COMPANY (TE) Estimated (Over) / Under Collection as of February 29, 2020						
Line No.	Description	Source	Actual	FORECAST	FORECAST	FORECAST
			Prior Period Balances	Dec 2019	Jan 2020	Feb 2020
<b>Revenues - Start 6/1/2011</b>						
1	Non-Market Based Rider (NMB) Revenues	Sales Report	\$ 11,021,670.00	\$ 10,764,671.00	\$ 10,325,664.00	
2	Prior Period NMB Revenue Adjustment		-	-	-	-
3	Total Adjusted NMB Revenues	L1 + L2	\$ 11,021,670.00	\$ 10,764,671.00	\$ 10,325,664.00	
4	CAT Tax	Taxes	0.2600%	0.2600%	0.2600%	
5	CAT Amount	L3 x L4	28,656.34	27,988.14	26,846.73	
6	Prior Period CAT Adjustment		-	-	-	
7	Total Adjusted CAT Amount	L5 + L6	28,656.34	27,988.14	26,846.73	
8	NMB Revenues Excluding CAT	L3 - L7	\$ 10,993,013.66	\$ 10,736,682.86	\$ 10,298,817.27	
9	NMB Revenue Associated with amortization of Legacy RTEP expenses	See Amortization tab	\$699,552	\$699,552	\$699,552	
10	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L8 - L9	\$ 10,293,461.71	\$ 10,037,130.91	\$ 9,599,265.32	
<b>Network Integration Transmission Service (NITS) &amp; Other Non-Market Based FERC/Regional Transmission Organization (RTO) Costs</b>						
<b>NITS &amp; Other FERC/RTO Expenses:</b>						
11	NITS Expenses	507003				
12	Load Reconciliation for Reactive Services/Sch. 2 Effective Oct 2012 this G/L will	507101				
13	Load Reconciliation for Reactive Services/Sch. 2	507105				
14	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	507502				
15	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	507513				
16	PJM Integration Expenses	507514				
17	MISO Exit Fee Expenses	507515				
18	Legacy Regional Transmission Expansion Plan (RTEP) Expenses	507510				
19	Non-Legacy RTEP Expenses	507509				
20	Generation Deactivation Charges	507007				
21	Meter Correction	506012				
22	Emergency Energy	506013				
23	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and	507008				
24	Planning Period Congestion Uplift	570039				
25	PJM Customer Default	506510				
26						
27	Total NITS & Other FERC/RTO Expenses	SUM (L11- L26)	\$ 10,192,186.50	\$ 10,308,238.80	\$ 9,650,610.49	
<b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments:</b>						
28	NITS Expenses					
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	506012				
38	Emergency Energy	506013				
39	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and	507008				
40	Planning Period Congestion Uplift	570039				
41	PJM Customer Default	506510				
42						
43	Total Prior Period NITS & Other FERC/RTO Expense Adjustments	SUM (L28- L42)				
<b>Adjusted NITS &amp; Other FERC/RTO Expenses:</b>						
44	NITS Expenses	L11 + L28				
45	Load Reconciliation for Reactive Services/Sch. 2	L12 + L13 + L29				
46	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L14 + L30				
47	MTEP Expenses	L15 + L31				
48	PJM Integration Expenses	L16 + L32				
49	MISO Exit Fee Expenses	L17 + L33				
50	Legacy RTEP Expenses	L18 + L34				
51	Non-Legacy RTEP Expenses	L19 + L35				
52	Generation Deactivation Charges	L20 + L36				
53	Meter Correction	L21 + L37				
54	Emergency Energy	L22 + L38				
55	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and	L23 + L39				
56	Planning Period Congestion Uplift	L24 + L40				
57	PJM Customer Default	L25 + L41				
58						
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L44- L58)	\$ 10,192,186.50	\$ 10,308,238.80	\$ 9,650,610.49	
<b>FERC/RTO Expenses Not Deferred:</b>						
60	PJM Integration Expenses	L48				
61	MISO Exit Fee Expenses	L49				
62	Legacy RTEP Expenses	L50				
63	Total Non-Deferred Expenses	SUM (L60- L62)	\$ -	\$ -	\$ -	
64	Cumulative Legacy RTEP Expenses (Only)	L62 + Prev L64				
<b>Recoverable NITS &amp; Other FERC/RTO Expenses:</b>						
65	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59 - L63	\$ 10,192,186.50	\$ 10,308,238.80	\$ 9,650,610.49	
66	Monthly NET NMB Principal Balance	L65 - L8	\$ (101,275.21)	\$ 271,107.89	\$ 51,345.17	
<b>Calculate Interest</b>						
67	Balance Subject to Interest	L66 / 2 + Prev L77	\$ 1,866,041.42	\$ 1,961,127.69	\$ 2,133,042.36	
68	Prior Period Interest Adjustment		6.540%	6.540%	6.540%	
69	Bal. Subject to Interest after Prior Period Adj.	L67 + L68	0.55%	0.55%	0.55%	
70	Starting 7/1/15, Cost of long-term debt approved in Case No. 07-551-EL-AIR	Treasury				
71	Monthly Embedded Cost to Long-Term Debt	L70 / 12				
72	Monthly NMB Interest	L69 x L71	\$ 10,169.93	\$ 10,688.15	\$ 11,625.08	
73	Prior Period Principal Balance Adj.					
74	Monthly NMB Principal & Interest	L66 + L72	\$ (91,105.28)	\$ 281,796.04	\$ 62,970.25	
75	Cumulative NMB Principal Balance	L66 + Prev L75	2,015,449.69	\$ 1,914,174.48	\$ 2,185,282.37	\$ 2,236,627.54
76	Cumulative NMB Interest Balance	L72 + Prev L76	(98,770.67)	(88,600.74)	(77,912.59)	(66,287.51)
77	Total Cumulative NMB Principal & Interest	L75 + L76	\$ 1,916,679.02	\$ 1,825,573.74	\$ 2,107,369.78	\$ 2,170,340.03

**Forecasted Rider NMB Revenue Excl. Pilot Participants (December 2019 - February 2020)**

	OE	RS	Billing Units <sup>2</sup>			Dec 2019 - Feb 2020	Revenue <sup>4</sup>		
			Dec-19	Jan-20	Feb-20		Rate	Unit	Dec-19
OE	OE	RS				kWh	\$ 0.015923	\$/kWh	
		GS				kW	\$ 4.6408	\$/kW	
		GP				kW	\$ 5.4506	\$/kW	
		GSU				kVa	\$ 4.4868	\$/kVa	
		GT				kVa	\$ 4.6435	\$/kVa	
		LTG <sup>1</sup>				kWh	\$ 0.016039	\$/kWh	
CEI	CEI	RS				kWh	\$ 0.015290	\$/kWh	
		GS				kW	\$ 5.0704	\$/kW	
		GP				kW	\$ 7.6468	\$/kW	
		GSU				kW	\$ 5.7215	\$/kW	
		GT				kVa	\$ 2.8738	\$/kVa	
		LTG <sup>1</sup>				kWh	\$ 0.012417	\$/kWh	
TE	TE	RS				kWh	\$ 0.014645	\$/kWh	
		GS				kW	\$ 4.4235	\$/kW	
		GP				kW	\$ 6.4110	\$/kW	
		GSU				kVa	\$ 5.5716	\$/kVa	
		GT				kVa	\$ 4.8493	\$/kVa	
		LTG <sup>1</sup>				kWh	\$ 0.010516	\$/kWh	

Note(s):

- 1 - LTG includes Traffic Lighting only
- 2 - Source: Forecast as of December 2019 less Pilot Participants as of December 1, 2019
- 3 - Source: Rates - Rider NMB, Sheet 119, Effective March 1, 2020
- 4 - Calculation: Billing Units x Rate

**Forecasted Rider NMB Expenses Excl. Pilot Participants (Dec. 2019 - Feb. 2020)**

Company	G/L Account	Dec-19	Jan-20	Feb-20
<b>Expenses</b>				
PJM Network Service	OE      507003 CE      507003 TE      507003 Total			
PJM Ancillaries - Sch 2 Reactive	OE      507105 CE      507105 TE      507105 Total			
Schedule 1A - Scheduling and Dispatch	OE      507502 CE      507502 TE      507502 Total			
Non-Legacy RTEP Expenses	OE      507509 CE      507509 TE      507509 Total			
Legacy RTEP Expenses	OE      507510 CE      507510 TE      507510 Total			
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 CE      507008 TE      507008 Total			
Planning Period Congestion Uplift	OE      570039 CE      570039 TE      570039 Total			
Total NMB Expense	OE      \$ 26,316,014 CE      \$ 19,854,186 TE      \$ 10,192,187 Total	\$ 25,514,573	\$ 23,889,697	\$ 17,952,261
			\$ 10,308,239	\$ 9,650,610
			\$ 54,997,435	\$ 51,492,569

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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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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

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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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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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**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)	1.5166¢
GS* (per kW of Billing Demand)	\$5.3107
GP* (per kW of Billing Demand)	\$7.2590
GSU (per kW of Billing Demand)	\$5.7284
GT (per kVa of Billing Demand)	\$3.2799
STL (all kWhs, per kWh)	0.0000¢
TRF (all kWhs, per kWh)	1.3951¢
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, 18-1818-EL-RDR and 19-2120-EL-RDR respectively, before

The Public Utilities Commission of Ohio

**This foregoing document was electronically filed with the Public Utilities**

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**12/16/2019 4:57:31 PM**

**in**

**Case No(s). 19-2120-EL-RDR, 89-6001-EL-TRF**

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