

January 13, 2023

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

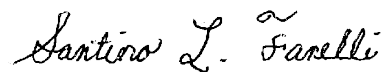
SUBJECT: Case Nos. 23-0051-EL-RDR

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,

A handwritten signature in black ink that reads "Santino L. Fanelli". The signature is written in a cursive, flowing style.

Santino L. Fanelli
Director, Rates & Regulatory Affairs

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)

- 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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Columbus, Ohio 43215
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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)

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

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

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

	Company	G/L Account	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Total
1	PJM Network Service	OE	507003	\$ 24,829,003	\$ 25,656,637	\$ 24,829,003	\$ 25,656,637	\$ 25,656,637	\$ 24,829,003	\$ 25,656,637	\$ 25,656,637	\$ 24,829,003	\$ 25,681,466	\$ 27,452,601	\$ 308,185,866
2		CE	507003	\$ 20,527,772	\$ 21,212,031	\$ 20,527,772	\$ 21,212,031	\$ 21,212,031	\$ 20,527,772	\$ 21,212,031	\$ 21,212,031	\$ 22,696,873	\$ 21,232,559	\$ 22,696,873	\$ 254,797,550
3		TE	507003	\$ 9,187,614	\$ 9,493,868	\$ 9,187,614	\$ 9,493,868	\$ 9,493,868	\$ 9,187,614	\$ 9,493,868	\$ 9,493,868	\$ 10,158,439	\$ 9,503,056	\$ 10,158,439	\$ 114,039,732
4		Total		\$ 54,544,390	\$ 56,362,536	\$ 54,544,390	\$ 56,362,536	\$ 56,362,536	\$ 54,544,390	\$ 56,362,536	\$ 54,544,390	\$ 56,362,536	\$ 60,307,914	\$ 60,307,914	\$ 677,023,148
5	PJM Ancillaries - Sch 2 Reactive	OE	507105	\$ 859,000	\$ 887,000	\$ 859,000	\$ 887,000	\$ 887,000	\$ 859,000	\$ 887,000	\$ 887,000	\$ 887,000	\$ 830,000	\$ 887,000	\$ 10,475,000
7		CE	507105	\$ 710,000	\$ 734,000	\$ 710,000	\$ 734,000	\$ 734,000	\$ 710,000	\$ 734,000	\$ 734,000	\$ 734,000	\$ 686,000	\$ 734,000	\$ 8,664,000
8		TE	507105	\$ 318,000	\$ 328,000	\$ 318,000	\$ 328,000	\$ 328,000	\$ 318,000	\$ 328,000	\$ 318,000	\$ 328,000	\$ 307,000	\$ 328,000	\$ 3,875,000
9		Total		\$ 1,887,000	\$ 1,949,000	\$ 1,887,000	\$ 1,949,000	\$ 1,949,000	\$ 1,887,000	\$ 1,949,000	\$ 1,887,000	\$ 1,949,000	\$ 1,949,000	\$ 1,823,000	\$ 1,949,000
11	Schedule 1A - Dispatch	OE	507502	\$ 187,000	\$ 193,000	\$ 187,000	\$ 193,000	\$ 193,000	\$ 187,000	\$ 193,000	\$ 187,000	\$ 193,000	\$ 181,000	\$ 193,000	\$ 2,280,000
12		CE	507502	\$ 155,000	\$ 160,000	\$ 155,000	\$ 160,000	\$ 160,000	\$ 155,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 149,000	\$ 160,000	\$ 1,889,000
13		TE	507502	\$ 69,000	\$ 72,000	\$ 69,000	\$ 72,000	\$ 72,000	\$ 69,000	\$ 72,000	\$ 69,000	\$ 72,000	\$ 67,000	\$ 72,000	\$ 847,000
14		Total		\$ 411,000	\$ 425,000	\$ 411,000	\$ 425,000	\$ 425,000	\$ 411,000	\$ 425,000	\$ 411,000	\$ 425,000	\$ 425,000	\$ 397,000	\$ 425,000
16	Legacy RTEP Expenses	OE	507510	\$ 433,788	\$ 448,247	\$ 433,788	\$ 448,247	\$ 448,247	\$ 433,788	\$ 448,247	\$ 433,788	\$ 448,247	\$ 419,328	\$ 448,247	\$ 5,292,209
17		CE	507510	\$ 358,641	\$ 370,596	\$ 358,641	\$ 370,596	\$ 370,596	\$ 358,641	\$ 370,596	\$ 358,641	\$ 370,596	\$ 346,686	\$ 370,596	\$ 4,375,418
18		TE	507510	\$ 160,517	\$ 165,867	\$ 160,517	\$ 165,867	\$ 165,867	\$ 160,517	\$ 165,867	\$ 160,517	\$ 165,867	\$ 155,166	\$ 165,867	\$ 1,958,306
19		Total		\$ 952,945	\$ 984,710	\$ 952,945	\$ 984,710	\$ 984,710	\$ 952,945	\$ 984,710	\$ 952,945	\$ 984,710	\$ 984,710	\$ 921,180	\$ 984,710
21	Non-Legacy RTEP Expenses	OE	507509	\$ 1,560,503	\$ 1,612,520	\$ 1,560,503	\$ 1,612,520	\$ 1,612,520	\$ 1,560,503	\$ 1,612,520	\$ 1,560,503	\$ 1,612,520	\$ 1,508,486	\$ 1,612,520	\$ 19,038,134
22		CE	507509	\$ 1,290,170	\$ 1,333,176	\$ 1,290,170	\$ 1,333,176	\$ 1,333,176	\$ 1,290,170	\$ 1,333,176	\$ 1,290,170	\$ 1,333,176	\$ 1,247,165	\$ 1,333,176	\$ 15,740,079
23		TE	507509	\$ 577,442	\$ 596,690	\$ 577,442	\$ 596,690	\$ 596,690	\$ 577,442	\$ 596,690	\$ 577,442	\$ 596,690	\$ 558,193	\$ 596,690	\$ 7,044,787
24		Total		\$ 3,428,115	\$ 3,542,385	\$ 3,428,115	\$ 3,542,385	\$ 3,542,385	\$ 3,428,115	\$ 3,542,385	\$ 3,428,115	\$ 3,542,385	\$ 3,542,385		

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

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

Expected March 2023 Pilot Participants - Annual Billing Demand

		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)	
	Revenues														
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	Monthly CAT Amount		\$ 106,863	\$ 94,249	\$ 68,638	\$ 66,385	\$ 65,702	\$ 75,706	\$ 83,719	\$ 79,862	\$ 72,083	\$ 64,417	\$ 70,510	\$ 78,296	
5	Total Adjusted CAT Amount		\$ 106,863	\$ 94,249	\$ 68,638	\$ 66,385	\$ 65,702	\$ 75,706	\$ 83,719	\$ 79,862	\$ 72,083	\$ 64,417	\$ 70,510	\$ 78,296	\$ 926,430
6	NMB Revenues Excluding CAT	L3 - L5	\$ 40,994,325	\$ 36,155,547	\$ 26,330,416	\$ 25,466,480	\$ 25,204,337	\$ 29,041,928	\$ 32,115,721	\$ 30,636,465	\$ 27,652,017	\$ 24,711,463	\$ 27,048,619	\$ 30,035,388	\$ 355,392,707
7	NMB Revenue 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	\$ 1,169,527	\$ 11,695,272
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7	\$ 39,824,798	\$ 34,986,020	\$ 25,160,889	\$ 24,296,953	\$ 24,034,810	\$ 27,872,401	\$ 30,946,194	\$ 29,466,937	\$ 26,482,489	\$ 23,541,936	\$ 27,048,619	\$ 30,035,388	\$ 343,697,434
	NITS & Other FERC/RTO Expenses:														
9	NITS Expenses (507003)	(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)	\$ (2,478)	\$ (2,475)	\$ (2,475)	\$ (2,478)	\$ (2,475)	\$ (2,478)	\$ (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)	\$ (27,347)	\$ (27,375)	\$ (27,347)	\$ (27,375)	\$ (27,347)	\$ (328,361)
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(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)	(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) Expenses (507513)	(507513)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	PJM Integration Expenses (507514)	(507514)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	MISO Exit Fee Expenses (507515)	(507515)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	\$ 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)	(507509)	\$ 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
19	Generation Deactivation Charges (507007)	(507007)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20	Meter Correction (506012)	(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)	(506013)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)	\$ 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
23	Planning Period Congestion Uplift (570039)	(570039)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	PJM Customer Default (506510)	(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
	Prior Period NITS & Other FERC/RTO Expense Adjustments:														
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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Adjusted NITS & Other FERC/RTO Expenses:														
43	NITS Expenses	L9 + L26	\$ 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	L10 + L27	\$ (2,475)	\$ (2,483)	\$ (2,475)	\$ (2,478)	\$ (2,475)	\$ (2,478)	\$ (2,475)	\$ (2,475)	\$ (2,478)	\$ (2,475)	\$ (2,478)	\$ (2,475)	\$ (29,718)
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28	\$ (27,347)	\$ (27,433)	\$ (27,347)	\$ (27,375)	\$ (27,347)	\$ (27,375)	\$ (27,347)	\$ (27,347)	\$ (27,375)	\$ (27,347)	\$ (27,375)	\$ (27,347)	\$ (328,361)
46	Load Reconciliation for Reactive Services/Sch. 2	L12 + L29	\$ 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	L13 + L30	\$ 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	L14 + L31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
49	PJM Integration Expenses	L15 + L32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
50	MISO Exit Fee Expenses	L16 + L33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
51	Legacy RTEP Expenses	L17 + L34	\$ 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	L18 + L35	\$ 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	L19 + L36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
54	Meter Correction	L20 + L37	\$ (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	L21 + L38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39	\$ 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	L23 + L40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
58	PJM Customer Default	L24 + L41	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43- L58)	\$ 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
	Recoverable NITS & Other FERC/RTO Expenses:														
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59	\$ 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)	L60 - L8	\$ (9,147,066)	\$ (7,005,049)	\$ 6,636,866	\$ 6,103,634	\$ 6,873,097	\$ 2,402,363	\$ 263,931	\$ 1,753,046	\$ 4,030,616	\$ 7,730,737	\$ 3,512,052	\$ 1,217,304	\$ 24,971,532
	Calculate Interest														
62	Balance Subject to Interest		\$ (37,703,823)	\$ (45,985,366)	\$ (46,420,078)	\$ (40,302,871)	\$ (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	Prio Period Interest Adjustment		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
64	Monthly Interest Over/(Under)		\$ (205,486)	\$ (250,620)	\$ (252,989)	\$ (219,650)	\$ (185,486)	\$ (161,221)	\$ (154,834)	\$ (150,182)	\$ (135,240)	\$ (103,927)	\$ (73,857)	\$ (61,372)	\$ (1,954,864)
65	Monthly Deferral Over/(Under)		\$ 9,352,552	\$ 7,255,669	\$ (6,383,877)	\$ (5,883,984)	\$ (6,687,611)	\$ (2,241,142)	\$ (109,097)	\$ (1,602,865)	\$ (3,895,376)	\$ (7,626,810)	\$ (3,438,195)	\$ (1,155,932)	\$ (22,416,668)
66	Cumulative NMB Principal Balance		\$ (46,379,185)	\$ (53,384,234)	\$ (46,747,368)	\$ (40,643,733)	\$ (33,770,636)	\$ (31,368,273)	\$ (31,104,342)	\$ (29,351,295)	\$ (25,320,678)	\$ (17,589,942)	\$ (14,077,890)	\$ (12,880,586)	
67	Cumulative NMB Interest Balance		\$ 3,896,343	\$ 3,645,723	\$ 3,392,733	\$ 3,173,083	\$ 2,987,597	\$ 2,826,376	\$ 2,671,542	\$ 2,521,360	\$ 2,386,120	\$ 2,282,193	\$ 2,208,336	\$ 2,146,965	
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1	\$ (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)	\$ (10,713,622)	

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	Revenues														
3	Non-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
4	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
5	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	\$
6	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
7	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	\$ 20,130,296	\$ 18,627,925	\$ 20,384,642	\$ 21,389,997	\$ 261,548,941
8	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
9	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
10	NITS & Other FERC/RTO Expenses:														
11	NITS Expenses (507003)	(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
12	PJM Integration Costs - exclude from NITS Expenses		\$ (1,851)	\$ (1,859)	\$ (1,850)	\$ (1,853)	\$ (1,850)	\$ (1,853)	\$ (1,850)	\$ (1,850)	\$ (1,853)	\$ (1,850)	\$ (1,853)	\$ (1,850)	\$ (22,226)
13	MISO Exit Fees - exclude from NITS Expense		\$ (20,449)	\$ (20,543)	\$ (20,446)	\$ (20,478)	\$ (20,446)	\$ (20,478)	\$ (20,446)	\$ (20,446)	\$ (20,446)	\$ (20,478)	\$ (20,478)	\$ (20,446)	\$ (245,581)
14	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(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
15	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(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
16	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	PJM Integration Expenses (507514)	(507514)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	MISO Exit Fee Expenses (507515)	(507515)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	\$ 303,028	\$ 303,118	\$ 303,046	\$ 303,258	\$ 303,217	\$ 254,462	\$ 253,851	\$ 253,970	\$ 256,066	\$ 257,165	\$ 260,705	\$ 258,539	\$ 3,310,424
20	Non-Legacy RTEP Expenses (507509)	(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
21	Generation Deactivation Charges (507007)	(507007)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	Meter Correction (506012)	(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)
23	Emergency Energy (506013)	(506013)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(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
25	Planning Period Congestion Up/ft (570039)	(570039)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	PJM Customer Default (506510)	(506510)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
27	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
28	Prior Period NITS & Other FERC/RTO Expense Adjustments:														
29	NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	PJM Integration Costs - exclude from NITS Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
31	MISO Exit Fees - exclude from NITS Expense		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
32	Load Reconciliation for Reactive Services/Sch. 2		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
33	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
34	MTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
35	PJM Integration Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36	MISO Exit Fee Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Legacy RTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
38	Non-Legacy RTEP Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
39	Generation Deactivation Charges		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40	Meter Correction		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
41	Emergency Energy		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
42	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
43	Planning Period Congestion Up/ft		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44	PJM Customer Default		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
45	Total Prior Period NITS & Other FERC/RTO Expense Adjustments		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
46	Adjusted NITS & Other FERC/RTO Expenses:														
47	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
48	PJM Integration Costs - exclude from NITS Expenses	L10 + L27	\$ (1,851)	\$ (1,859)	\$ (1,850)	\$ (1,853)	\$ (1,850)	\$ (1,853)	\$ (1,850)	\$ (1,850)	\$ (1,853)	\$ (1,850)	\$ (1,853)	\$ (1,850)	\$ (22,226)
49	MISO Exit Fees - exclude from NITS Expense	L11 + L28	\$ (20,449)	\$ (20,543)	\$ (20,446)	\$ (20,478)	\$ (20,446)	\$ (20,478)	\$ (20,446)	\$ (20,446)	\$ (20,478)	\$ (20,446)	\$ (20,478)	\$ (20,446)	\$ (245,581)
50	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
51	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
52	MTEP Expenses	L14 + L31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
53	PJM Integration Expenses	L15 + L32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
54	MISO Exit Fee Expenses	L16 + L33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
55	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	\$ 258,539	\$ 3,310,424
56	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
57	Generation Deactivation Charges	L19 + L36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
58	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)
59	Emergency Energy	L21 + L38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
60	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
61	Planning Period Congestion Up/ft	L23 + L40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
62	PJM Customer Default	L24 + L41	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
63	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
64	Recoverable NITS & Other FERC/RTO Expenses:														
65	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
66	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
67	Calculate Interest														
68	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)	\$ (10,232,909)	\$ (291,917,750)
69	Prior Period Interest Adjustment		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
70	Monthly Interest Over/(Under)		\$ (174,439)	\$ (196,376)	\$ (193,621)	\$ (169,867)	\$ (144,467)	\$ (128,869)	\$ (125,462)	\$ (125,180)	\$ (116,231)	\$ (82,132)	\$ (69,269)	\$ (55,769)	\$ (1,590,952)
71	Monthly Deferral Over/(Under)		\$ 4,598,246	\$ 3,473,715	\$ (4,487,363)	\$ (4,547,748)	\$ (4,504,248)	\$ (1,235,395)	\$ (18,498)	\$ (55,180)	\$ (3,267,751)	\$ (5,600,066)	\$ (2,816,688)	\$ (2,146,948)	\$ (20,607,943)
72	Cumulative NMB Principal Balance		\$ (35,639,147)	\$ (38,916,487)	\$ (34,235,484)	\$ (29,518,669)	\$ (24,869,954)	\$ (23,505,690)	\$ (23,361,730)	\$ (23,181,289)	\$ (19,797,307)	\$ (14,105,109)	\$ (11,219,163)	\$ (9,016,445)	\$
73	Cumulative NMB Interest Balance		\$ 1,245,638	\$ 1,049,263	\$ 855,642	\$ 542,108	\$ 542,108	\$ 413,239	\$ 287,778	\$ 162,516	\$ 46,285	\$ (45,847)	\$ (115,105)	\$ (170,874)	\$
74	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1	\$ (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)	\$ (9,187,320)	\$

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 lty) 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)	
2	Revenues														
3	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
4	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
5	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	\$ 26,329	\$ 335,760
6	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	\$ 26,329	\$ 335,760
7	NMB Revenues Excluding CAT	L3 - L5	\$ 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
8	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	\$ 563,787	\$ 5,637,869
9	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7	\$ 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	\$ 123,164,673
10	NITS & Other FERC/RTO Expenses:														
11	NITS Expenses (507003)	(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
12	PJM Integration Costs - exclude from NITS Expenses		\$ (915)	\$ (928)	\$ (908)	\$ (913)	\$ (908)	\$ (913)	\$ (908)	\$ (908)	\$ (913)	\$ (908)	\$ (913)	\$ (908)	\$ (10,943)
13	MISO Exit Fees - exclude from NITS Expense		\$ (10,112)	\$ (10,252)	\$ (10,035)	\$ (10,084)	\$ (10,035)	\$ (10,084)	\$ (10,035)	\$ (10,035)	\$ (10,084)	\$ (10,035)	\$ (10,084)	\$ (10,035)	\$ (120,910)
14	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(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
15	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(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
16	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	PJM Integration Expenses (507514)	(507514)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	MISO Exit Fee Expenses (507515)	(507515)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	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
20	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
21	Generation Deactivation Charges (507007)	(507007)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	Meter Correction (506012)	(506012)	\$ (24,452)	\$ (87,900)	\$ 3,803	\$ 42,173	\$ (13,777)	\$ (71)	\$ (6,193)	\$ (61,374)	\$ (8				

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)
Revenues						
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
NITS & Other FERC/RTO Expenses						
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
Prior Period NITS & Other FERC/RTO Expense Adjustments						
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			\$ -	\$ -	\$ -
Adjusted NITS & Other FERC/RTO Expenses						
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
Recoverable NITS & Other FERC/RTO Expenses						
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
Calculate Interest						
62	Balance Subject to Interest			\$ (11,035,484)	\$ (11,966,958)	\$ (11,495,153)
63	Prior 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)	\$ (12,430,259)
67	Cumulative NMB Interest Balance		\$ 2,146,965	\$ 2,086,821	\$ 2,021,601	\$ 1,958,953
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1	\$ (10,713,622)	\$ (11,417,489)	\$ (12,581,648)	\$ (10,471,307)

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)
Revenues						
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
NITS & Other FERC/RTO Expenses						
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
Prior Period NITS & Other FERC/RTO Expense Adjustments						
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			\$ -	\$ -	\$ -
Adjusted NITS & Other FERC/RTO Expenses						
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
Recoverable NITS & Other FERC/RTO Expenses						
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
Calculate Interest						
62	Balance Subject to Interest			\$ (7,995,976)	\$ (6,191,676)	\$ (3,690,892)
63	Prior 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)	\$ (5,568,887)	\$ (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)
	Revenues					
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
	NITS & Other FERC/RTO Expenses					
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
	Prior Period NITS & Other FERC/RTO Expense Adjustments					
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			\$ -	\$ -	\$ -
	Adjusted NITS & Other FERC/RTO Expenses					
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
	Recoverable NITS & Other FERC/RTO Expenses					
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
	Calculate Interest					
62	Balance Subject to Interest			\$ (6,282,457)	\$ (6,095,842)	\$ (5,424,206)
63	Prior 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		\$ (5,512,760)	\$ (5,197,157)	\$ (5,071,051)	\$ (3,787,442)
67	Cumulative NMB Interest Balance		\$ (927,499)	\$ (961,738)	\$ (994,960)	\$ (1,024,522)
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1	\$ (6,440,259)	\$ (6,158,895)	\$ (6,066,011)	\$ (4,811,964)

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

		Jan 2023 - Mar 2023								
		Jan-23	Feb-23	Mar-23		Rate	Unit	Jan-23	Feb-23	Mar-23
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 ¹	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 ¹	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 ¹	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
Expenses					
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		\$ 56,400,156	\$ 50,942,076	\$ 56,400,156
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		\$ 1,951,000	\$ 1,763,000	\$ 1,951,000
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		\$ 425,000	\$ 385,000	\$ 425,000
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		\$ 985,361	\$ 890,004	\$ 985,361
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		\$ 3,544,702	\$ 3,201,666	\$ 3,544,702
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	\$ 254,000	\$ 254,000	\$ 254,000
	CE	507008	\$ 192,000	\$ 192,000	\$ 192,000
	TE	507008	\$ 106,000	\$ 106,000	\$ 106,000
	Total		\$ 552,000	\$ 552,000	\$ 552,000
Planning Period Congestion Uplift	OE	570039	\$ -	\$ -	\$ -
	CE	570039	\$ -	\$ -	\$ -
	TE	570039	\$ -	\$ -	\$ -
	Total		\$ -	\$ -	\$ -
Total NMB Expense	OE		\$ 29,052,858	\$ 26,266,485	\$ 29,052,858
	CE		\$ 24,042,768	\$ 21,735,242	\$ 24,042,768
	TE		\$ 10,762,593	\$ 9,732,020	\$ 10,762,593
	Total		\$63,858,219	\$57,733,746	\$63,858,219

TABLE OF CONTENTS

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

	<u>Sheet</u>	<u>Effective Date</u>
TABLE OF CONTENTS	1	04-01-23
DEFINITION OF TERRITORY	3	05-01-09
ELECTRIC SERVICE REGULATIONS	4	06-01-16
ELECTRIC SERVICE SCHEDULES		
Residential Service (Rate "RS")	10	05-01-09
General Service - Secondary (Rate "GS")	20	05-01-09
General Service - Primary (Rate "GP")	21	05-01-09
General Service - Subtransmission (Rate "GSU")	22	05-01-09
General Service - Transmission (Rate "GT")	23	05-01-09
Street Lighting Provisions	30	05-01-09
Street Lighting (Rate "STL")	31	05-01-09
Traffic Lighting (Rate "TRF")	32	05-01-09
Private Outdoor Lighting (Rate "POL")	33	06-01-09
Experimental Company Owned LED Lighting Program	34	01-01-20
MISCELLANEOUS CHARGES	75	07-05-12
OTHER SERVICE		
Partial Service	46	01-01-06
Cogenerators and Small Power Production Facilities	48	08-03-17
Residential Renewable Energy Credit Purchase Program	60	10-01-09
Interconnection Tariff	95	05-06-16

TABLE OF CONTENTS

<u>RIDERS</u>	<u>Sheet</u>	<u>Effective Date</u>
Summary	80	12-31-21
Residential Distribution Credit	81	05-21-10
Transmission and Ancillary Service Rider	83	09-22-10
Alternative Energy Resource	84	01-01-23
School Distribution Credit	85	06-01-09
Business Distribution Credit	86	05-01-09
Hospital Net Energy Metering	87	10-27-09
Peak Time Rebate Program	88	06-01-14
Residential Critical Peak Pricing	89	06-01-22
Universal Service	90	01-01-23
Tax Savings Adjustment	91	01-01-23
State kWh Tax	92	05-01-09
Net Energy Metering	93	10-27-09
Grandfathered Contract	94	06-01-09
Delta Revenue Recovery	96	01-01-23
Demand Side Management	97	01-01-16
Reasonable Arrangement	98	06-01-09
Distribution Uncollectible	99	01-01-23
Economic Load Response Program	101	06-01-18
Generation Cost Reconciliation	103	01-01-23
Fuel	105	06-01-09
Advanced Metering Infrastructure / Modern Grid	106	01-01-23
Line Extension Cost Recovery	107	01-01-15
Delivery Service Improvement	108	01-01-12
PIPP Uncollectible	109	01-01-23
Non-Distribution Uncollectible	110	01-01-23
Experimental Real Time Pricing	111	06-01-22
CEI Delta Revenue Recovery	112	08-06-11
Experimental Critical Peak Pricing	113	06-01-22
Generation Service	114	06-01-22
Demand Side Management and Energy Efficiency	115	01-01-23
Economic Development	116	01-01-23
Deferred Generation Cost Recovery	117	06-21-13
Deferred Fuel Cost Recovery	118	06-21-13
Non-Market-Based Services	119	04-01-23
Residential Deferred Distribution Cost Recovery	120	12-30-11
Non-Residential Deferred Distribution Cost Recovery	121	12-26-11
Residential Electric Heating Recovery	122	01-01-23
Residential Generation Credit	123	10-31-18
Delivery Capital Recovery	124	12-01-22
Phase-In Recovery	125	01-01-23
Government Directives Recovery	126	06-01-16
Automated Meter Opt Out	128	09-01-20

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.

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

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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.