



76 South Main St.  
Akron, Ohio 44308

December 16, 2021

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

SUBJECT: Case Nos. 21-1225-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, the Orders dated February 27, 2019 and October 23, 2019 in Case No. 18-1818-EL-RDR and the Order dated August 25, 2021, in Case No. 21-695-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. 21-1225-EL-RDR. 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 )  
the Tariffs of Ohio Edison Company, The ) Case No. 21-1225-EL-RDR  
Cleveland Electric Illuminating Company )  
and The Toledo Edison Company )

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**NON-MARKET-BASED SERVICES RIDER (RIDER NMB) REPORT IN  
SUPPORT OF STAFF'S 2022 ANNUAL REVIEW SUBMITTED BY OHIO  
EDISON COMPANY, THE CLEVELAND ELECTRIC ILLUMINATING  
COMPANY AND THE TOLEDO EDISON COMPANY**

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In its Order in Case No. 12-1230-EL-SSO (“Order”), the Commission clarified that Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company (collectively, “Companies”) should file annually an application, in a separate docket, for a review of certain riders approved in that proceeding. Further, in its Order in Case No. 15-0648-EL-RDR, the Commission specified that the Companies should make their filing for Rider NMB no later than January 15 of each year with rates to be effective no later than 75 days following the filing of the application. Pursuant to these prior Orders, the Companies hereby submit this Report on the Companies’ Rider NMB for the twelve-month period beginning March 1, 2022.

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, 18-1818-EL-RDR, 20-1768-EL-RDR and 21-0695-EL-RDR, the Companies submit the following Exhibits:

- Exhibit A: Rider NMB – Rate Design (Tariff Effective March 1, 2022)
- Exhibit B: Rider NMB - Deferral Worksheet (Actual Costs and Revenues through November 30, 2021)

- Exhibit C: Rider NMB – Estimated (Over) Under Collection as of February 28, 2022
- Exhibit D: Rider NMB – Tariff Sheets Effective March 1, 2022

Respectfully submitted,

/s/ Christine E. Watchorn

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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 (March 2022 - February 2023)

| OHIO EDISON                             |  |                                      |                                |  |  |  |                      |                              |     |             |         |
|---|--|--------------------------------------|--------------------------------|--|--|--|----------------------|------------------------------|-----|-------------|---------|
|   | Demand Allocators<br>(B)                                   | Allocated Balance<br>(C) = (A) * (B) | Typical Bill Adjustment<br>(D) | Total Allocated Balance<br>(E) = (C) + (D) | CAT Tax<br>(F) = (E) * 0.26% / (1-0.26%) | Revenue Requirement<br>(G) = (E) + (F) | Billing Units<br>(H) | NMB Rates<br>(I) = (G) / (H) |     |             |         |
| Revenue Requirement<br>(Before CAT Tax) | RS<br>GS<br>GP<br>GSU<br>GT<br><hr/> (A)<br>\$ 331,182,641 | 49.38%                               | \$ 163,545,936                 | \$ -                                       | \$ 163,545,936                           | \$ 426,328                             | \$ 163,972,264       | 9,209,083,747                | kWh | \$ 0.017805 | per kWh |
| 12 months ending<br>Feb-23              |  | 29.64%                               | \$ 98,174,301                  | \$ -                                       | \$ 98,174,301                            | \$ 255,919                             | \$ 98,430,220        | 18,182,798                   | kWh | \$ 5.4134   | per kWh |
|   |  | 9.60%                                | \$ 31,798,575                  | \$ -                                       | \$ 31,798,575                            | \$ 82,892                              | \$ 31,881,466        | 6,336,420                    | kWh | \$ 5.0315   | per kWh |
|   |  | 2.77%                                | \$ 9,187,233                   | \$ -                                       | \$ 9,187,233                             | \$ 23,949                              | \$ 9,211,182         | 2,034,285                    | kVa | \$ 4.5280   | per kVa |
|   |  | 8.56%                                | \$ 28,334,352                  | \$ 2,042,303                               | \$ 30,376,655                            | \$ 79,185                              | \$ 30,455,840        | 6,144,699                    | kVa | \$ 4.9564   | per kVa |
|   |  | 0.04%                                | \$ 142,245                     | \$ -                                       | \$ 142,245                               | \$ 371                                 | \$ 142,615           | 8,648,835                    | kWh | \$ 0.016490 | per kWh |
|   |  | TRF                                  |                                |  |  |  |                      |                              |     |             |         |
| CLEVELAND ELECTRIC ILLUMINATING COMPANY |  |                                      |                                |  |  |  |                      |                              |     |             |         |
|   | Demand Allocators<br>(B)                                   | Allocated Balance<br>(C) = (A) * (B) | Typical Bill Adjustment<br>(D) | Total Allocated Balance<br>(E) = (C) + (D) | CAT Tax<br>(F) = (E) * 0.26% / (1-0.26%) | Revenue Requirement<br>(G) = (E) + (F) | Billing Units<br>(H) | NMB Rates<br>(I) = (G) / (H) |     |             |         |
| Revenue Requirement<br>(Before CAT Tax) | RS<br>GS<br>GP<br>GSU<br>GT<br><hr/> (A)<br>\$ 247,212,149 | 41.65%                               | \$ 102,972,062                 | \$ -                                       | \$ 102,972,062                           | \$ 268,425                             | \$ 103,240,487       | 5,416,672,352                | kWh | \$ 0.019060 | per kWh |
| 12 months ending<br>Feb-23              |  | 37.31%                               | \$ 92,225,378                  | \$ -                                       | \$ 92,225,378                            | \$ 240,411                             | \$ 92,465,789        | 16,773,967                   | kWh | \$ 5.5125   | per kWh |
|   |  | 2.19%                                | \$ 5,412,258                   | \$ -                                       | \$ 5,412,258                             | \$ 14,109                              | \$ 5,426,367         | 825,103                      | kWh | \$ 6.5766   | per kWh |
|   |  | 14.86%                               | \$ 36,735,999                  | \$ -                                       | \$ 36,735,999                            | \$ 95,763                              | \$ 36,831,762        | 6,390,248                    | kWh | \$ 5.7637   | per kWh |
|   |  | 3.93%                                | \$ 9,712,023                   | \$ -                                       | \$ 9,712,023                             | \$ 25,317                              | \$ 9,737,340         | 2,994,259                    | kVa | \$ 3.2520   | per kVa |
|   |  | 0.06%                                | \$ 154,428                     | \$ -                                       | \$ 154,428                               | \$ 403                                 | \$ 154,831           | 11,031,653                   | kWh | \$ 0.014035 | per kWh |
|   |  | TRF                                  |                                |  |  |  |                      |                              |     |             |         |
| TOLEDO EDISON                           |  |                                      |                                |  |  |  |                      |                              |     |             |         |
|   | Demand Allocators<br>(B)                                   | Allocated Balance<br>(C) = (A) * (B) | Typical Bill Adjustment<br>(D) | Total Allocated Balance<br>(E) = (C) + (D) | CAT Tax<br>(F) = (E) * 0.26% / (1-0.26%) | Revenue Requirement<br>(G) = (E) + (F) | Billing Units<br>(H) | NMB Rates<br>(I) = (G) / (H) |     |             |         |
| Revenue Requirement<br>(Before CAT Tax) | RS<br>GS<br>GP<br>GSU<br>GT<br><hr/> (A)<br>\$ 121,774,378 | 39.84%                               | \$ 48,520,687                  | \$ -                                       | \$ 48,520,687                            | \$ 126,483                             | \$ 48,647,169        | 2,516,575,719                | kWh | \$ 0.019331 | per kWh |
| 12 months ending<br>Feb-23              |  | 22.83%                               | \$ 27,802,630                  | \$ -                                       | \$ 27,802,630                            | \$ 72,475                              | \$ 27,875,105        | 5,337,672                    | kWh | \$ 5.2223   | per kWh |
|   |  | 11.27%                               | \$ 13,719,538                  | \$ -                                       | \$ 13,719,538                            | \$ 35,764                              | \$ 13,755,302        | 2,771,312                    | kWh | \$ 4.9635   | per kWh |
|   |  | 0.25%                                | \$ 300,234                     | \$ -                                       | \$ 300,234                               | \$ 783                                 | \$ 301,017           | 53,066                       | kVa | \$ 5.6725   | per kVa |
|   |  | 25.80%                               | \$ 31,413,228                  | \$ 1,617,081                               | \$ 33,030,309                            | \$ 86,103                              | \$ 33,116,412        | 4,694,546                    | kVa | \$ 7.0542   | per kVa |
|   |  | 0.01%                                | \$ 18,061                      | \$ -                                       | \$ 18,061                                | \$ 47                                  | \$ 18,108            | 1,845,022                    | kWh | \$ 0.009814 | per kWh |
|   |  | TRF                                  |                                |  |  |  |                      |                              |     |             |         |

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 (D): See Exhibit A, page 3 of 6, Lines 80-82. Rate adjustment per Commission Order in Case No. 20-1768-EL-RDR

4 - Column (H): See Exhibit A, Page 5 of 6 less Exhibit A, Page 6 of 6 lines 10 - 13

Case No. 21-1225-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<br>(A) | JUNE PEAK<br>kW<br>(B) | JULY PEAK<br>kW<br>(C) | AUGUST PEAK<br>kW<br>(D) | SEPTEMBER PEAK<br>kW<br>(E) | AVERAGE PEAK<br>kW<br>(F)=SUM(B:E)/4 | DEMAND ALLOCATION FACTORS<br>(G) |
|----------|----------------------------|------------------------|------------------------|--------------------------|-----------------------------|--------------------------------------|----------------------------------|
| 1        |                            |                        |                        |                          |                             |                                      |                                  |
| 2        | OE                         |                        |                        |                          |                             |                                      |                                  |
| 3        | RS                         | 2,291,819              | 2,417,870              | 2,688,287                | 1,579,289                   | 2,244,316                            | 49.38%                           |
| 4        | GS                         | 1,503,791              | 1,302,101              | 1,110,246                | 1,472,784                   | 1,347,231                            | 29.64%                           |
| 5        | GP                         | 455,745                | 417,202                | 389,466                  | 483,055                     | 436,367                              | 9.60%                            |
| 6        | GSU                        | 130,639                | 121,924                | 115,144                  | 136,591                     | 126,075                              | 2.77%                            |
| 7        | GT                         | 380,573                | 366,113                | 380,052                  | 428,573                     | 388,828                              | 8.56%                            |
| 8        | Lighting*                  | 1,833                  | 1,874                  | 1,795                    | 2,306                       | 1,952                                | 0.04%                            |
| 9        | TOTAL                      | <u>4,764,401</u>       | <u>4,627,084</u>       | <u>4,684,990</u>         | <u>4,102,599</u>            | <u>4,544,769</u>                     | <u>100.00%</u>                   |
| 10       |                            |                        |                        |                          |                             |                                      |                                  |
| 11       | CEI                        |                        |                        |                          |                             |                                      |                                  |
| 12       | RS                         | 1,411,509              | 1,520,400              | 1,714,303                | 1,016,221                   | 1,415,608                            | 41.65%                           |
| 13       | GS                         | 1,403,467              | 1,270,600              | 1,036,847                | 1,360,557                   | 1,267,868                            | 37.31%                           |
| 14       | GP                         | 78,528                 | 73,497                 | 64,960                   | 80,637                      | 74,405                               | 2.19%                            |
| 15       | GSU                        | 522,813                | 491,647                | 459,925                  | 545,727                     | 505,028                              | 14.86%                           |
| 16       | GT                         | 198,749                | 103,983                | 108,793                  | 122,538                     | 133,516                              | 3.93%                            |
| 17       | Lighting*                  | 2,099                  | 2,090                  | 2,035                    | 2,270                       | 2,123                                | 0.06%                            |
| 18       | TOTAL                      | <u>3,617,166</u>       | <u>3,462,216</u>       | <u>3,386,862</u>         | <u>3,127,949</u>            | <u>3,398,548</u>                     | <u>100.00%</u>                   |
| 19       |                            |                        |                        |                          |                             |                                      |                                  |
| 20       | TE                         |                        |                        |                          |                             |                                      |                                  |
| 21       | RS                         | 679,765                | 745,373                | 820,116                  | 494,997                     | 685,063                              | 39.84%                           |
| 22       | GS                         | 427,425                | 390,126                | 335,248                  | 417,380                     | 392,545                              | 22.83%                           |
| 23       | GP                         | 202,865                | 181,082                | 175,915                  | 214,964                     | 193,706                              | 11.27%                           |
| 24       | GSU                        | 3,977                  | 3,994                  | 4,119                    | 4,867                       | 4,239                                | 0.25%                            |
| 25       | GT                         | 442,583                | 435,669                | 415,757                  | 480,084                     | 443,523                              | 25.80%                           |
| 26       | Lighting*                  | 244                    | 250                    | 248                      | 276                         | 255                                  | 0.01%                            |
| 27       | TOTAL                      | <u>1,756,859</u>       | <u>1,756,495</u>       | <u>1,751,403</u>         | <u>1,612,567</u>            | <u>1,719,331</u>                     | <u>100.00%</u>                   |

Note(s):

1 - \* Solely TRF contributes to the coincident peak

2 - Demand Allocation Factors based on 2021 Coincident Peaks Net of Pilot Participants

Estimated Rider NMB Expenses Excluding Expected Pilot Participants (March 2022 – February 2023)

| Line | Company                 | G/L Account | Mar-22 | Apr-22 | May-22 | Jun-22 | Jul-22 | Aug-22 | Sep-22 | Oct-22 | Nov-22 | Dec-22 | Jan-23 | Feb-23          | Total |
|------|-------------------------|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-----------------|-------|
| 1    | PJM Network Service     | OE          | 507003 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 2    |                         | CE          | 507003 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 3    |                         | TE          | 507003 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 4    |                         | Total       |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 5    |                         |             |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 6    | PJM Anciliaries - Sch   | OE          | 507105 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 7    | 2 Reactive              | CE          | 507105 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 8    |                         | TE          | 507105 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 9    |                         | Total       |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 10   |                         |             |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 11   | Schedule 1A -           | OE          | 507502 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 12   | Scheduling and          | CE          | 507502 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 13   | Dispatch                | TE          | 507502 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 14   |                         | Total       |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 15   |                         |             |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 16   | Non-Legacy RTEP         | OE          | 507509 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 17   | Expenses                | CE          | 507509 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 18   |                         | TE          | 507509 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 19   |                         | Total       |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 20   |                         |             |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 21   | Legacy RTEP             | OE          | 507510 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 22   | Expenses                | CE          | 507510 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 23   |                         | TE          | 507510 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 24   |                         | Total       |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 25   |                         |             |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 26   | Generation              | OE          | 507007 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 27   | Deactivation Charges    | CE          | 507007 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 28   |                         | TE          | 507007 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 29   |                         | Total       |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 30   |                         |             |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 31   | PJM Customer            | OE          | 506510 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 32   | Default                 | CE          | 506510 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 33   |                         | TE          | 506510 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 34   |                         | Total       |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 35   |                         |             |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 36   | Meter Correction        | OE          | 506012 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 37   |                         | CE          | 506012 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 38   |                         | TE          | 506012 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 39   |                         | Total       |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 40   |                         |             |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 41   | Emergency Energy        | OE          | 506013 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 42   |                         | CE          | 506013 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 43   |                         | TE          | 506013 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 44   |                         | Total       |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 45   |                         |             |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 46   | Balancing Operating     | OE          | 507008 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 47   | Reserves, Balancing     | CE          | 507008 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 48   | Operating Reserve for   | TE          | 507008 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 49   | Load Response and       | Total       |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 50   |                         |             |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 51   | Planning Period         | OE          | 570039 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 52   | Congestion Uplift       | CE          | 570039 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 53   |                         | TE          | 570039 |        |        |        |        |        |        |        |        |        |        |                 |       |
| 54   |                         | Total       |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 55   |                         |             |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 56   | Total NMB Expense       | OE          |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 57   |                         | CE          |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 58   |                         | TE          |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 59   |                         | Total       |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 60   |                         |             |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 61   | Previously absorbed     | OE          |        |        |        |        |        |        |        |        |        |        |        | \$ (45,136,224) |       |
| 62   | Legacy RTEP Costs       | CE          |        |        |        |        |        |        |        |        |        |        |        | \$ (33,353,361) |       |
| 63   | through May 2018        | TE          |        |        |        |        |        |        |        |        |        |        |        | \$ (18,373,389) |       |
| 64   |                         | Total       |        |        |        |        |        |        |        |        |        |        |        | \$ (96,862,972) |       |
| 65   |                         |             |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 66   | Estimated Under /       | OE          |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 67   | (Over) Collection as of | CE          |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 68   | February 28, 2022       | TE          |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 69   |                         | Total       |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 70   |                         |             |        |        |        |        |        |        |        |        |        |        |        |                 |       |
| 71   | Rider NMB Revenue       | OE          |        |        |        |        |        |        |        |        |        |        |        | \$ 331,182,641  |       |
| 72   | Requirement (Before     | CE          |        |        |        |        |        |        |        |        |        |        |        | \$ 247,212,149  |       |
| 73   | CAT Tax)                | TE          |        |        |        |        |        |        |        |        |        |        |        | \$ 121,774,378  |       |
| 74   |                         | Total       |        |        |        |        |        |        |        |        |        |        |        | \$ 700,169,168  |       |

| Rate Adjustment Per Commission Order in Case No. 20-1768-EL-RDR |          |                         |              |                  |                       |                      |
|---|----------|-------------------------|--------------|------------------|-----------------------|----------------------|
|   |          | Typical GSU Adjustments |              |                  |                       |                      |
|   |          | Mar-Aug                 | Sept-Feb     | Total adjustment | Allocated Under(Over) | Remaining Adjustment |
| OE  | Rate GT  | \$ 4,378.751            | \$ 1,525,185 | \$ 5,903,936     | (\$ 3,861,832)        | \$ 2,042,303         |
| CE  | Rate GSU | \$ 1,506,397            | \$ -         | \$ 1,506,397     | (\$ 4,965,346)        | \$ -                 |
| TE  | Rate GT  | \$ 4,862,040            | \$ 1,664,887 | \$ 6,526,727     | (\$ 4,739,648)        | \$ 1,617,087         |
| Total   |          | \$ 10,752,192           | \$ 3,189,872 | \$ 13,942,064    | (\$ 13,557,674)       | \$ 3,695,391         |

- Mar-Aug Annual typical bid rate adjustment divided by 2. See Case No. 20-1768-EL-RDR

- Mar-Aug Annual typical bill rate adjustment divided by 2. See Case No. 20-1708-E
- Sep-Feb Typical bill rate adjustment in Case No. 21-0695-EL-RDR

- Allocated Under (Over) Lines 66-68 x Demand Allocators on Exhibit A, page 2 of 6

- Remaining Adjustment Adjustment to March 2022 revenue requirement for remaining credit from prior rate adjustments

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 2022 - February 2023)**

| 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 2021 including Pilot Participants

2 - \* LTG includes Traffic Lighting only

## Rider NMB Opt-Out Pilot Program Participants

### Expected March 2022 Pilot Participants - 2022 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 2021 Pilot Participants - Annual Billing Demand

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

Note(s):

- 1 - Line 1: Allocated 2022 Ohio Retail NSPL in hourly kW
- 2 - Lines 3-6: 2022 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, 2021**

| Line No. | Description  | Source        | Jan 2021       | Feb 2021       | Mar 2021       | Apr 2021       | May 2021       | Jun 2021        | Jul 2021        | Aug 2021        | Sep 2021        | Oct 2021        | Nov 2021        | YTD 2021       |
|----------|--|---------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|
| 1        | Beginning Balance - Regulatory Asset/(Liability) 182155  |               | \$ 19,392,923  | \$ 23,905,372  | \$ 26,859,920  | \$ 23,708,727  | \$ 22,826,411  | \$ 19,405,980   | \$ 8,391,827    | \$ (1,875,490)  | \$ (14,198,501) | \$ (20,830,490) | \$ (23,105,072) |                |
| 2        | Non-Market Based Rider (NMB) Revenues  |               | \$ 27,707,011  | \$ 27,205,148  | \$ 34,426,409  | \$ 32,855,440  | \$ 34,800,149  | \$ 42,200,677   | \$ 42,447,375   | \$ 44,308,165   | \$ 37,391,853   | \$ 34,304,404   | \$ 36,344,461   | \$ 393,793,090 |
| 3        | Total Adjusted NMB Revenues  |               | \$ 27,707,011  | \$ 27,205,148  | \$ 34,426,409  | \$ 32,855,440  | \$ 34,800,149  | \$ 42,200,677   | \$ 42,447,375   | \$ 44,308,165   | \$ 37,391,853   | \$ 34,304,404   | \$ 36,344,461   | \$ 393,793,090 |
| 4        | Monthly CAT Amount   |               | \$ 72,038      | \$ 70,733      | \$ 88,514      | \$ 85,424      | \$ 89,980      | \$ 108,722      | \$ 110,363      | \$ 115,201      | \$ 97,219       | \$ 89,191       | \$ 94,496       |                |
| 5        | Total Adjusted CAT Amount  |               | \$ 72,038      | \$ 70,733      | \$ 88,514      | \$ 85,424      | \$ 89,980      | \$ 108,722      | \$ 110,363      | \$ 115,201      | \$ 97,219       | \$ 89,191       | \$ 94,496       |                |
| 6        | NMB Revenues Excluding CAT   |               | \$ 27,634,973  | \$ 27,134,413  | \$ 34,338,895  | \$ 32,770,016  | \$ 34,510,188  | \$ 42,020,955   | \$ 42,337,012   | \$ 44,182,984   | \$ 37,294,034   | \$ 34,215,213   | \$ 36,249,965   | \$ 392,769,228 |
| 7        | NMB Revenue Associated w/ th 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    | \$ 12,864,800  |
| 8        | Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses   |               | \$ 26,465,446  | \$ 26,984,886  | \$ 33,169,367  | \$ 31,600,488  | \$ 33,340,661  | \$ 40,821,428   | \$ 41,167,495   | \$ 43,023,437   | \$ 36,125,107   | \$ 33,045,685   | \$ 35,080,438   | \$ 379,904,228 |
|          | <b>NITS &amp; Other FERC/RTO Expenses:</b>   |               |                |                |                |                |                |                 |                 |                 |                 |                 |                 |                |
| 9        | NITS Expenses (507003)   | (507003)      | \$ 27,335,118  | \$ 24,669,435  | \$ 27,402,707  | \$ 27,355,456  | \$ 26,543,500  | \$ 26,543,061   | \$ 27,443,265   | \$ 27,400,239   | \$ 26,569,978   | \$ 27,474,079   | \$ 26,650,913   | \$ 295,387,751 |
| 10       | PJM Integration Costs - exclude from NITS Expenses   |               | \$ -           | \$ -           | \$ (6,818)     | \$ (9,625)     | \$ (6,817)     | \$ (9,625)      | \$ (6,817)      | \$ (9,625)      | \$ (6,825)      | \$ (6,817)      | \$ (9,625)      | \$ (86,584)    |
| 11       | MISO Exit Fees - exclude from NITS Expense   |               | \$ -           | \$ -           | \$ (230,245)   | \$ (230,413)   | \$ (230,244)   | \$ (230,413)    | \$ (230,244)    | \$ (230,413)    | \$ (230,413)    | \$ (230,244)    | \$ (230,413)    | \$ (2,072,795) |
| 12       | Load Reconciliation for Reactive Services/Sch. 2 (507105)  | (507105)      | \$ 681,332     | \$ 802,097     | \$ 825,039     | \$ 823,492     | \$ 826,435     | \$ 816,404      | \$ 818,594      | \$ 806,673      | \$ 819,333      | \$ 832,203      | \$ 822,429      | \$ 8,874,929   |
| 13       | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)           | (507502)      | \$ 116,344     | \$ 398,981     | \$ 218,452     | \$ 98,913      | \$ 311,948     | \$ 230,547      | \$ 280,390      | \$ 292,335      | \$ 138,104      | \$ 348,996      | \$ 140,035      | \$ 2,573,043   |
| 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)      | \$ 451,447     | \$ 450,936     | \$ 452,648     | \$ 451,735     | \$ 452,920     | \$ 440,015      | \$ 440,285      | \$ 439,567      | \$ 440,500      | \$ 440,660      | \$ 441,893      | \$ 4,902,608   |
| 18       | Non-Legacy RTEP Expenses (507509)  | (507509)      | \$ 2,220,193   | \$ 2,123,828   | \$ 1,763,460   | \$ 1,781,456   | \$ 1,780,799   | \$ 1,779,800    | \$ 1,780,895    | \$ 1,777,992    | \$ 1,781,715    | \$ 1,782,386    | \$ 1,787,376    | \$ 20,350,897  |
| 19       | Generation Deactivation Charges (507007)   | (507007)      | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -           |
| 20       | Meter Correction (506012)  | (506012)      | \$ 23,385      | \$ (1,740)     | \$ (14,716)    | \$ 5,817       | \$ (9,018)     | \$ (4,891)      | \$ (6,369)      | \$ (11,580)     | \$ (14,308)     | \$ 8,097        | \$ (3,920)      | \$ (29,044)    |
| 21       | Emergency Energy (506013)  | (506013)      | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -           |
| 22       | Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)         | (507008)      | \$ 31,601      | \$ 137,115     | \$ 156,344     | \$ 312,181     | \$ 144,974     | \$ 265,507      | \$ 365,442      | \$ 278,724      | \$ 294,484      | \$ 250,703      | \$ 158,081      | \$ 2,395,155   |
| 23       | Planning Period Congestion Uplift (507039)   | (507039)      | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -           |
| 24       | PJM Customer Default (506510)  | (506510)      | \$ 808         | \$ 470         | \$ 2,752       | \$ 2,696       | \$ (6,255)     | \$ 927          | \$ (0)          | \$ -            | \$ -            | \$ -            | \$ -            | \$ 1397        |
| 25       | Total NITS & Other FERC/RTO Expenses   |               | \$ 30,860,228  | \$ 28,582,018  | \$ 30,568,823  | \$ 30,591,708  | \$ 29,805,460  | \$ 29,831,532   | \$ 30,882,660   | \$ 30,744,107   | \$ 29,787,769   | \$ 30,689,959   | \$ 29,549,278   | \$ 331,891,543 |
|          | <b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments:</b>   |               |                |                |                |                |                |                 |                 |                 |                 |                 |                 |                |
| 26       | NITS Expenses  |               | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -           |
| 27       | PJM Integration Costs - exclude from NITS Expenses   |               | \$ -           | \$ -           | \$ (19,310)    | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ (19,310)    |
| 28       | MISO Exit Fees - exclude from NITS Expense   |               | \$ -           | \$ -           | \$ (462,277)   | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ (462,277)   |
| 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   |               | \$ -           | \$ -           | \$ (481,588)   | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ (481,588)   |
|          | <b>Adjusted NITS &amp; Other FERC/RTO Expenses:</b>  |               |                |                |                |                |                |                 |                 |                 |                 |                 |                 |                |
| 43       | NITS Expenses  | L9 + L26      | \$ 27,335,118  | \$ 24,669,435  | \$ 27,402,707  | \$ 27,355,456  | \$ 26,543,500  | \$ 26,543,061   | \$ 27,443,265   | \$ 27,400,239   | \$ 26,569,978   | \$ 27,474,079   | \$ 26,650,913   | \$ 295,387,751 |
| 44       | PJM Integration Costs - exclude from NITS Expenses   | L10 + L27     | \$ -           | \$ -           | \$ (28,928)    | \$ (9,625)     | \$ (9,617)     | \$ (9,625)      | \$ (9,617)      | \$ (9,625)      | \$ (9,625)      | \$ (9,617)      | \$ (9,625)      | \$ (105,895)   |
| 45       | MISO Exit Fees - exclude from NITS Expense   | L11 + L28     | \$ -           | \$ -           | \$ (692,522)   | \$ (230,413)   | \$ (230,224)   | \$ (230,413)    | \$ (230,224)    | \$ (230,413)    | \$ (230,413)    | \$ (230,224)    | \$ (230,413)    | \$ (2,535,073) |
| 46       | Load Reconciliation for Reactive Services/Sch. 2   | L12 + L29     | \$ 681,332     | \$ 802,097     | \$ 825,039     | \$ 823,492     | \$ 826,435     | \$ 816,404      | \$ 818,594      | \$ 806,673      | \$ 819,333      | \$ 832,203      | \$ 822,429      | \$ 8,874,929   |
| 47       | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1                    | L13 + L30     | \$ 116,344     | \$ 398,981     | \$ 218,452     | \$ 98,913      | \$ 311,948     | \$ 230,547      | \$ 280,390      | \$ 292,335      | \$ 138,104      | \$ 348,996      | \$ 140,035      | \$ 2,573,043   |
| 48       | MTEP Expenses  | L14 + L31     | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -           |
| 49       | PJM Integration Expenses   | L15 + L32     | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -           |
| 50       | MISO Exit Fee Expenses   | L16 + L33     | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -           |
| 51       | Legacy RTEP Expenses   | L17 + L34     | \$ 451,447     | \$ 450,936     | \$ 452,648     | \$ 451,735     | \$ 452,920     | \$ 440,015      | \$ 440,285      | \$ 439,567      | \$ 440,500      | \$ 440,660      | \$ 441,893      | \$ 4,902,608   |
| 52       | Non-Legacy RTEP Expenses   | L18 + L35     | \$ 2,220,193   | \$ 2,123,828   | \$ 1,763,460   | \$ 1,781,456   | \$ 1,780,799   | \$ 1,779,800    | \$ 1,780,895    | \$ 1,777,992    | \$ 1,781,715    | \$ 1,782,386    | \$ 1,787,376    | \$ 20,350,897  |
| 53       | Generation Deactivation Charges  | L19 + L36     | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -           |
| 54       | Meter Correction   | L20 + L37     | \$ 23,385      | \$ (1,740)     | \$ (14,716)    | \$ 5,817       | \$ (9,018)     | \$ (4,891)      | \$ (6,369)      | \$ (11,580)     | \$ (14,308)     | \$ 8,097        | \$ (3,920)      | \$ (29,044)    |
| 55       | Emergency Energy   | L21 + L38     | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -           |
| 56       | Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services                  | L22 + L39     | \$ 31,601      | \$ 137,115     | \$ 156,344     | \$ 312,181     | \$ 144,974     | \$ 265,507      | \$ 365,442      | \$ 278,724      | \$ 294,484      | \$ 250,703      | \$ 158,081      | \$ 2,395,155   |
| 57       | Planning Period Congestion Uplift  | L23 + L40     | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -           |
| 58       | PJM Customer Default   | L24 + L41     | \$ 808         | \$ 470         | \$ 2,752       | \$ 2,696       | \$ (6,255)     | \$ 927          | \$ (0)          | \$ -            | \$ -            | \$ -            | \$ -            | \$ 1397        |
| 59       | Total Adjusted NITS & Other FERC/RTO Expenses  | SUM (L43-L58) | \$ 30,860,228  | \$ 28,582,018  | \$ 30,085,235  | \$ 30,591,708  | \$ 29,805,460  | \$ 29,831,532   | \$ 30,882,660   | \$ 30,744,107   | \$ 29,787,769   | \$ 30,689,959   | \$ 29,549,278   | \$ 331,409,956 |
|          | <b>Recoverable NITS &amp; Other FERC/RTO Expenses:</b>   |               |                |                |                |                |                |                 |                 |                 |                 |                 |                 |                |
| 60       | Total Adjusted Rider NMB Monthly Recoverable Expenses  | L59           | \$ 30,860,228  | \$ 28,582,018  | \$ 30,085,235  | \$ 30,591,708  | \$ 29,805,460  | \$ 29,831,532   | \$ 30,882,660   | \$ 30,744,107   | \$ 29,787,769   | \$ 30,689,959   | \$ 29,549,278   | \$ 331,409,956 |
| 61       | Monthly Principal Over/(Under)   | L60 - L8      | \$ 4,394,782   | \$ 2,617,132   | \$ (3,084,132) | \$ (1,008,780) | \$ (3,535,201) | \$ (11,089,898) | \$ (10,284,825) | \$ (12,279,329) | \$ (6,337,338)  | \$ (5,531,160)  | \$ (48,494,473) |                |
|          | <b>Calculate Interest:</b>   |               |                |                |                |                |                |                 |                 |                 |                 |                 |                 |                |
| 62       | Balance Subject to Interest  |               | \$ 21,590,314  | \$ 25,213,938  | \$ 25,117,854  | \$ 23,204,337  | \$ 21,058,810  | \$ 13,861,032   | \$ 3,249,215    | \$ (8,015,154)  | \$ (17,367,170) | \$ (21,808,351) | \$ (25,870,652) | \$ 60,234,171  |
| 63       | Prior Period Interest Adjustment   |               | \$ -           | \$ -           | \$ (3,953)     | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ (3,953)      |                |
| 64       | Monthly Interest Over/(Under)  |               | \$ 117,667     | \$ 137,416     | \$ 122,039     | \$ 126,464     | \$ 114,771     | \$ 75,543       | \$ 17,708       | \$ (43,683)     | \$ (94,651)     | \$ (118,856)    | \$ (140,995)    | \$ 324,323     |
| 65       | Monthly Deferral Over/(Under)  |               | \$ (4,512,449) | \$ (2,754,548) | \$ 2,651,193   | \$ 882,317     | \$ 3,420,430   | \$ 11,014,353   | \$ 10,287,117   | \$ 12,323,012   | \$ 6,431,989    | \$ 2,474,582    | \$ 5,672,155    | \$ 48,170,150  |
| 66       | Cumulative NMB Principal Balance   |               | \$ 19,845,356  | \$ 22,462,488  | \$ 19,378,356  | \$ 18,389,576  | \$ 14,934,375  | \$ 3,744,480    | \$ (6,540,345)  | \$ (18,819,675) | \$ (25,157,012) | \$ (33,043,890) |                 |                |
| 67       | Cumulative NMB Interest Balance  |               | \$ 4,090,016   | \$ 4,197,432   | \$ 4,330,371   | \$ 4,568,634   | \$             |                 |                 |                 |                 |                 |                 |                |

**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, 2021**

| Line No.   | Description  | Source        | Jan 2021       | Feb 2021       | Mar 2021       | Apr 2021      | May 2021       | Jun 2021       | Jul 2021        | Aug 2021        | Sep 2021        | Oct 2021        | Nov 2021        | YTD 2021        |
|--|--|---------------|----------------|----------------|----------------|---------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| 1  | Beginning Balance - Regulatory Asset/(Liability) 182155 Revenues   |               | \$ 8,539,411   | \$ 12,144,783  | \$ 13,146,591  | \$ 10,423,742 | \$ 9,638,342   | \$ 6,858,012   | \$ (1,408,194)  | \$ (10,302,263) | \$ (19,317,229) | \$ (23,677,749) | \$ (25,326,176) |                 |
| 2  | Non-Market Based Rider (NMB) Revenues  |               | \$ 20,218,311  | \$ 21,105,486  | \$ 25,908,979  | \$ 24,297,180 | \$ 25,616,098  | \$ 31,117,526  | \$ 32,439,261   | \$ 32,392,650   | \$ 26,982,097   | \$ 24,886,382   | \$ 24,946,011   | \$ 289,909,990  |
| 3  | Total Adjusted NMB Revenues  |               | \$ 20,218,311  | \$ 21,105,486  | \$ 25,908,979  | \$ 24,297,180 | \$ 25,616,098  | \$ 31,117,526  | \$ 32,439,261   | \$ 32,392,650   | \$ 26,982,097   | \$ 24,886,382   | \$ 24,946,011   | \$ 289,909,990  |
| 4  | Monthly CAT Amount   |               | \$ 52,568      | \$ 54,874      | \$ 67,363      | \$ 63,173     | \$ 66,802      | \$ 80,906      | \$ 84,342       | \$ 84,221       | \$ 70,153       | \$ 64,705       | \$ 64,860       |                 |
| 5  | Total Adjusted CAT Amount  |               | \$ 52,568      | \$ 54,874      | \$ 67,363      | \$ 63,173     | \$ 66,802      | \$ 80,906      | \$ 84,342       | \$ 84,221       | \$ 70,153       | \$ 64,705       | \$ 64,860       | \$ 753,766      |
| 6  | NMB Revenues Excluding CAT   |               | \$ 20,165,743  | \$ 21,050,611  | \$ 25,841,616  | \$ 24,234,008 | \$ 25,549,496  | \$ 31,036,620  | \$ 32,354,919   | \$ 32,308,429   | \$ 26,911,943   | \$ 24,821,687   | \$ 24,881,152   | \$ 289,156,224  |
| 7  | NMB Revenue Associated with amortization of Legacy RTEP expenses   |               | \$ 900,652     | \$ 900,652     | \$ 900,652     | \$ 900,652    | \$ 900,652     | \$ 900,652     | \$ 900,652      | \$ 900,652      | \$ 900,652      | \$ 900,652      | \$ 900,652      | \$ 9,907,169    |
| 8  | Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses   |               | \$ 19,265,091  | \$ 20,149,960  | \$ 24,940,964  | \$ 23,333,556 | \$ 24,648,844  | \$ 30,135,969  | \$ 31,454,267   | \$ 31,407,778   | \$ 26,011,291   | \$ 23,921,035   | \$ 23,980,500   | \$ 279,249,055  |
| 9  | NITS Expenses (507003)   | (507003)      | \$ 20,228,293  | \$ 18,219,063  | \$ 20,209,812  | \$ 20,159,928 | \$ 19,434,520  | \$ 19,468,221  | \$ 20,106,586   | \$ 20,063,083   | \$ 19,465,769   | \$ 20,108,909   | \$ 19,460,668   | \$ 216,924,853  |
| 10   | PJM Integration Costs - exclude from NITS Expenses   |               | \$ -           | \$ -           | \$ (7,090)     | \$ (7,098)    | \$ (7,089)     | \$ (7,098)     | \$ (7,089)      | \$ (7,089)      | \$ (7,098)      | \$ (7,098)      | \$ (7,098)      | \$ (63,837)     |
| 11   | MISO Exit Fees - exclude from NITS Expense   |               | \$ -           | \$ -           | \$ (169,726)   | \$ (169,920)  | \$ (169,708)   | \$ (169,920)   | \$ (169,708)    | \$ (169,708)    | \$ (169,920)    | \$ (169,708)    | \$ (169,920)    | \$ (1,528,240)  |
| 12   | Load Reconciliation for Reactive Services/Sch. 2 (507105)  | (507105)      | \$ 500,245     | \$ 593,284     | \$ 610,976     | \$ 606,910    | \$ 602,593     | \$ 598,893     | \$ 599,776      | \$ 590,743      | \$ 600,179      | \$ 609,361      | \$ 600,374      | \$ 6,513,333    |
| 13   | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)           | (507502)      | \$ 85,789      | \$ 297,357     | \$ 164,579     | \$ 77,450     | \$ 241,136     | \$ 177,684     | \$ 209,212      | \$ 215,067      | \$ 102,947      | \$ 269,883      | \$ 108,608      | \$ 1,949,711    |
| 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)      | \$ 334,021     | \$ 333,171     | \$ 333,956     | \$ 332,927    | \$ 331,513     | \$ 322,786     | \$ 322,595      | \$ 321,907      | \$ 322,675      | \$ 322,665      | \$ 322,591      | \$ 3,600,807    |
| 18   | Non-Legacy RTEP Expenses (507509)  | (507509)      | \$ 1,648,088   | \$ 1,575,391   | \$ 1,302,211   | \$ 1,312,925  | \$ 1,303,377   | \$ 1,305,623   | \$ 1,304,857    | \$ 1,302,072    | \$ 1,305,139    | \$ 1,305,117    | \$ 1,304,822    | \$ 14,969,619   |
| 19   | Generation Deactivation Charges (507007)   | (507007)      | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            |
| 20   | Meter Correction (508012)  | (508012)      | \$ 11,100      | \$ (827)       | \$ (6,944)     | \$ 3,142      | \$ (5,253)     | \$ (2,806)     | \$ (3,925)      | \$ (6,990)      | \$ (8,067)      | \$ 4,025        | \$ (1,793)      | \$ (18,337)     |
| 21   | Emergency Energy (508013)  | (508013)      | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            |
| 22   | Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)         | (507008)      | \$ 6,120       | \$ 65,248      | \$ 73,205      | \$ 175,149    | \$ 97,265      | \$ 160,881     | \$ 229,718      | \$ 164,221      | \$ 155,991      | \$ 115,444      | \$ 61,307       | \$ 1,304,549    |
| 23   | Planning Period Congestion Uplift (507039)   | (507039)      | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            |
| 24   | PJM Customer Default (506510)  | (506510)      | \$ 599         | \$ 349         | \$ 2,043       | \$ 2,023      | \$ (4,670)     | \$ 690         | \$ 0            | \$ -            | \$ -            | \$ -            | \$ -            | \$ 1,033        |
| 25   | Total NITS & Other FERC/RTO Expenses   |               | \$ 22,814,253  | \$ 21,083,036  | \$ 22,513,023  | \$ 22,493,436 | \$ 21,823,684  | \$ 21,854,952  | \$ 22,502,022   | \$ 22,473,306   | \$ 21,767,615   | \$ 22,405,780   | \$ 21,526,541   | \$ 243,347,647  |
| <b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments:</b> |  |               |                |                |                |               |                |                |                 |                 |                 |                 |                 |                 |
| 26   | NITS Expenses  |               | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            |
| 27   | PJM Integration Costs - exclude from NITS Expenses   |               | \$ -           | \$ -           | \$ (14,276)    | \$ -          | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ (14,276)     |
| 28   | MISO Exit Fees - exclude from NITS Expense   |               | \$ -           | \$ -           | \$ (341,772)   | \$ -          | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ (341,772)    |
| 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   |               | \$ -           | \$ -           | \$ (356,049)   | \$ -          | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ (356,049)    |
| <b>Adjusted NITS &amp; Other FERC/RTO Expenses:</b>                |  |               |                |                |                |               |                |                |                 |                 |                 |                 |                 |                 |
| 43   | NITS Expenses  | L9 + L26      | \$ 20,228,293  | \$ 18,219,063  | \$ 20,209,812  | \$ 20,159,928 | \$ 19,434,520  | \$ 19,468,221  | \$ 20,106,586   | \$ 20,063,083   | \$ 19,465,769   | \$ 20,108,909   | \$ 19,460,668   | \$ 216,924,853  |
| 44   | PJM Integration Costs - exclude from NITS Expenses   | L10 + L27     | \$ -           | \$ -           | \$ (21,386)    | \$ (7,098)    | \$ (7,089)     | \$ (7,098)     | \$ (7,089)      | \$ (7,089)      | \$ (7,098)      | \$ (7,098)      | \$ (7,098)      | \$ (78,114)     |
| 45   | MISO Exit Fees - exclude from NITS Expense   | L11 + L28     | \$ -           | \$ -           | \$ (511,498)   | \$ (169,920)  | \$ (169,708)   | \$ (169,920)   | \$ (169,708)    | \$ (169,708)    | \$ (169,920)    | \$ (169,708)    | \$ (169,920)    | \$ (1,870,012)  |
| 46   | Load Reconciliation for Reactive Services/Sch. 2   | L12 + L29     | \$ 500,245     | \$ 593,284     | \$ 610,976     | \$ 606,910    | \$ 602,593     | \$ 598,893     | \$ 599,776      | \$ 590,743      | \$ 600,178      | \$ 608,361      | \$ 600,374      | \$ 6,513,333    |
| 47   | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1                    | L13 + L30     | \$ 85,789      | \$ 297,357     | \$ 164,579     | \$ 77,450     | \$ 241,136     | \$ 177,684     | \$ 209,212      | \$ 215,067      | \$ 102,947      | \$ 269,883      | \$ 108,608      | \$ 1,949,711    |
| 48   | MTEP Expenses  | L14 + L31     | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            |
| 49   | PJM Integration Expenses   | L15 + L32     | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            |
| 50   | MISO Exit Fee Expenses   | L16 + L33     | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            |
| 51   | Legacy RTEP Expenses   | L17 + L34     | \$ 334,021     | \$ 333,171     | \$ 333,956     | \$ 332,927    | \$ 331,513     | \$ 322,786     | \$ 322,595      | \$ 321,907      | \$ 322,675      | \$ 322,665      | \$ 322,591      | \$ 3,600,807    |
| 52   | Non-Legacy RTEP Expenses   | L18 + L35     | \$ 1,648,088   | \$ 1,575,391   | \$ 1,302,211   | \$ 1,312,925  | \$ 1,303,377   | \$ 1,305,623   | \$ 1,304,857    | \$ 1,302,072    | \$ 1,305,139    | \$ 1,305,117    | \$ 1,304,822    | \$ 14,969,619   |
| 53   | Generation Deactivation Charges  | L19 + L36     | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            |
| 54   | Meter Correction   | L20 + L37     | \$ 11,100      | \$ (827)       | \$ (6,944)     | \$ 3,142      | \$ (5,253)     | \$ (2,806)     | \$ (3,925)      | \$ (6,990)      | \$ (8,067)      | \$ 4,025        | \$ (1,793)      | \$ (18,337)     |
| 55   | Emergency Energy   | L21 + L38     | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            |
| 56   | Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services                  | L22 + L39     | \$ 6,120       | \$ 65,248      | \$ 73,205      | \$ 175,149    | \$ 97,265      | \$ 160,881     | \$ 229,718      | \$ 164,221      | \$ 155,991      | \$ 115,444      | \$ 61,307       | \$ 1,304,549    |
| 57   | Planning Period Congestion Uplift  | L23 + L40     | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            |
| 58   | PJM Customer Default   | L24 + L41     | \$ 599         | \$ 349         | \$ 2,043       | \$ 2,023      | \$ (4,670)     | \$ 690         | \$ 0            | \$ -            | \$ -            | \$ -            | \$ -            | \$ 1,033        |
| 59   | Total Adjusted NITS & Other FERC/RTO Expenses Recoverable NITS & Other FERC/RTO Expenses:                          | SUM (L43-L58) | \$ 22,814,253  | \$ 21,083,036  | \$ 22,156,975  | \$ 22,493,436 | \$ 21,823,684  | \$ 21,854,952  | \$ 22,502,022   | \$ 22,473,306   | \$ 21,767,615   | \$ 22,405,780   | \$ 21,526,541   | \$ 242,991,599  |
| 60   | Total Adjusted Rider NMB Monthly Recoverable Expenses  | L59           | \$ -           | \$ -           | \$ -           | \$ -          | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            |
| 61   | Monthly Principal Over/(Under) Calculate Interest  | L60 - L8      | \$ 3,549,161   | \$ 933,076     | \$ (2,783,989) | \$ (839,920)  | \$ (2,825,160) | \$ (8,281,017) | \$ (8,882,245)  | \$ (8,934,472)  | \$ (4,243,677)  | \$ (1,515,255)  | \$ (2,453,850)  | \$ (36,257,456) |
| 62   | Balance Subject to Interest  | L65 + L1      | \$ 10,313,991  | \$ 12,611,321  | \$ 11,754,596  | \$ 10,003,782 | \$ 8,225,762   | \$ 2,717,504   | \$ (5,839,316)  | \$ (14,769,499) | \$ (21,439,067) | \$ (24,435,376) | \$ (26,553,156) | \$ (37,409,458) |
| 63   | Prorated Period Interest Adjustment  |               | \$ -           | \$ -           | \$ (2,922)     | \$ -          | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            | \$ -            | \$ (2,922)      |
| 64   | Monthly Interest Over/(Under)  |               | \$ 56,211      | \$ 68,732      | \$ 61,140      | \$ 54,521     | \$ 44,830      | \$ 14,810      | \$ (31,824)     | \$ (80,494)     | \$ (116,843)    | \$ (133,173)    | \$ (144,715)    | \$ (206,804)    |
| 65   | Monthly Deferral Over/(Under)  |               | \$ (3,605,372) | \$ (1,001,808) | \$ 2,722,849   | \$ 785,400    | \$ 2,760,330   | \$ 8,266,206   | \$ 8,894,069    | \$ 9,014,966    | \$ 4,360,520    | \$ 1,648,428    | \$ 2,508,674    | \$ 36,464,260   |
| 66   | Cumulative NMB Principal Balance   |               | \$ 10,307,335  | \$ 11,240,411  | \$ 8,456,422   | \$ 7,816,502  | \$ 4,791,341   | \$ (3,489,675) | \$ (12,351,920) | \$ (21,286,392) | \$ (25,530,069) | \$ (27,045,324) | \$ (29,490,283) |                 |
| 67   | Cumulative NMB Interest Balance  |               | \$ 1,837,448   | \$ 1,908,180   | \$ 1,967,320   | \$ 2,021,841  | \$ 2,066,671   | \$ 2,081,481   | \$ 2,049,671    | \$ 1,969,183    | \$ 1,852,320    | \$ 1,719,148    | \$ 1,574,433    |                 |
| 68   | Deferral Ending Balance - Regulatory Asset/(Liability) 182155  |               | \$ 12,144,783  | \$ 13,146,591  | \$ 10,423,742  | \$ 9,638,342  | \$ 6,858,012   |                |                 |                 |                 |                 |                 |                 |

**THE TOLEDO EDISON COMPANY (TE)**  
**Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011**  
**For the Year Ended December 31, 2021**

| Line No. | Description  | Source        | Jan 2021       | Feb 2021      | Mar 2021      | Apr 2021      | May 2021      | Jun 2021       | Jul 2021       | Aug 2021       | Sep 2021        | Oct 2021        | Nov 2021        | YTD 2021        |
|----------|--|---------------|----------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|
| 1        | Beginning Balance - Regulatory Asset/(Liab)ity 182155  |               | \$ 2,568,837   | \$ 5,452,917  | \$ 6,154,952  | \$ 5,686,686  | \$ 5,588,338  | \$ 4,688,772   | \$ 1,040,647   | \$ (3,401,419) | \$ (8,013,939)  | \$ (10,832,852) | \$ (12,580,224) |                 |
| 2        | Non-Market Based Rider (NMB) Revenues  |               | \$ 9,241,419   | \$ 10,816,544 | \$ 12,385,980 | \$ 12,170,841 | \$ 12,873,133 | \$ 15,361,467  | \$ 16,113,549  | \$ 16,867,058  | \$ 14,545,244   | \$ 13,810,709   | \$ 13,881,621   | \$ 147,267,567  |
| 3        | Total Adjusted NMB Revenues  |               | \$ 9,241,419   | \$ 10,816,544 | \$ 12,385,980 | \$ 12,170,841 | \$ 12,873,133 | \$ 15,361,467  | \$ 16,113,549  | \$ 16,867,058  | \$ 14,545,244   | \$ 13,810,709   | \$ 13,881,621   | \$ 147,267,567  |
| 4        | Monthly CAT Amount   |               | \$ 24,028      | \$ 27,603     | \$ 32,204     | \$ 31,844     | \$ 32,950     | \$ 39,940      | \$ 41,895      | \$ 43,334      | \$ 37,818       | \$ 35,388       | \$ 36,092       | \$ 36,092       |
| 5        | Total Adjusted CAT Amount  |               | \$ 24,028      | \$ 27,603     | \$ 32,204     | \$ 31,844     | \$ 32,950     | \$ 39,940      | \$ 41,895      | \$ 43,334      | \$ 37,818       | \$ 35,388       | \$ 36,092       | \$ 382,886      |
| 6        | NMB Revenue Excluding CAT  |               | \$ 9,217,391   | \$ 10,588,941 | \$ 12,353,777 | \$ 12,139,197 | \$ 12,840,183 | \$ 15,321,528  | \$ 16,071,854  | \$ 16,823,724  | \$ 14,507,426   | \$ 13,757,321   | \$ 13,845,529   | \$ 146,894,671  |
| 7        | NMB Revenue Associated with amortization of Legacy RTEP expenses   |               | \$ 563,787     | \$ 563,787    | \$ 563,787    | \$ 563,787    | \$ 563,787    | \$ 563,787     | \$ 563,787     | \$ 563,787     | \$ 563,787      | \$ 563,787      | \$ 563,787      | \$ 6,201,657    |
| 8        | Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses   |               | \$ 8,653,604   | \$ 10,025,154 | \$ 11,789,990 | \$ 11,575,410 | \$ 12,076,396 | \$ 14,757,741  | \$ 15,507,867  | \$ 16,059,937  | \$ 13,943,639   | \$ 13,011,534   | \$ 13,281,742   | \$ 140,683,014  |
| 9        | NITS & Other FERC/RTO Expenses:  |               |                |               |               |               |               |                |                |                |                 |                 |                 |                 |
| 10       | NITS Expenses (507003)   | (507003)      | \$ 10,202,203  | \$ 9,211,495  | \$ 10,263,583 | \$ 10,259,926 | \$ 9,900,622  | \$ 9,898,191   | \$ 9,851,087   | \$ 10,235,752  | \$ 9,892,779    | \$ 10,215,309   | \$ 9,869,610    | \$ 109,800,557  |
| 11       | PJM Integration Costs - exclude from NITS Expenses   |               | \$ -           | \$ -          | \$ (3,618)    | \$ (3,633)    | \$ (3,618)    | \$ (3,633)     | \$ (3,618)     | \$ (3,618)     | \$ (3,633)      | \$ (3,618)      | \$ (3,633)      | \$ (32,622)     |
| 12       | MISO Exit Fees - exclude from NITS Expense   |               | \$ -           | \$ -          | \$ (86,607)   | \$ (86,979)   | \$ (86,607)   | \$ (86,979)    | \$ (86,607)    | \$ (86,607)    | \$ (86,979)     | \$ (86,979)     | \$ (86,979)     | \$ (78,952)     |
| 13       | Load Reconciliation for Reactive Services/Sch. 2 (507105)  | (507105)      | \$ 254,857     | \$ 299,971    | \$ 310,249    | \$ 308,876    | \$ 307,030    | \$ 304,455     | \$ 293,838     | \$ 301,524     | \$ 305,114      | \$ 308,606      | \$ 304,499      | \$ 3,300,018    |
| 14       | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Services/Sch. 1 (507502)          | (507502)      | \$ 50,465      | \$ 175,080    | \$ 96,373     | \$ 47,197     | \$ 142,810    | \$ 112,535     | \$ 124,636     | \$ 127,611     | \$ 60,555       | \$ 160,921      | \$ 68,001       | \$ 1,165,984    |
| 15       | Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513) | (507513)      | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 16       | PJM Integration Expenses (507514)  | (507514)      | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 17       | MISO Exit Fee Expenses (507515)  | (507515)      | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 18       | Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)   | (507510)      | \$ 168,462     | \$ 168,451    | \$ 169,561    | \$ 169,437    | \$ 168,910    | \$ 164,093     | \$ 158,091     | \$ 164,203     | \$ 164,044      | \$ 163,941      | \$ 163,613      | \$ 1,822,805    |
| 19       | Non-Legacy RTEP Expenses (507509)  | (507509)      | \$ 826,183     | \$ 803,500    | \$ 680,943    | \$ 688,189    | \$ 664,128    | \$ 663,736     | \$ 639,458     | \$ 664,184     | \$ 663,517      | \$ 663,111      | \$ 661,782      | \$ 7,598,732    |
| 20       | Generation Deactivation Charges (507007)   | (507007)      | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 21       | Meter Correction (506012)  | (506012)      | \$ 5,858       | \$ (457)      | \$ (4,013)    | \$ 1,525      | \$ (2,419)    | \$ (1,155)     | \$ (1,840)     | \$ (3,113)     | \$ (3,994)      | \$ 2,284        | \$ (1,105)      | \$ (8,229)      |
| 22       | Emergency Energy (506013)  | (506013)      | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 23       | Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)         | (507008)      | \$ 7,546       | \$ 37,424     | \$ 44,225     | \$ 80,842     | \$ 40,709     | \$ 62,502      | \$ 96,972      | \$ 78,502      | \$ 84,813       | \$ 71,133       | \$ 44,487       | \$ 649,155      |
| 24       | Planning Period Congestion Up fit (507039)   | (507039)      | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 25       | PJM Customer Default (506510)  | (506510)      | \$ 310         | \$ 181        | \$ 1,057      | \$ 1,042      | \$ (2,411)    | \$ 357         | \$ 0           | \$ -           | \$ -            | \$ -            | \$ -            | \$ 538          |
|          | Total NITS & Other FERC/RTO Expenses   |               | \$ 11,515,884  | \$ 10,696,644 | \$ 11,471,754 | \$ 11,446,421 | \$ 11,128,955 | \$ 11,114,101  | \$ 11,072,216  | \$ 11,478,438  | \$ 11,076,216   | \$ 11,418,089   | \$ 10,941,948   | \$ 123,359,667  |
|          | Prior Period NITS & Other FERC/RTO Expense Adjustments:  |               |                |               |               |               |               |                |                |                |                 |                 |                 |                 |
| 26       | NITS Expenses  |               | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 27       | PJM Integration Costs - exclude from NITS Expenses   |               | \$ -           | \$ -          | \$ (7,247)    | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ (7,247)      |
| 28       | MISO Exit Fees - exclude from NITS Expense   |               | \$ -           | \$ -          | \$ (173,488)  | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ (173,488)    |
| 29       | Load Reconciliation for Reactive Services/Sch. 2   |               | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 30       | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Services/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 Up fit  |               | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 41       | PJM Customer Default   |               | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 42       | Total Prior Period NITS & Other FERC/RTO Expense Adjustments   |               | \$ -           | \$ -          | \$ (180,35)   | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ (180,735)    |
|          | Adjusted NITS & Other FERC/RTO Expenses:   |               |                |               |               |               |               |                |                |                |                 |                 |                 |                 |
| 43       | NITS Expenses  | L9 + L26      | \$ 10,202,203  | \$ 9,211,495  | \$ 10,263,583 | \$ 10,259,926 | \$ 9,900,622  | \$ 9,898,191   | \$ 9,851,087   | \$ 10,235,752  | \$ 9,892,779    | \$ 10,215,309   | \$ 9,869,610    | \$ 109,800,557  |
| 44       | PJM Integration Costs - exclude from NITS Expenses   | L10 + L27     | \$ -           | \$ -          | \$ (10,865)   | \$ (3,633)    | \$ (3,618)    | \$ (3,633)     | \$ (3,618)     | \$ (3,618)     | \$ (3,633)      | \$ (3,618)      | \$ (3,633)      | \$ (39,889)     |
| 45       | MISO Exit Fees - exclude from NITS Expense   | L11 + L28     | \$ -           | \$ -          | \$ (260,095)  | \$ (86,979)   | \$ (86,607)   | \$ (86,979)    | \$ (86,607)    | \$ (86,607)    | \$ (86,979)     | \$ (86,979)     | \$ (86,979)     | \$ (954,440)    |
| 46       | Load Reconciliation for Reactive Services/Sch. 2   | L12 + L29     | \$ 254,857     | \$ 299,971    | \$ 310,249    | \$ 308,876    | \$ 307,030    | \$ 304,455     | \$ 293,838     | \$ 301,524     | \$ 305,114      | \$ 308,606      | \$ 304,499      | \$ 3,300,018    |
| 47       | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Services/Sch. 1                   | L13 + L30     | \$ 50,465      | \$ 175,080    | \$ 96,373     | \$ 47,197     | \$ 142,810    | \$ 112,535     | \$ 124,636     | \$ 127,611     | \$ 60,555       | \$ 160,921      | \$ 68,001       | \$ 1,165,984    |
| 48       | MTEP Expenses  | L14 + L31     | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 49       | PJM Integration Expenses   | L15 + L32     | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 50       | MISO Exit Fee Expenses   | L16 + L33     | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 51       | Legacy RTEP Expenses   | L17 + L34     | \$ 168,462     | \$ 168,451    | \$ 169,561    | \$ 169,437    | \$ 168,910    | \$ 164,093     | \$ 158,091     | \$ 164,203     | \$ 164,044      | \$ 163,941      | \$ 163,613      | \$ 1,822,805    |
| 52       | Non-Legacy RTEP Expenses   | L18 + L35     | \$ 826,183     | \$ 803,500    | \$ 680,943    | \$ 688,189    | \$ 664,128    | \$ 663,736     | \$ 639,458     | \$ 664,184     | \$ 663,517      | \$ 663,111      | \$ 661,782      | \$ 7,598,732    |
| 53       | Generation Deactivation Charges  | L19 + L36     | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 54       | Meter Correction   | L20 + L37     | \$ 5,858       | \$ (457)      | \$ (4,013)    | \$ 1,525      | \$ (2,419)    | \$ (1,155)     | \$ (1,840)     | \$ (3,113)     | \$ (3,994)      | \$ 2,284        | \$ (1,105)      | \$ (8,229)      |
| 55       | Emergency Energy   | L21 + L38     | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 56       | Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services                  | L22 + L39     | \$ 7,546       | \$ 37,424     | \$ 44,225     | \$ 80,842     | \$ 40,709     | \$ 62,502      | \$ 96,972      | \$ 78,502      | \$ 84,813       | \$ 71,133       | \$ 44,487       | \$ 649,155      |
| 57       | Planning Period Congestion Up fit  | L23 + L40     | \$ -           | \$ -          | \$ -          | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 58       | PJM Customer Default   | L24 + L41     | \$ 310         | \$ 181        | \$ 1,057      | \$ 1,042      | \$ (2,411)    | \$ 357         | \$ 0           | \$ -           | \$ -            | \$ -            | \$ -            | \$ -            |
| 59       | Total Adjusted NITS & Other FERC/RTO Expenses  | SUM (L43-L58) | \$ 11,515,884  | \$ 10,696,644 | \$ 11,291,020 | \$ 11,446,421 | \$ 11,128,955 | \$ 11,114,101  | \$ 11,072,216  | \$ 11,478,438  | \$ 11,076,216   | \$ 11,418,089   | \$ 10,941,948   | \$ 123,178,932  |
|          | Recoverable NITS & Other FERC/RTO Expenses:  |               |                |               |               |               |               |                |                |                |                 |                 |                 |                 |
| 60       | Total Adjusted Rider NMB Monthly Recoverable Expenses  | L59           | \$ 11,515,884  | \$ 10,696,644 | \$ 11,291,020 | \$ 11,446,421 | \$ 11,128,955 | \$ 11,114,101  | \$ 11,072,216  | \$ 11,478,438  | \$ 11,076,216   | \$ 11,418,089   | \$ 10,941,948   | \$ 123,178,932  |
| 61       | Monthly Principal Over/(Under)   | L60 - L8      | \$ 2,862,280   | \$ 670,490    | \$ (498,970)  | \$ (128,988)  | \$ (947,442)  | \$ (3,643,640) | \$ (4,435,651) | \$ (4,581,498) | \$ (2,867,423)  | \$ (1,593,445)  | \$ (2,339,794)  | \$ (17,504,082) |
|          | Calculated Interest:   |               |                |               |               |               |               |                |                |                |                 |                 |                 |                 |
| 62       | Balance Subject to Interest  |               | \$ 3,099,977   | \$ 5,788,162  | \$ 5,905,467  | \$ 5,622,192  | \$ 5,114,818  | \$ 2,846,952   | \$ (1,177,178) | \$ (5,692,168) | \$ (9,447,651)  | \$ (11,729,575) | \$ (13,760,121) | \$ (12,529,325) |
| 63       | Prev Period Interest Adjustment  |               | \$ -           | \$ -          | \$ (1,481)    | \$ -          | \$ -          | \$ -           | \$ -           | \$ -           | \$ -            | \$ -            | \$ -            | \$ (1,481)      |
| 64       | Monthly Interest Over/(Under)  |               | \$ 21,800      | \$ 31,545     | \$ 30,704     | \$ 30,641     | \$ 27,875     | \$ 15,516      | \$ (6,416)     | \$ (31,022)    | \$ (51,400)     | \$ (63,926)     | \$ (74,993)     | \$ (69,766)     |
| 65       | Monthly Deferral Over/(Under)  |               | \$ (2,894,080) | \$ (702,035)  | \$ 468,266    | \$ 98,348     | \$ 919,567    | \$ 3,628,124   | \$ 4,442,066   | \$ 4,612,521   | \$ 2,918,913    | \$ 1,657,372    | \$ 2,414,787    | \$ 17,573,848   |
| 66       | Cumulative NMB Principal Balance   |               | \$ 5,245,181   | \$ 5,915,671  | \$ 5,416,700  | \$ 5,287,712  | \$ 4,340,270  | \$ 696,630     | \$ (3,739,020) | \$ (8,320,519) | \$ (11,187,042) | \$ (12,781,387) | \$ (15,121,181) |                 |
| 67       | Cumulative NMB Interest Balance  |               | \$ 207,736     | \$ 239,282    | \$ 269,988    | \$ 300,627    | \$ 328,501    | \$ 344,017     | \$ 337,601     | \$ 306,579     | \$ 256,080      | \$ 191,163      | \$ 118,171      |                 |
| 68       | Deferral Ending Balance - Regulatory Asset/(Liability) 182155  | -L65 + L1     | \$ 4,542,917   | \$ 6,154,952  | \$ 5,686,686  | \$ 5,588,338  | \$ 4,668,772  |                |                |                |                 |                 |                 |                 |

**OHIO EDISON COMPANY (OE)**  
**Estimated (Over) / Under Collection as of February 28, 2022**

| Line<br>No. | Description  | Source | Actual                  | FORECAST        | FORECAST        | FORECAST        |
|-------------|--|--------|-------------------------|-----------------|-----------------|-----------------|
|             |  |        | Prior period<br>Balance | Dec<br>2021     | Jan<br>2022     | Feb<br>2022     |
| 1           | Beginning Balance - Regulatory Asset/(Liability) 182155  |        |                         |                 |                 |                 |
|             | <b>Revenues</b>  |        |                         |                 |                 |                 |
| 2           | Non-Market Based Rider (NMB) Revenues  |        |                         |                 |                 |                 |
| 3           | Total Adjusted NMB Revenues  |        |                         |                 |                 |                 |
| 4           | Monthly CAT Amount   |        |                         |                 |                 |                 |
| 5           | Total Adjusted CAT Amount  |        |                         |                 |                 |                 |
| 6           | NMB Revenues Excluding CAT   |        | L3 - L5                 |                 |                 |                 |
| 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                 |                 |                 |                 |
|             | <b>NITS &amp; Other FERC/RTO Expenses</b>  |        |                         |                 |                 |                 |
| 9           | NITS Expenses (507003)   |        | (507003)                |                 |                 |                 |
| 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)                |                 |                 |                 |
| 13          | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)   |        | (507502)                |                 |                 |                 |
| 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)                |                 |                 |                 |
| 18          | Non-Legacy RTEP Expenses (507509)  |        | (507509)                |                 |                 |                 |
| 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)                |                 |                 |                 |
| 23          | Planning Period Congestion Uplift (570039)   |        | (570039)                |                 |                 |                 |
| 24          | PJM Customer Default (506510)  |        | (506510)                |                 |                 |                 |
| 25          | Total NITS & Other FERC/RTO Expenses   |        |                         |                 |                 |                 |
|             | <b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments</b>  |        |                         |                 |                 |                 |
| 26          | NITS Expenses  |        |                         |                 |                 |                 |
| 27          | PJM Integration Costs - exclude from NITS Expenses   |        |                         |                 |                 |                 |
| 28          | MISO Exit Fees - exclude from NITS Expense   |        |                         |                 |                 |                 |
| 29          | Load Reconciliation for Reactive Services/Sch. 2 (507105)  |        |                         |                 |                 |                 |
| 30          | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1            |        |                         |                 |                 |                 |
| 31          | MTEP Expenses  |        |                         |                 |                 |                 |
| 32          | PJM Integration Expenses   |        |                         |                 |                 |                 |
| 33          | MISO Exit Fee Expenses   |        |                         |                 |                 |                 |
| 34          | Legacy RTEP Expenses   |        |                         |                 |                 |                 |
| 35          | Non-Legacy RTEP Expenses   |        |                         |                 |                 |                 |
| 36          | Generation Deactivation Charges  |        |                         |                 |                 |                 |
| 37          | Meter Correction   |        |                         |                 |                 |                 |
| 38          | Emergency Energy   |        |                         |                 |                 |                 |
| 39          | Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services          |        |                         |                 |                 |                 |
| 40          | Planning Period Congestion Uplift  |        |                         |                 |                 |                 |
| 41          | PJM Customer Default   |        |                         |                 |                 |                 |
| 42          | Total Prior Period NITS & Other FERC/RTO Expense Adjustments   |        |                         |                 |                 |                 |
|             | <b>Adjusted NITS &amp; Other FERC/RTO Expenses</b>   |        |                         |                 |                 |                 |
| 43          | NITS Expenses  |        | L9 + L26                |                 |                 |                 |
| 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               |                 |                 |                 |
| 47          | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1            |        | L13 + L30               |                 |                 |                 |
| 48          | MTEP Expenses  |        | L14 + L31               |                 |                 |                 |
| 49          | PJM Integration Expenses   |        | L15 + L32               |                 |                 |                 |
| 50          | MISO Exit Fee Expenses   |        | L16 + L33               |                 |                 |                 |
| 51          | Legacy RTEP Expenses   |        | L17 + L34               |                 |                 |                 |
| 52          | Non-Legacy RTEP Expenses   |        | L18 + L35               |                 |                 |                 |
| 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               |                 |                 |                 |
| 57          | Planning Period Congestion Uplift  |        | L23 + L40               |                 |                 |                 |
| 58          | PJM Customer Default   |        | L24 + L41               |                 |                 |                 |
| 59          | Total Adjusted NITS & Other FERC/RTO Expenses  |        | SUM (L43)               |                 |                 |                 |
|             | <b>Recoverable NITS &amp; Other FERC/RTO Expenses</b>  |        |                         |                 |                 |                 |
| 60          | Total Adjusted Rider NMB Monthly Recoverable Expenses  |        | L59                     |                 |                 |                 |
| 61          | Monthly Principal Over/(Under)   |        | L60 - L8                |                 |                 |                 |
|             | <b>Calculate Interest</b>  |        |                         |                 |                 |                 |
| 62          | Balance Subject to Interest  |        |                         |                 |                 |                 |
| 63          | Prio Period Interest Adjustment  |        |                         |                 |                 |                 |
| 64          | Monthly Interest Over/(Under)  |        |                         |                 |                 |                 |
| 65          | Monthly Deferral Over/(Under)  |        |                         |                 |                 |                 |
| 66          | Cumulative NMB Principal Balance   |        | \$ (33,043,899)         |                 |                 |                 |
| 67          | Cumulative NMB Interest Balance  |        | \$ 4,266,672            |                 |                 |                 |
| 68          | Deferral Ending Balance - Regulatory Asset/(Liability) 182155  |        | \$ (28,777,227)         | \$ (33,391,767) | \$ (39,243,324) | \$ (45,136,223) |

**THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI)**  
**Estimated (Over) / Under Collection as of February 28, 2022**

| Line<br>No. | Description  | Source | Actual                   | Forecast        | Forecast        | Forecast        |
|-------------|--|--------|--------------------------|-----------------|-----------------|-----------------|
|             |  |        | Prior Period<br>Balances | Dec<br>2021     | Jan<br>2022     | Feb<br>2022     |
| 1           | Beginning Balance - Regulatory Asset/(Liability) 182155  |        |                          |                 |                 |                 |
| 2           | Revenues   |        |                          |                 |                 |                 |
| 2           | Non-Market Based Rider (NMB) Revenues  |        |                          |                 |                 |                 |
| 3           | Total Adjusted NMB Revenues  |        |                          |                 |                 |                 |
| 4           | Monthly CAT Amount   |        |                          |                 |                 |                 |
| 5           | Total Adjusted CAT Amount  |        |                          |                 |                 |                 |
| 6           | NMB Revenues Excluding CAT   |        | L3 - L5                  |                 |                 |                 |
| 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                  |                 |                 |                 |
|             | <b>NITS &amp; Other FERC/RTO Expenses</b>  |        |                          |                 |                 |                 |
| 9           | NITS Expenses (507003)   |        | (507003)                 |                 |                 |                 |
| 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)                 |                 |                 |                 |
| 13          | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)   |        | (507502)                 |                 |                 |                 |
| 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)                 |                 |                 |                 |
| 18          | Non-Legacy RTEP Expenses (507509)  |        | (507509)                 |                 |                 |                 |
| 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)                 |                 |                 |                 |
| 23          | Planning Period Congestion Uplift (570039)   |        | (570039)                 |                 |                 |                 |
| 24          | PJM Customer Default (506510)  |        | (506510)                 |                 |                 |                 |
| 25          | Total NITS & Other FERC/RTO Expenses   |        |                          |                 |                 |                 |
|             | <b>Prior Period NITS &amp; Other FERC/RTO Expense Adjustments</b>  |        |                          |                 |                 |                 |
| 26          | NITS Expenses  |        |                          |                 |                 |                 |
| 27          | PJM Integration Costs - exclude from NITS Expenses   |        |                          |                 |                 |                 |
| 28          | MISO Exit Fees - exclude from NITS Expense   |        |                          |                 |                 |                 |
| 29          | Load Reconciliation for Reactive Services/Sch. 2 (507105)  |        |                          |                 |                 |                 |
| 30          | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1            |        |                          |                 |                 |                 |
| 31          | MTEP Expenses  |        |                          |                 |                 |                 |
| 32          | PJM Integration Expenses   |        |                          |                 |                 |                 |
| 33          | MISO Exit Fee Expenses   |        |                          |                 |                 |                 |
| 34          | Legacy RTEP Expenses   |        |                          |                 |                 |                 |
| 35          | Non-Legacy RTEP Expenses   |        |                          |                 |                 |                 |
| 36          | Generation Deactivation Charges  |        |                          |                 |                 |                 |
| 37          | Meter Correction   |        |                          |                 |                 |                 |
| 38          | Emergency Energy   |        |                          |                 |                 |                 |
| 39          | Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services          |        |                          |                 |                 |                 |
| 40          | Planning Period Congestion Uplift  |        |                          |                 |                 |                 |
| 41          | PJM Customer Default   |        |                          |                 |                 |                 |
| 42          | Total Prior Period NITS & Other FERC/RTO Expense Adjustments   |        |                          |                 |                 |                 |
|             | <b>Adjusted NITS &amp; Other FERC/RTO Expenses</b>   |        |                          |                 |                 |                 |
| 43          | NITS Expenses  |        | L9 + L26                 |                 |                 |                 |
| 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                |                 |                 |                 |
| 47          | Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1            |        | L13 + L30                |                 |                 |                 |
| 48          | MTEP Expenses  |        | L14 + L31                |                 |                 |                 |
| 49          | PJM Integration Expenses   |        | L15 + L32                |                 |                 |                 |
| 50          | MISO Exit Fee Expenses   |        | L16 + L33                |                 |                 |                 |
| 51          | Legacy RTEP Expenses   |        | L17 + L34                |                 |                 |                 |
| 52          | Non-Legacy RTEP Expenses   |        | L18 + L35                |                 |                 |                 |
| 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                |                 |                 |                 |
| 57          | Planning Period Congestion Uplift  |        | L23 + L40                |                 |                 |                 |
| 58          | PJM Customer Default   |        | L24 + L41                |                 |                 |                 |
| 59          | Total Adjusted NITS & Other FERC/RTO Expenses  |        | SUM (L43-<br>L58)        |                 |                 |                 |
|             | <b>Recoverable NITS &amp; Other FERC/RTO Expenses</b>  |        |                          |                 |                 |                 |
| 60          | Total Adjusted Rider NMB Monthly Recoverable Expenses  |        | L59                      |                 |                 |                 |
| 61          | Monthly Principal Over/(Under)   |        | L60 - L8                 |                 |                 |                 |
|             | <b>Calculate Interest</b>  |        |                          |                 |                 |                 |
| 62          | Balance Subject to Interest  |        |                          |                 |                 |                 |
| 63          | Prio Period Interest Adjustment  |        |                          |                 |                 |                 |
| 64          | Monthly Interest Over/(Under)  |        |                          |                 |                 |                 |
| 65          | Monthly Deferral Over/(Under)  |        |                          |                 |                 |                 |
| 66          | Cumulative NMB Principal Balance   |        | \$ (29,499,283)          |                 |                 |                 |
| 67          | Cumulative NMB Interest Balance  |        | \$ 1,574,433             |                 |                 |                 |
| 68          | Deferral Ending Balance - Regulatory Asset/(Liability) 182155  |        | -L65 + L1                | \$ (27,924,850) | \$ (29,053,590) | \$ (31,060,797) |
|             |  |        |                          |                 |                 |                 |

**THE TOLEDO EDISON COMPANY (TE)**  
**Estimated (Over) / Under Collection as of February 28, 2022**

**Forecasted Rider NMB Revenue Excl. Pilot Participants (December 2021 - February 2022)**

|     | OE               | RS | Billing Units <sup>2</sup> |        |        | Dec 2021 - Feb 2022 |             |        | Revenue <sup>4</sup> |        |        |
|-----|------------------|----|----------------------------|--------|--------|---------------------|-------------|--------|----------------------|--------|--------|
|     |                  |    | Dec-21                     | Jan-22 | Feb-22 | kWh                 | Rate        | Unit   | Dec-21               | Jan-22 | Feb-22 |
| OE  | RS               |    |                            |        |        |                     | \$ 0.021572 | \$/kWh |                      |        |        |
|     | GS               |    |                            |        |        | kW                  | \$ 6.5425   | \$/kW  |                      |        |        |
|     | GP               |    |                            |        |        | kW                  | \$ 7.0054   | \$/kW  |                      |        |        |
|     | GSU              |    |                            |        |        | kVa                 | \$ 5.9977   | \$/kVa |                      |        |        |
|     | GT               |    |                            |        |        | kVa                 | \$ 6.6161   | \$/kVa |                      |        |        |
|     | LTG <sup>1</sup> |    |                            |        |        | kWh                 | \$ 0.019761 | \$/kWh |                      |        |        |
| CEI | RS               |    |                            |        |        |                     |             |        |                      |        |        |
|     | GS               |    |                            |        |        | kWh                 | \$ 0.022546 | \$/kWh |                      |        |        |
|     | GP               |    |                            |        |        | kW                  | \$ 6.2366   | \$/kW  |                      |        |        |
|     | GSU              |    |                            |        |        | kW                  | \$ 7.6816   | \$/kW  |                      |        |        |
|     | GT               |    |                            |        |        | kW                  | \$ 7.2258   | \$/kW  |                      |        |        |
|     | LTG <sup>1</sup> |    |                            |        |        | kVa                 | \$ 3.3001   | \$/kVa |                      |        |        |
|     |                  |    |                            |        |        | kWh                 | \$ 0.016611 | \$/kWh |                      |        |        |
| TE  | RS               |    |                            |        |        |                     |             |        |                      |        |        |
|     | GS               |    |                            |        |        | kWh                 | \$ 0.024019 | \$/kWh |                      |        |        |
|     | GP               |    |                            |        |        | kW                  | \$ 6.5000   | \$/kW  |                      |        |        |
|     | GSU              |    |                            |        |        | kW                  | \$ 6.0130   | \$/kW  |                      |        |        |
|     | GT               |    |                            |        |        | kVa                 | \$ 5.9972   | \$/kVa |                      |        |        |
|     | LTG <sup>1</sup> |    |                            |        |        | kVa                 | \$ 7.7620   | \$/kVa |                      |        |        |
|     |                  |    |                            |        |        | kWh                 | \$ 0.012535 | \$/kWh |                      |        |        |

Note(s):

- 1 - LTG includes Traffic Lighting only
- 2 - Source: Forecast as of December 2021 less Pilot Participants as of December 1, 2021
- 3 - Source: Rates - Rider NMB, Sheet 119, Effective September 1, 2021
- 4 - Calculation: Billing Units x Rate

**Forecasted Rider NMB Expenses Excl. Pilot Participants (Dec. 2021 - Feb. 2022)**

| Expenses  | Company                 | G/L Account                          | Dec-21   | Jan-22   | Feb-22   |
|---|-------------------------|--------------------------------------|--|--|--|
| PJM Network Service   | OE<br>CE<br>TE<br>Total | 507003<br>507003<br>507003<br>507003 |  |  |  |
| PJM Ancillaries - Sch 2 Reactive  | OE<br>CE<br>TE<br>Total | 507105<br>507105<br>507105<br>507105 |  |  |  |
| Schedule 1A - Scheduling and Dispatch   | OE<br>CE<br>TE<br>Total | 507502<br>507502<br>507502<br>507502 |  |  |  |
| Non-Legacy RTEP Expenses  | OE<br>CE<br>TE<br>Total | 507509<br>507509<br>507509<br>507509 |  |  |  |
| Legacy RTEP Expenses  | OE<br>CE<br>TE<br>Total | 507510<br>507510<br>507510<br>507510 |  |  |  |
| Generation Deactivation Charges   | OE<br>CE<br>TE<br>Total | 507007<br>507007<br>507007<br>507007 |  |  |  |
| PJM Customer Default  | OE<br>CE<br>TE<br>Total | 506510<br>506510<br>506510<br>506510 |  |  |  |
| Meter Correction  | OE<br>CE<br>TE<br>Total | 506012<br>506012<br>506012<br>506012 |  |  |  |
| Emergency Energy  | OE<br>CE<br>TE<br>Total | 506013<br>506013<br>506013<br>506013 |  |  |  |
| Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services | OE<br>CE<br>TE<br>Total | 507008<br>507008<br>507008<br>507008 |  |  |  |
| Planning Period Congestion Uplift   | OE<br>CE<br>TE<br>Total | 570039<br>570039<br>570039<br>570039 |  |  |  |
| Total NMB Expense   | OE<br>CE<br>TE<br>Total |                                      | \$ 31,168,855<br>\$ 22,720,017<br>\$ 11,536,505<br>\$ 65,425,377 | \$ 31,005,955<br>\$ 23,146,965<br>\$ 11,460,999<br>\$ 65,613,919 | \$ 28,032,250<br>\$ 20,920,259<br>\$ 10,359,257<br>\$ 59,311,765 |

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

**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)         | 1.9060¢  |
| GS* (per kW of Billing Demand) | \$5.5125 |
| GP* (per kW of Billing Demand) | \$6.5766 |
| GSU (per kW of Billing Demand) | \$5.7637 |
| GT (per kVa of Billing Demand) | \$3.2520 |
| STL (all kWhs, per kWh)        | 0.0000¢  |
| TRF (all kWhs, per kWh)        | 1.4035¢  |
| 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, October 23, 2019, and August 25, 2021 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 21-695-EL-RDR, respectively, and Case No. 21-1225-EL-RDR, before

The Public Utilities Commission of Ohio

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

**12/16/2021 5:29:10 PM**

**in**

**Case No(s). 21-1225-EL-RDR**

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.