FirstEnergy
76 South Main St.
Akron, Ohio 44308

January 15, 2025

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

SUBJECT: Case No. 25-0031-EL-RDR

Dear Ms. Troupe:

In response to and compliance with the Orders of March 31, 2016, and May 15, 2024 in Case Nos. 14-1297-EL-SSO and 23-301-EL-SSO, respectively, please file the attached tariff pages on behalf of The Cleveland Electric Illuminating Company, Ohio Edison Company, and The Toledo Edison 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 No. 25-0031-EL-RDR. Thank you.

Sincerely,

Santino L. Fanelli

Santino L. Fanelli
Director, Rates & Regulatory Affairs

BEFORE THE
PUBLIC UTILITIES COMMISSION OF OHIO

In the Matter of the Review of the Non-Market-Based Services Rider Contained in the Tariffs of Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company	)	Case No. 25-0031-EL-RDR

NON-MARKET-BASED SERVICES RIDER (RIDER NMB) REPORT IN SUPPORT OF STAFF'S 2025 ANNUAL REVIEW SUBMITTED BY OHIO EDISON COMPANY, THE CLEVELAND ELECTRIC ILLUMINATING COMPANY AND THE TOLEDO EDISON COMPANY

In its Order in Case No. 12-1230-EL-SSO ("Order"), the Commission clarified that Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company (collectively, "Companies") should file annually an application, in a separate docket, for a review of certain riders approved in that proceeding, including Rider NMB. The continuation of Rider NMB was authorized in Case Nos. 14-1297-EL-SSO and 23-301-EL-SSO. Further, in its Order in Case No. 15-0648-EL-RDR, the Commission specified that the Companies should make their filing for Rider NMB no later than January 15 of each year with rates to be effective no later than 75 days following the filing of the application. Pursuant to these prior Orders, the Companies hereby submit this Report on the Companies' Rider NMB for the twelve-month period beginning April 1, 2025, which includes the following Exhibits:

- Exhibit A: Rider NMB – Rate Design (Tariff Effective April 1, 2025)
- Exhibit B: Rider NMB - Deferral Worksheet (Actual Costs and Revenues through December 31, 2024)

- Exhibit C: Rider NMB – Estimated (Over) Under Collection as of March 31, 2025
- Exhibit D: Rider NMB –Tariff Sheets Effective April 1, 2025

Respectfully submitted,

/s/ *Zachary E. Woltz*
Zachary E. Woltz (0096669)
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Attorney for Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company

RATE CALCULATION FOR RIDER NMB (April 2025 - March 2026)

Line	OHIO EDISON		Demand Allocators (B)	Allocated Balance (C) = (A) * (B)	Typical Bill Adjustment (D)	Total Allocated Balance (E) = (C) + (D)	CAT Tax (F) = (E) * 0.26% / (1-0.26%)	Revenue Requirement (G) = (E) + (F)	Billing Units (H)		NMB Rates (I) = (G) / (H)	
7	Revenue Requirement											
8	(Before CAT Tax)	RS	46.85%	$ 226,333,925	$ -	$ 226,333,925	$ 590,002	$ 226,923,927	9,614,529,718	kWh	$ 0.023602	per kWh
9	12 months ending	GS	29.05%	$ 140,330,404	$ -	$ 140,330,404	$ 365,810	$ 140,696,214	22,163,283	kW	$ 6.3482	per kW
10	Mar-26	GP	10.24%	$ 49,487,524	$ -	$ 49,487,524	$ 129,003	$ 49,616,527	7,106,156	kW	$ 6.9822	per kW
11	(A)	GSU	2.61%	$ 12,607,824	$ -	$ 12,607,824	$ 32,866	$ 12,640,690	2,315,786	kVa	$ 5.4585	per kVa
12		GT	11.21%	$ 54,154,215	$ 4,267,563	$ 58,421,778	$ 152,293	$ 58,574,071	7,365,042	kVa	$ 7.9530	per kVa
13	$ 483,125,414	TRF	0.04%	$ 211,521	$ -	$ 211,521	$ 551	$ 212,073	13,622,144	kWh	$ 0.015568	per kWh
14					$ 4,267,563							

Line	CLEVELAND ELECTRIC ILLUMINATING COMPANY		Demand Allocators (B)	Allocated Balance (C) = (A) * (B)	Typical Bill Adjustment (D)	Total Allocated Balance (E) = (C) + (D)	CAT Tax (F) = (E) * 0.26% / (1-0.26%)	Revenue Requirement (G) = (E) + (F)	Billing Units (H)		NMB Rates (I) = (G) / (H)	
23	Revenue Requirement											
24	(Before CAT Tax)	RS	38.58%	$ 130,202,168	$ -	$ 130,202,168	$ 339,408	$ 130,541,576	5,618,701,159	kWh	$ 0.023233	per kWh
25	12 months ending	GS	37.43%	$ 126,347,070	$ -	$ 126,347,070	$ 329,359	$ 126,676,429	18,779,193	kW	$ 6.7456	per kW
26	Mar-26	GP	2.52%	$ 8,495,939	$ -	$ 8,495,939	$ 22,147	$ 8,518,086	1,064,292	kW	$ 8.0035	per kW
27	(A)	GSU	15.65%	$ 52,821,103	$ -	$ 52,821,103	$ 137,693	$ 52,958,796	6,108,522	kW	$ 8.6697	per kW
28		GT	5.76%	$ 19,439,941	$ 2,713,428	$ 22,153,370	$ 57,749	$ 22,211,118	3,019,803	kVa	$ 7.3552	per kVa
29	$ 337,529,129	TRF	0.07%	$ 222,909	$ -	$ 222,909	$ 581	$ 223,490	15,434,409	kWh	$ 0.014480	per kWh
30					$ 2,713,428							

Line	TOLEDO EDISON		Demand Allocators (B)	Allocated Balance (C) = (A) * (B)	Typical Bill Adjustment (D)	Total Allocated Balance (E) = (C) + (D)	CAT Tax (F) = (E) * 0.26% / (1-0.26%)	Revenue Requirement (G) = (E) + (F)	Billing Units (H)		NMB Rates (I) = (G) / (H)	
39	Revenue Requirement											
40	(Before CAT Tax)	RS	38.04%	$ 68,070,765	$ -	$ 68,070,765	$ 177,445	$ 68,248,210	2,635,103,557	kWh	$ 0.025900	per kWh
41	12 months ending	GS	22.14%	$ 39,626,445	$ -	$ 39,626,445	$ 103,297	$ 39,729,742	6,646,456	kW	$ 5.9776	per kW
42	Mar-26	GP	10.97%	$ 19,629,048	$ -	$ 19,629,048	$ 51,169	$ 19,680,217	2,800,466	kW	$ 7.0275	per kW
43	(A)	GSU	0.39%	$ 693,728	$ 18,928	$ 712,655	$ 1,858	$ 714,513	82,356	kVa	$ 8.6759	per kVa
44		GT	28.45%	$ 50,904,485	$ 1,492,681	$ 52,397,165	$ 136,588	$ 52,533,753	5,471,204	kVa	$ 9.6019	per kVa
45	$ 178,949,264	TRF	0.01%	$ 24,794	$ -	$ 24,794	$ 65	$ 24,858	1,959,684	kWh	$ 0.012685	per kWh
46					$ 1,511,608							

49 Total Ohio Companies Typical Bill Adjustment = $ 8,492,600

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

DEMAND ALLOCATORS EXCLUDING EXPECTED PILOT PARTICIPANTS

LINE NO.	RATE CODE / COMPANY (A)	JUNE PEAK kW (B)	JULY PEAK kW (C)	AUGUST PEAK kW (D)	SEPTEMBER PEAK kW (E)	AVERAGE PEAK kW (F)=SUM(B:E)/4	DEMAND ALLOCATION FACTORS (G)
1							
2	OE						
3	RS	2,388,052	2,231,664	1,996,229	2,355,176	2,242,780	46.85%
4	GS	1,313,037	1,538,121	1,622,137	1,088,932	1,390,557	29.05%
5	GP	483,249	534,060	553,442	390,770	490,380	10.24%
6	GSU	125,072	136,608	144,388	93,665	124,933	2.61%
7	GT	754,481	582,504	614,269	195,238	536,623	11.21%
8	Lighting*	2,368	2,098	2,152	1,767	2,096	0.04%
9	TOTAL	5,066,258	5,025,055	4,932,619	4,125,548	4,787,369	100.00%
10							
11	CEI						
12	RS	1,440,443	1,355,591	1,108,889	1,387,061	1,322,996	38.58%
13	GS	1,210,876	1,420,902	1,515,953	987,564	1,283,824	37.43%
14	GP	94,722	88,228	98,427	63,936	86,328	2.52%
15	GSU	536,215	573,360	639,758	397,544	536,720	15.65%
16	GT	405,334	130,413	171,601	82,773	197,531	5.76%
17	Lighting*	2,518	2,343	2,456	1,745	2,265	0.07%
18	TOTAL	3,690,109	3,570,837	3,537,085	2,920,624	3,429,664	100.00%
19							
20	TE						
21	RS	768,821	668,088	577,333	742,234	689,119	38.04%
22	GS	361,400	415,258	472,425	355,562	401,161	22.14%
23	GP	179,177	205,013	239,021	171,652	198,716	10.97%
24	GSU	7,215	5,154	11,086	4,638	7,023	0.39%
25	GT	528,810	515,494	692,441	324,597	515,335	28.45%
26	Lighting*	259	245	273	228	251	0.01%
27	TOTAL	1,845,682	1,809,252	1,992,580	1,598,911	1,811,605	100.00%

Note(s):
*1 - * All lighting allocated 100% to Rate TRF*
2 - Demand Allocation Factors based on 2024 Coincident Peaks Net of Pilot Participants

Estimated Rider NMB Expenses Excluding Expected Pilot Participants (April 2025 - March 2026)

Line		Company	G/L Account	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Total
1	PJM Network Service	OE	507003	$ 35,120,091	$ 36,290,761	$ 35,120,091	$ 36,290,761	$ 36,290,761	$ 35,120,091	$ 36,290,761	$ 35,120,091	$ 36,290,761	$ 36,290,761	$ 32,778,752	$ 36,290,761	$ 427,294,442
2		CE	507003	$ 25,469,114	$ 26,318,084	$ 25,469,114	$ 26,318,084	$ 26,318,084	$ 25,469,114	$ 26,318,084	$ 25,469,114	$ 26,318,084	$ 26,318,084	$ 23,771,173	$ 26,318,084	$ 309,874,216
3		TE	507003	$ 12,982,045	$ 13,414,780	$ 12,982,045	$ 13,414,780	$ 13,414,780	$ 12,982,045	$ 13,414,780	$ 12,982,045	$ 13,414,780	$ 13,414,780	$ 12,116,575	$ 13,414,780	$ 157,948,214
4		Total		$ 73,571,250	$ 76,023,625	$ 73,571,250	$ 76,023,625	$ 76,023,625	$ 73,571,250	$ 76,023,625	$ 73,571,250	$ 76,023,625	$ 76,023,625	$ 68,666,500	$ 76,023,625	$ 895,116,873
5																
6	PJM Ancillaries - Sch	OE	507105	$ 947,000	$ 978,000	$ 947,000	$ 978,000	$ 978,000	$ 947,000	$ 978,000	$ 947,000	$ 978,000	$ 978,000	$ 884,000	$ 978,000	$ 11,518,000
7	2 Reactive	CE	507105	$ 687,000	$ 709,000	$ 687,000	$ 709,000	$ 709,000	$ 687,000	$ 709,000	$ 687,000	$ 709,000	$ 709,000	$ 641,000	$ 709,000	$ 8,352,000
8		TE	507105	$ 350,000	$ 362,000	$ 350,000	$ 362,000	$ 362,000	$ 350,000	$ 362,000	$ 350,000	$ 362,000	$ 362,000	$ 327,000	$ 362,000	$ 4,261,000
9		Total		$ 1,984,000	$ 2,049,000	$ 1,984,000	$ 2,049,000	$ 2,049,000	$ 1,984,000	$ 2,049,000	$ 1,984,000	$ 2,049,000	$ 2,049,000	$ 1,852,000	$ 2,049,000	$ 24,131,000
10																
11	Schedule 1A -	OE	507502	$ 204,000	$ 211,000	$ 204,000	$ 211,000	$ 211,000	$ 204,000	$ 211,000	$ 204,000	$ 211,000	$ 211,000	$ 191,000	$ 211,000	$ 2,484,000
12	Scheduling and	CE	507502	$ 148,000	$ 153,000	$ 148,000	$ 153,000	$ 153,000	$ 148,000	$ 153,000	$ 148,000	$ 153,000	$ 153,000	$ 138,000	$ 153,000	$ 1,801,000
13	Dispatch	TE	507502	$ 76,000	$ 78,000	$ 76,000	$ 78,000	$ 78,000	$ 76,000	$ 78,000	$ 76,000	$ 78,000	$ 78,000	$ 71,000	$ 78,000	$ 921,000
14		Total		$ 428,000	$ 442,000	$ 428,000	$ 442,000	$ 442,000	$ 428,000	$ 442,000	$ 428,000	$ 442,000	$ 442,000	$ 400,000	$ 442,000	$ 5,206,000
15																
16	Legacy RTEP	OE	507510	$ 444,734	$ 459,559	$ 444,734	$ 459,559	$ 459,559	$ 444,734	$ 459,559	$ 444,734	$ 459,559	$ 459,559	$ 415,086	$ 459,559	$ 5,410,936
17	Expenses	CE	507510	$ 322,522	$ 333,272	$ 322,522	$ 333,272	$ 333,272	$ 322,522	$ 333,272	$ 322,522	$ 333,272	$ 333,272	$ 301,020	$ 333,272	$ 3,924,015
18		TE	507510	$ 164,395	$ 169,875	$ 164,395	$ 169,875	$ 169,875	$ 164,395	$ 169,875	$ 164,395	$ 169,875	$ 169,875	$ 153,435	$ 169,875	$ 2,000,138
19		Total		$ 931,651	$ 962,706	$ 931,651	$ 962,706	$ 962,706	$ 931,651	$ 962,706	$ 931,651	$ 962,706	$ 962,706	$ 869,541	$ 962,706	$ 11,335,089
20																
21	Non-Legacy RTEP	OE	507509	$ 1,661,818	$ 1,717,212	$ 1,661,818	$ 1,717,212	$ 1,717,212	$ 1,661,818	$ 1,717,212	$ 1,661,818	$ 1,717,212	$ 1,717,212	$ 1,551,030	$ 1,717,212	$ 20,218,783
22	Expenses	CE	507509	$ 1,205,151	$ 1,245,323	$ 1,205,151	$ 1,245,323	$ 1,245,323	$ 1,205,151	$ 1,245,323	$ 1,205,151	$ 1,245,323	$ 1,245,323	$ 1,124,808	$ 1,245,323	$ 14,662,675
23		TE	507509	$ 614,286	$ 634,763	$ 614,286	$ 634,763	$ 634,763	$ 614,286	$ 634,763	$ 614,286	$ 634,763	$ 634,763	$ 573,334	$ 634,763	$ 7,473,818
24		Total		$ 3,481,256	$ 3,597,297	$ 3,481,256	$ 3,597,297	$ 3,597,297	$ 3,481,256	$ 3,597,297	$ 3,481,256	$ 3,597,297	$ 3,597,297	$ 3,249,172	$ 3,597,297	$ 42,355,276
25																
26	Generation	OE	507007	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
27	Deactivation Charges	CE	507007	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
28		TE	507007	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
29		Total		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
30																
31	PJM Customer Default	OE	506510	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
32		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	$ 203,000	$ 203,000	$ 203,000	$ 203,000	$ 203,000	$ 203,000	$ 203,000	$ 203,000	$ 203,000	$ 203,000	$ 203,000	$ 203,000	$ 2,436,000
47	Reserves, Balancing	CE	507008	$ 94,000	$ 94,000	$ 94,000	$ 94,000	$ 94,000	$ 94,000	$ 94,000	$ 94,000	$ 94,000	$ 94,000	$ 94,000	$ 94,000	$ 1,128,000
48	Operating Reserve for	TE	507008	$ 59,000	$ 59,000	$ 59,000	$ 59,000	$ 59,000	$ 59,000	$ 59,000	$ 59,000	$ 59,000	$ 59,000	$ 59,000	$ 59,000	$ 708,000
49	Load Response and	Total		$ 356,000	$ 356,000	$ 356,000	$ 356,000	$ 356,000	$ 356,000	$ 356,000	$ 356,000	$ 356,000	$ 356,000	$ 356,000	$ 356,000	$ 4,272,000
50																
51	Planning Period	OE	570039	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
52	Congestion Uplift	CE	570039	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
53		TE	570039	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
54		Total		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
55																
56	Total NMB Expense	OE		$ 38,580,643	$ 39,859,532	$ 38,580,643	$ 39,859,532	$ 39,859,532	$ 38,580,643	$ 39,859,532	$ 38,580,643	$ 39,859,532	$ 39,859,532	$ 36,022,867	$ 39,859,532	$ 469,362,162
57		CE		$ 27,925,787	$ 28,852,680	$ 27,925,787	$ 28,852,680	$ 28,852,680	$ 27,925,787	$ 28,852,680	$ 27,925,787	$ 28,852,680	$ 28,852,680	$ 26,070,001	$ 28,852,680	$ 339,741,906
58		TE		$ 14,245,726	$ 14,718,417	$ 14,245,726	$ 14,718,417	$ 14,718,417	$ 14,245,726	$ 14,718,417	$ 14,245,726	$ 14,718,417	$ 14,718,417	$ 13,300,345	$ 14,718,417	$ 173,312,170
59		Total		$ 80,752,157	$ 83,430,628	$ 80,752,157	$ 83,430,628	$ 83,430,628	$ 80,752,157	$ 83,430,628	$ 80,752,157	$ 83,430,628	$ 83,430,628	$ 75,393,213	$ 83,430,628	$ 982,416,238
60																
61	Estimated Under /	OE														$ 13,763,252
62	(Over) Collection as of	CE														$ (2,212,777)
63	March 31, 2025	TE														$ 5,637,094
64		Total														$ 17,187,569
65																
66	Rider NMB Revenue	OE														$ 483,125,414
67	Requirement (Before	CE														$ 337,529,129
68	Typical Bill Adj. and	TE														$ 178,949,264
69	CAT Tax)	Total														$ 999,603,807
70																

Line						
71	Rate Adjustment Per Commission Order in Case No. 24-0022-EL-RDR					
72			Typical Bill Adjustments			
73			Apr-Sep	Oct-Mar	Apr 25-Mar 26	Total Adjustment
74	OE	Rate GP	$ 4,293,857	$ (4,293,857)	$ -	$ -
75	OE	Rate GSU	$ 843,084	$ (843,084)	$ -	$ -
76	OE	Rate GT	$ 7,391,025	$ (3,123,462)	$ (4,267,563)	$ -
77	CE	Rate GP	$ 449,355	$ (449,355)	$ -	$ -
78	CE	Rate GSU	$ 2,411,030	$ (2,411,030)	$ -	$ -
79	CE	Rate GT	$ 1,659,418	$ 5,260,744	$ (2,713,428)	$ 4,206,733
80	TE	Rate GSU	$ 33,981	$ (15,053)	$ (18,928)	$ -
81	TE	Rate GT	$ 3,402,692	$ 2,495,327	$ (1,492,681)	$ 4,405,338
82	Total		$ 20,484,441	$ (3,379,770)	$ (8,492,600)	$ 8,612,071

- Apr-Sep = Annual typical bill rate adjustment divided by 2. See Case No. 24-0022-EL-RDR.
- Oct-Mar = Typical bill rate adjustment in Case No. 24-0730-EL-RDR.
- Apr 25 -Mar 26 = Typical bill rate adjustment in Case No. 25-0031-EL-RDR.

The Cleveland Electric Illuminating Company
The Toledo Edison Company

<u>Forecasted Billing Units (April 2025 - March 2026)</u>

		Billing Units	
OE	RS	9,614,529,718	kWh
	GS	22,169,231	kW
	GP	7,278,697	kW
	GSU	2,501,281	kVa
	GT	11,754,063	kVa
	LTG*	13,622,144	kWh
CEI	RS	5,618,701,159	kWh
	GS	18,856,810	kW
	GP	1,158,198	kW
	GSU	7,426,190	kW
	GT	4,508,163	kVa
	LTG*	15,434,409	kWh
TE	RS	2,635,103,557	kWh
	GS	6,646,517	kW
	GP	2,815,157	kW
	GSU	244,924	kVa
	GT	11,103,813	kVa
	LTG*	1,959,684	kWh

Note(s):
1 - Source: Forecast as of January 2025 including Pilot Participants
*2 - * LTG includes Traffic Lighting only*

Case No. 25-0031-EL-RDR
Ohio Edison Company
The Cleveland Electric Illuminating Company
The Toledo Edison Company

Rider NMB Opt-Out Pilot Program Participants

Expected April 2025 Pilot Participants - 2025 NSPL

Line		OE	CE	TE
1	Total EDC NSPL	5,005,860	3,679,970	2,039,350
2	NMB Pilot Participant NSPL			
3	GS	274	3,204	[redacted]
4	GP	7,956	5,478	[redacted]
5	GSU	2,079	66,881	9,016
6	GT	157,273	95,685	241,311
7				
8	**Expected April 2025 Pilot Participants - Annual Billing Demand**			
9		**OE**	**CE**	**TE**
10	GS	5,948	77,617	[redacted]
11	GP	172,541	93,907	[redacted]
12	GSU	185,494	1,317,669	162,568
13	GT	4,389,021	1,488,360	5,632,610

Note(s):
1 - Line 1: Allocated 2025 Ohio Retail NSPL in hourly kW
2 - Lines 3-6: 2025 NSPL in hourly kW values for expected Rider NMB Opt-Out Pilot Program Participants
3 - Lines 10-13: Est. Annual billing demand for expected Rider NMB Opt-Out Pilot Program Participants

Case No. 25-0031-EL-RDR - Exhibit B

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

Line No.	Description	Source	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	Jul 2024	Aug 2024	Sep 2024	Oct 2024	Nov 2024	Dec 2024	FORECAST Jan 2025	FORECAST Feb 2025	FORECAST March 2025	YTD
1	Beginning Balance - Regulatory Asset/(Liability) 182155		$ 18,955,343	$ 24,201,028	$ 29,925,809	$ 40,241,251	$ 42,703,870	$ 46,168,543	$ 41,229,308	$ 35,650,437	$ 29,588,743	$ 26,834,886	$ 28,812,801	$ 28,266,654	$ 24,875,706	$ 20,056,682	$ 16,741,653	
	Revenues																	
2	Non-Market Based Rider (NMB) Revenues		$ 32,476,889	$ 28,382,397	$ 26,447,405	$ 34,081,767	$ 33,738,798	$ 41,189,699	$ 42,923,866	$ 42,958,699	$ 38,064,906	$ 35,682,071	$ 36,441,876	$ 40,485,727	$ 44,951,558	$ 39,570,705	$ 38,799,767	$ 556,196,132
3	Total Adjusted NMB Revenues		$ 32,476,889	$ 28,382,397	$ 26,447,405	$ 34,081,767	$ 33,738,798	$ 41,189,699	$ 42,923,866	$ 42,958,699	$ 38,064,906	$ 35,682,071	$ 36,441,876	$ 40,485,727	$ 44,951,558	$ 39,570,705	$ 38,799,767	$ 556,196,132
4	Monthly CAT Amount		$ 84,440	$ 73,794	$ 68,763	$ 88,613	$ 87,721	$ 107,093	$ 111,602	$ 111,693	$ 98,969	$ 92,773	$ 94,749	$ 105,263	$ 116,874	$ 102,884	$ 100,879	
5	Total Adjusted CAT Amount		$ 84,440	$ 73,794	$ 68,763	$ 88,613	$ 87,721	$ 107,093	$ 111,602	$ 111,693	$ 98,969	$ 92,773	$ 94,749	$ 105,263	$ 116,874	$ 102,884	$ 100,879	$ 1,446,110
6	NMB Revenues Excluding CAT	L3 - L5	$ 32,392,449	$ 28,308,603	$ 26,378,642	$ 33,993,155	$ 33,651,077	$ 41,082,606	$ 42,812,264	$ 42,847,007	$ 37,965,938	$ 35,589,297	$ 36,347,127	$ 40,380,465	$ 44,834,684	$ 39,467,821	$ 38,698,888	$ 554,750,022
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	$ 32,392,449	$ 28,308,603	$ 26,378,642	$ 33,993,155	$ 33,651,077	$ 41,082,606	$ 42,812,264	$ 42,847,007	$ 37,965,938	$ 35,589,297	$ 36,347,127	$ 40,380,465	$ 44,834,684	$ 39,467,821	$ 38,698,888	$ 554,750,022
	NITS & Other FERC/RTO Expenses:																	
9	NITS Expenses (507003)	(507003)	$ 33,525,184	$ 31,351,499	$ 33,507,947	$ 32,424,731	$ 33,506,198	$ 32,419,800	$ 33,488,467	$ 33,478,179	$ 32,418,819	$ 33,460,509	$ 32,344,490	$ 33,409,787	$ 36,320,949	$ 32,806,018	$ 36,320,949	$ 500,783,526
10	PJM Integration Costs - exclude from NITS Expenses		$ (2,448)	$ (2,453)	$ (2,448)	$ (2,450)	$ (2,448)	$ (2,450)	$ (2,448)	$ (2,448)	$ (2,450)	$ (2,448)	$ (2,450)	$ (2,448)	$ -	$ -	$ -	$ (29,390)
11	MISO Exit Fees - exclude from NITS Expense		$ (27,047)	$ (27,102)	$ (27,047)	$ (27,074)	$ (27,047)	$ (27,074)	$ (27,047)	$ (27,047)	$ (27,074)	$ (27,047)	$ (27,074)	$ (27,047)	$ -	$ -	$ -	$ (324,728)
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)	$ 895,012	$ 810,652	$ 899,474	$ 906,906	$ 902,381	$ 897,910	$ 895,330	$ 904,134	$ 687,183	$ 1,097,904	$ 914,799	$ 883,430	$ 979,000	$ 884,000	$ 979,000	$ 13,537,115
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)	$ 188,336	$ 166,707	$ 452	$ 320,954	$ 96,864	$ 183,757	$ 283,269	$ 130,044	$ 174,611	$ 181,314	$ 145,550	$ 240,068	$ 211,000	$ 191,000	$ 211,000	$ 2,724,927
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
15	PJM Integration Expenses (507514)	(507514)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
16	MISO Exit Fee Expenses (507515)	(507515)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	$ 71,042	$ 442,991	$ 330,550	$ 330,554	$ 330,480	$ 328,570	$ 328,427	$ 328,327	$ 254,732	$ 401,951	$ 327,804	$ 327,650	$ 459,950	$ 415,439	$ 459,950	$ 5,138,418
18	Non-Legacy RTEP Expenses (507509)	(507509)	$ 1,834,517	$ 1,746,330	$ 1,790,777	$ 1,790,801	$ 1,790,398	$ 1,770,636	$ 1,769,865	$ 1,769,328	$ 1,371,593	$ 2,167,217	$ 1,766,508	$ 1,765,678	$ 1,718,653	$ 1,552,332	$ 1,718,653	$ 26,323,286
19	Generation Deactivation Charges (507007)	(507007)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
20	Meter Correction (506012)	(506012)	$ (267)	$ 30,232	$ (5,656)	$ 1,873	$ 18,200	$ 11,577	$ 4,730	$ 945	$ 11,798	$ (2,910)	$ 39,819	$ (2,913)	$ -	$ -	$ -	$ 107,429
21	Emergency Energy (506013)	(506013)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)	$ 1,036,522	$ (632,568)	$ 9,349	$ 484,068	$ 259,205	$ 323,133	$ 283,872	$ 26,558	$ 169,533	$ 139,495	$ 136,415	$ 250,892	$ 204,000	$ 204,000	$ 204,000	$ 3,098,474
23	Planning Period Congestion Uplift (570039)	(570039)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
24	PJM Customer Default (506510)	(506510)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
25	Total NITS & Other FERC/RTO Expenses		$ 37,520,852	$ 33,886,289	$ 36,503,398	$ 36,230,363	$ 36,874,231	$ 35,905,859	$ 37,024,465	$ 36,608,019	$ 35,058,744	$ 37,415,985	$ 35,645,861	$ 36,845,097	$ 39,893,552	$ 36,052,789	$ 39,893,552	$ 551,359,056
	Prior Period NITS & Other FERC/RTO Expense Adjustments:																	
26	NITS Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
27	PJM Integration Costs - exclude from NITS Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
28	MISO Exit Fees - exclude from NITS Expense		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
29	Load Reconciliation for Reactive Services/Sch. 2		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
30	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
31	MTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
32	PJM Integration Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
33	MISO Exit Fee Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
34	Legacy RTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
35	Non-Legacy RTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
36	Generation Deactivation Charges		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
37	Meter Correction		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
38	Emergency Energy		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
39	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
40	Planning Period Congestion Uplift		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
41	PJM Customer Default		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Adjusted NITS & Other FERC/RTO Expenses:																	
43	NITS Expenses	L9 + L26	$ 33,525,184	$ 31,351,499	$ 33,507,947	$ 32,424,731	$ 33,506,198	$ 32,419,800	$ 33,488,467	$ 33,478,179	$ 32,418,819	$ 33,460,509	$ 32,344,490	$ 33,409,787	$ 36,320,949	$ 32,806,018	$ 36,320,949	$ 500,783,526
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27	$ (2,448)	$ (2,453)	$ (2,448)	$ (2,450)	$ (2,448)	$ (2,450)	$ (2,448)	$ (2,448)	$ (2,450)	$ (2,448)	$ (2,450)	$ (2,448)	$ -	$ -	$ -	$ (29,390)
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28	$ (27,047)	$ (27,102)	$ (27,047)	$ (27,074)	$ (27,047)	$ (27,074)	$ (27,047)	$ (27,047)	$ (27,074)	$ (27,047)	$ (27,074)	$ (27,047)	$ -	$ -	$ -	$ (324,728)
46	Load Reconciliation for Reactive Services/Sch. 2	L12 + L29	$ 895,012	$ 810,652	$ 899,474	$ 906,906	$ 902,381	$ 897,910	$ 895,330	$ 904,134	$ 687,183	$ 1,097,904	$ 914,799	$ 883,430	$ 979,000	$ 884,000	$ 979,000	$ 13,537,115
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30	$ 188,336	$ 166,707	$ 452	$ 320,954	$ 96,864	$ 183,757	$ 283,269	$ 130,044	$ 174,611	$ 181,314	$ 145,550	$ 240,068	$ 211,000	$ 191,000	$ 211,000	$ 2,724,927
48	MTEP Expenses	L14 + L31	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
49	PJM Integration Expenses	L15 + L32	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
50	MISO Exit Fee Expenses	L16 + L33	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
51	Legacy RTEP Expenses	L17 + L34	$ 71,042	$ 442,991	$ 330,550	$ 330,554	$ 330,480	$ 328,570	$ 328,427	$ 328,327	$ 254,732	$ 401,951	$ 327,804	$ 327,650	$ 459,950	$ 415,439	$ 459,950	$ 5,138,418
52	Non-Legacy RTEP Expenses	L18 + L35	$ 1,834,517	$ 1,746,330	$ 1,790,777	$ 1,790,801	$ 1,790,398	$ 1,770,636	$ 1,769,865	$ 1,769,328	$ 1,371,593	$ 2,167,217	$ 1,766,508	$ 1,765,678	$ 1,718,653	$ 1,552,332	$ 1,718,653	$ 26,323,286
53	Generation Deactivation Charges	L19 + L36	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
54	Meter Correction	L20 + L37	$ (267)	$ 30,232	$ (5,656)	$ 1,873	$ 18,200	$ 11,577	$ 4,730	$ 945	$ 11,798	$ (2,910)	$ 39,819	$ (2,913)	$ -	$ -	$ -	$ 107,429
55	Emergency Energy	L21 + L38	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39	$ 1,036,522	$ (632,568)	$ 9,349	$ 484,068	$ 259,205	$ 323,133	$ 283,872	$ 26,558	$ 169,533	$ 139,495	$ 136,415	$ 250,892	$ 204,000	$ 204,000	$ 204,000	$ 3,098,474
57	Planning Period Congestion Uplift	L23 + L40	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
58	PJM Customer Default	L24 + L41	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43- L58)	$ 37,520,852	$ 33,886,289	$ 36,503,398	$ 36,230,363	$ 36,874,231	$ 35,905,859	$ 37,024,465	$ 36,608,019	$ 35,058,744	$ 37,415,985	$ 35,645,861	$ 36,845,097	$ 39,893,552	$ 36,052,789	$ 39,893,552	$ 551,359,056
	Recoverable NITS & Other FERC/RTO Expenses:																	
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59	$ 37,520,852	$ 33,886,289	$ 36,503,398	$ 36,230,363	$ 36,874,231	$ 35,905,859	$ 37,024,465	$ 36,608,019	$ 35,058,744	$ 37,415,985	$ 35,645,861	$ 36,845,097	$ 39,893,552	$ 36,052,789	$ 39,893,552	$ 551,359,056
61	Monthly Principal Over/(Under)	L60 - L8	$ 5,128,403	$ 5,577,686	$ 10,124,757	$ 2,237,208	$ 3,223,154	$ (5,176,747)	$ (5,787,799)	$ (6,238,987)	$ (2,907,194)	$ 1,826,687	$ (701,266)	$ (3,535,367)	$ (4,941,132)	$ (3,415,032)	$ 1,194,664	$ (3,390,965)
	Calculate Interest																	
62	Balance Subject to Interest		$ 21,519,545	$ 26,989,871	$ 34,988,187	$ 41,359,855	$ 44,315,447	$ 43,580,169	$ 38,335,408	$ 32,530,943	$ 28,135,146	$ 27,748,230	$ 28,462,168	$ 26,498,971	$ 22,405,140	$ 18,349,166	$ 17,338,985	$ 452,557,233
63	Prio Period Interest Adjustment		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
64	Monthly Interest Over/(Under)		$ 117,282	$ 147,095	$ 190,686	$ 225,411	$ 241,519	$ 237,512	$ 208,928	$ 177,294	$ 153,337	$ 151,228	$ 155,119	$ 144,419	$ 122,108	$ 100,003	$ 94,497	$ 2,466,437
65	Monthly Deferral Over/(Under)		$ (5,245,685)	$ (5,724,781)	$ (10,315,442)	$ (2,462,620)	$ (3,464,673)	$ 4,939,236	$ 5,578,871	$ 6,061,694	$ 2,753,857	$ (1,977,915)	$ 546,147	$ 3,390,948	$ 4,819,024	$ 3,315,029	$ (1,289,162)	$ 924,528
66	Cumulative NMB Principal Balance		$ 21,657,721	$ 27,235,407	$ 37,360,164	$ 39,597,372	$ 42,820,525	$ 37,643,778	$ 31,855,979	$ 25,616,992	$ 22,709,798	$ 24,536,486	$ 23,835,220	$ 20,299,852	$ 15,358,721	$ 11,943,688	$ 13,138,353	
67	Cumulative NMB Interest Balance		$ 2,543,307	$ 2,690,402	$ 2,881,087	$ 3,106,499	$ 3,348,018	$ 3,585,530	$ 3,794,458	$ 3,971,751	$ 4,125,088	$ 4,276,316	$ 4,431,434	$ 4,575,854	$ 4,697,962	$ 4,797,965	$ 4,892,462	
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1	$ 24,201,028	$ 29,925,809	$ 40,241,251	$ 42,703,870	$ 46,168,543	$ 41,229,308	$ 35,650,437	$ 29,588,743	$ 26,834,886	$ 28,812,801	$ 28,266,654	$ 24,875,706	$ 20,056,682	$ 16,741,653	$ 18,030,815	

Case No. 25-0031-EL-RDR - Exhibit B

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

Line No.	Description	Source	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	Jul 2024	Aug 2024	Sep 2024	Oct 2024	Nov 2024	Dec 2024	FORECAST Jan 2025	FORECAST Feb 2025	FORECAST Mar 2025	YTD
1	Beginning Balance - Regulatory Asset/(Liability) 182155		$ 19,225,237	$ 23,117,026	$ 26,703,582	$ 32,656,558	$ 34,854,443	$ 37,784,332	$ 34,530,757	$ 29,203,517	$ 24,766,769	$ 23,049,273	$ 22,111,384	$ 20,679,554	$ 16,175,608	$ 10,983,416	$ 6,901,542	
	Revenues																	
2	Non-Market Based Rider (NMB) Revenues		$ 24,399,904	$ 21,943,555	$ 21,475,945	$ 26,004,972	$ 25,128,802	$ 30,582,264	$ 33,519,739	$ 32,377,510	$ 28,726,024	$ 29,127,272	$ 28,522,331	$ 32,510,741	$ 34,202,193	$ 30,274,305	$ 31,153,974	$ 429,949,531
3	Total Adjusted NMB Revenues		$ 24,399,904	$ 21,943,555	$ 21,475,945	$ 26,004,972	$ 25,128,802	$ 30,582,264	$ 33,519,739	$ 32,377,510	$ 28,726,024	$ 29,127,272	$ 28,522,331	$ 32,510,741	$ 34,202,193	$ 30,274,305	$ 31,153,974	$ 429,949,531
4	Monthly CAT Amount		$ 63,440	$ 57,053	$ 55,837	$ 67,613	$ 65,335	$ 79,514	$ 87,151	$ 84,182	$ 74,688	$ 75,731	$ 74,158	$ 84,528	$ 88,926	$ 78,713	$ 81,000	
5	Total Adjusted CAT Amount		$ 63,440	$ 57,053	$ 55,837	$ 67,613	$ 65,335	$ 79,514	$ 87,151	$ 84,182	$ 74,688	$ 75,731	$ 74,158	$ 84,528	$ 88,926	$ 78,713	$ 81,000	$ 1,117,869
6	NMB Revenues Excluding CAT	L3 - L5	$ 24,336,464	$ 21,886,502	$ 21,420,107	$ 25,937,359	$ 25,063,467	$ 30,502,750	$ 33,432,587	$ 32,293,328	$ 28,651,337	$ 29,051,541	$ 28,448,173	$ 32,426,213	$ 34,113,267	$ 30,195,592	$ 31,072,974	$ 428,831,662
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	$ 24,336,464	$ 21,886,502	$ 21,420,107	$ 25,937,359	$ 25,063,467	$ 30,502,750	$ 33,432,587	$ 32,293,328	$ 28,651,337	$ 29,051,541	$ 28,448,173	$ 32,426,213	$ 34,113,267	$ 30,195,592	$ 31,072,974	$ 428,831,662
	NITS & Other FERC/RTO Expenses:																	
9	NITS Expenses (507003)	(507003)	$ 25,331,982	$ 23,384,960	$ 24,982,381	$ 25,178,482	$ 25,336,014	$ 24,516,919	$ 25,345,229	$ 25,346,718	$ 24,519,911	$ 25,387,624	$ 24,461,693	$ 25,308,914	$ 26,312,964	$ 23,766,548	$ 26,312,964	$ 375,493,303
10	PJM Integration Costs - exclude from NITS Expenses		$ (1,846)	$ (1,852)	$ (1,846)	$ (1,849)	$ (1,846)	$ (1,849)	$ (1,846)	$ (1,846)	$ (1,849)	$ (1,846)	$ (1,849)	$ (1,846)	$ -	$ -	$ -	$ (22,174)
11	MISO Exit Fees - exclude from NITS Expense		$ (20,400)	$ (20,466)	$ (20,400)	$ (20,433)	$ (20,400)	$ (20,433)	$ (20,400)	$ (20,400)	$ (20,433)	$ (20,400)	$ (20,433)	$ (20,400)	$ -	$ -	$ -	$ (244,999)
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)	$ 675,306	$ 603,801	$ 670,606	$ 704,040	$ 682,445	$ 679,026	$ 677,621	$ 684,544	$ 625,341	$ 726,817	$ 694,022	$ 669,304	$ 709,000	$ 641,000	$ 709,000	$ 10,151,873
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)	$ 133,698	$ 115,260	$ (967)	$ 226,305	$ 67,464	$ 128,764	$ 201,092	$ 99,499	$ 120,127	$ 128,464	$ 97,324	$ 162,370	$ 153,000	$ 138,000	$ 153,000	$ 1,923,401
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
15	PJM Integration Expenses (507514)	(507514)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
16	MISO Exit Fee Expenses (507515)	(507515)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	$ 57,390	$ 319,991	$ 246,444	$ 256,641	$ 249,931	$ 248,474	$ 248,563	$ 248,585	$ 230,733	$ 266,744	$ 248,696	$ 248,237	$ 333,214	$ 300,967	$ 333,214	$ 3,837,825
18	Non-Legacy RTEP Expenses (507509)	(507509)	$ 1,483,008	$ 1,205,032	$ 1,335,124	$ 1,390,372	$ 1,354,016	$ 1,339,004	$ 1,339,489	$ 1,339,601	$ 1,243,125	$ 1,437,735	$ 1,340,200	$ 1,337,729	$ 1,245,090	$ 1,124,598	$ 1,245,090	$ 19,759,211
19	Generation Deactivation Charges (507007)	(507007)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
20	Meter Correction (506012)	(506012)	$ (120)	$ 13,605	$ (2,436)	$ 841	$ 8,292	$ 5,500	$ 2,306	$ 460	$ 5,622	$ (1,397)	$ 18,472	$ (1,375)	$ -	$ -	$ -	$ 49,771
21	Emergency Energy (506013)	(506013)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)	$ 454,166	$ (282,663)	$ 2,860	$ 217,377	$ 120,039	$ 157,246	$ 140,090	$ 12,751	$ 81,319	$ 67,183	$ 61,930	$ 119,178	$ 94,000	$ 94,000	$ 94,000	$ 1,433,476
23	Planning Period Congestion Uplift (570039)	(570039)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
24	PJM Customer Default (506510)	(506510)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
25	Total NITS & Other FERC/RTO Expenses		$ 28,113,184	$ 25,337,666	$ 27,211,766	$ 27,951,776	$ 27,795,954	$ 27,052,651	$ 27,932,144	$ 27,709,910	$ 26,803,896	$ 27,990,924	$ 26,900,054	$ 27,822,110	$ 28,847,268	$ 26,065,113	$ 28,847,268	$ 412,381,686
	Prior Period NITS & Other FERC/RTO Expense Adjustments:																	
26	NITS Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
27	PJM Integration Costs - exclude from NITS Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
28	MISO Exit Fees - exclude from NITS Expense		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
29	Load Reconciliation for Reactive Services/Sch. 2		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
30	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
31	MTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
32	PJM Integration Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
33	MISO Exit Fee Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
34	Legacy RTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
35	Non-Legacy RTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
36	Generation Deactivation Charges		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
37	Meter Correction		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
38	Emergency Energy		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
39	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
40	Planning Period Congestion Uplift		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
41	PJM Customer Default		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Adjusted NITS & Other FERC/RTO Expenses:																	
43	NITS Expenses	L9 + L26	$ 25,331,982	$ 23,384,960	$ 24,982,381	$ 25,178,482	$ 25,336,014	$ 24,516,919	$ 25,345,229	$ 25,346,718	$ 24,519,911	$ 25,387,624	$ 24,461,693	$ 25,308,914	$ 26,312,964	$ 23,766,548	$ 26,312,964	$ 375,493,303
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27	$ (1,846)	$ (1,852)	$ (1,846)	$ (1,849)	$ (1,846)	$ (1,849)	$ (1,846)	$ (1,846)	$ (1,849)	$ (1,846)	$ (1,849)	$ (1,846)	$ -	$ -	$ -	$ (22,174)
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28	$ (20,400)	$ (20,466)	$ (20,400)	$ (20,433)	$ (20,400)	$ (20,433)	$ (20,400)	$ (20,400)	$ (20,433)	$ (20,400)	$ (20,433)	$ (20,400)	$ -	$ -	$ -	$ (244,999)
46	Load Reconciliation for Reactive Services/Sch. 2	L12 + L29	$ 675,306	$ 603,801	$ 670,606	$ 704,040	$ 682,445	$ 679,026	$ 677,621	$ 684,544	$ 625,341	$ 726,817	$ 694,022	$ 669,304	$ 709,000	$ 641,000	$ 709,000	$ 10,151,873
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30	$ 133,698	$ 115,260	$ (967)	$ 226,305	$ 67,464	$ 128,764	$ 201,092	$ 99,499	$ 120,127	$ 128,464	$ 97,324	$ 162,370	$ 153,000	$ 138,000	$ 153,000	$ 1,923,401
48	MTEP Expenses	L14 + L31	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
49	PJM Integration Expenses	L15 + L32	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
50	MISO Exit Fee Expenses	L16 + L33	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
51	Legacy RTEP Expenses	L17 + L34	$ 57,390	$ 319,991	$ 246,444	$ 256,641	$ 249,931	$ 248,474	$ 248,563	$ 248,585	$ 230,733	$ 266,744	$ 248,696	$ 248,237	$ 333,214	$ 300,967	$ 333,214	$ 3,837,825
52	Non-Legacy RTEP Expenses	L18 + L35	$ 1,483,008	$ 1,205,032	$ 1,335,124	$ 1,390,372	$ 1,354,016	$ 1,339,004	$ 1,339,489	$ 1,339,601	$ 1,243,125	$ 1,437,735	$ 1,340,200	$ 1,337,729	$ 1,245,090	$ 1,124,598	$ 1,245,090	$ 19,759,211
53	Generation Deactivation Charges	L19 + L36	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
54	Meter Correction	L20 + L37	$ (120)	$ 13,605	$ (2,436)	$ 841	$ 8,292	$ 5,500	$ 2,306	$ 460	$ 5,622	$ (1,397)	$ 18,472	$ (1,375)	$ -	$ -	$ -	$ 49,771
55	Emergency Energy	L21 + L38	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39	$ 454,166	$ (282,663)	$ 2,860	$ 217,377	$ 120,039	$ 157,246	$ 140,090	$ 12,751	$ 81,319	$ 67,183	$ 61,930	$ 119,178	$ 94,000	$ 94,000	$ 94,000	$ 1,433,476
57	Planning Period Congestion Uplift	L23 + L40	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
58	PJM Customer Default	L24 + L41	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43- L58)	$ 28,113,184	$ 25,337,666	$ 27,211,766	$ 27,951,776	$ 27,795,954	$ 27,052,651	$ 27,932,144	$ 27,709,910	$ 26,803,896	$ 27,990,924	$ 26,900,054	$ 27,822,110	$ 28,847,268	$ 26,065,113	$ 28,847,268	$ 412,381,686
	Recoverable NITS & Other FERC/RTO Expenses:																	
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59	$ 28,113,184	$ 25,337,666	$ 27,211,766	$ 27,951,776	$ 27,795,954	$ 27,052,651	$ 27,932,144	$ 27,709,910	$ 26,803,896	$ 27,990,924	$ 26,900,054	$ 27,822,110	$ 28,847,268	$ 26,065,113	$ 28,847,268	$ 412,381,686
61	Monthly Principal Over/(Under)	L60 - L8	$ 3,776,720	$ 3,451,164	$ 5,791,659	$ 2,014,417	$ 2,732,487	$ (3,450,099)	$ (5,500,443)	$ (4,583,418)	$ (1,847,441)	$ (1,060,617)	$ (1,548,119)	$ (4,604,103)	$ (5,265,999)	$ (4,130,478)	$ (2,225,705)	$ (16,449,975)
	Calculate Interest																	
62	Balance Subject to Interest		$ 21,113,597	$ 24,842,608	$ 29,599,412	$ 33,663,766	$ 36,220,686	$ 36,059,283	$ 31,780,535	$ 26,911,809	$ 23,843,049	$ 22,518,964	$ 21,337,325	$ 18,377,502	$ 13,542,608	$ 8,918,177	$ 5,788,689	$ 354,518,010
63	Prio Period Interest Adjustment		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
64	Monthly Interest Over/(Under)		$ 115,069	$ 135,392	$ 161,317	$ 183,468	$ 197,403	$ 196,523	$ 173,204	$ 146,669	$ 129,945	$ 122,728	$ 116,288	$ 100,157	$ 73,807	$ 48,604	$ 31,548	$ 1,932,123
65	Monthly Deferral Over/(Under)		$ (3,891,789)	$ (3,586,556)	$ (5,952,975)	$ (2,197,885)	$ (2,929,890)	$ 3,253,576	$ 5,327,239	$ 4,436,748	$ 1,717,497	$ 937,889	$ 1,431,830	$ 4,503,946	$ 5,192,192	$ 4,081,874	$ 2,194,157	$ 14,517,852
66	Cumulative NMB Principal Balance		$ 22,658,823	$ 26,109,987	$ 31,901,646	$ 33,916,063	$ 36,648,550	$ 33,198,451	$ 27,698,008	$ 23,114,591	$ 21,267,149	$ 20,206,533	$ 18,658,414	$ 14,054,311	$ 8,788,312	$ 4,657,833	$ 2,432,128	
67	Cumulative NMB Interest Balance		$ 458,203	$ 593,595	$ 754,912	$ 938,379	$ 1,135,782	$ 1,332,305	$ 1,505,509	$ 1,652,179	$ 1,782,123	$ 1,904,851	$ 2,021,140	$ 2,121,297	$ 2,195,104	$ 2,243,709	$ 2,275,257	
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1	$ 23,117,026	$ 26,703,582	$ 32,656,558	$ 34,854,443	$ 37,784,332	$ 34,530,757	$ 29,203,517	$ 24,766,769	$ 23,049,273	$ 22,111,384	$ 20,679,554	$ 16,175,608	$ 10,983,416	$ 6,901,542	$ 4,707,385	

Case No. 25-0031-EL-RDR - Exhibit B

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

Line No.	Description	Source	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	Jul 2024	Aug 2024	Sep 2024	Oct 2024	Nov 2024	Dec 2024	FORECAST Jan 2025	FORECAST Feb 2025	FORECAST Mar 2025	YTD
1	Beginning Balance - Regulatory Asset/(Liability) 182155		$ (5,212,190)	$ (2,875,181)	$ 686,719	$ 5,204,243	$ 6,822,483	$ 9,359,022	$ 8,964,814	$ 7,992,144	$ 7,048,414	$ 7,079,182	$ 8,503,296	$ 9,228,809	$ 9,452,873	$ 9,558,238	$ 10,405,213	
	Revenues																	
2	Non-Market Based Rider (NMB) Revenues		$ 11,596,850	$ 9,437,893	$ 9,309,046	$ 12,118,218	$ 11,446,902	$ 14,058,342	$ 15,068,949	$ 14,897,024	$ 13,265,425	$ 12,862,434	$ 12,872,372	$ 13,875,926	$ 14,715,173	$ 12,551,271	$ 13,677,022	$ 191,752,846
3	Total Adjusted NMB Revenues		$ 11,596,850	$ 9,437,893	$ 9,309,046	$ 12,118,218	$ 11,446,902	$ 14,058,342	$ 15,068,949	$ 14,897,024	$ 13,265,425	$ 12,862,434	$ 12,872,372	$ 13,875,926	$ 14,715,173	$ 12,551,271	$ 13,677,022	$ 191,752,846
4	Monthly CAT Amount		$ 30,152	$ 24,539	$ 24,204	$ 31,507	$ 29,762	$ 36,552	$ 39,179	$ 38,732	$ 34,490	$ 33,442	$ 33,468	$ 36,077	$ 38,259	$ 32,633	$ 35,560	
5	Total Adjusted CAT Amount		$ 30,152	$ 24,539	$ 24,204	$ 31,507	$ 29,762	$ 36,552	$ 39,179	$ 38,732	$ 34,490	$ 33,442	$ 33,468	$ 36,077	$ 38,259	$ 32,633	$ 35,560	$ 498,557
6	NMB Revenues Excluding CAT	L3 - L5	$ 11,566,698	$ 9,413,354	$ 9,284,842	$ 12,086,711	$ 11,417,140	$ 14,021,790	$ 15,029,769	$ 14,858,292	$ 13,230,935	$ 12,828,992	$ 12,838,903	$ 13,839,848	$ 14,676,914	$ 12,518,638	$ 13,641,462	$ 191,254,288
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	$ 11,566,698	$ 9,413,354	$ 9,284,842	$ 12,086,711	$ 11,417,140	$ 14,021,790	$ 15,029,769	$ 14,858,292	$ 13,230,935	$ 12,828,992	$ 12,838,903	$ 13,839,848	$ 14,676,914	$ 12,518,638	$ 13,641,462	$ 191,254,288
	NITS & Other FERC/RTO Expenses:																	
9	NITS Expenses (507003)	(507003)	$ 12,621,864	$ 11,817,966	$ 12,656,791	$ 12,249,935	$ 12,653,581	$ 12,265,688	$ 12,674,041	$ 12,685,481	$ 12,263,772	$ 12,663,191	$ 12,270,324	$ 12,707,019	$ 13,426,278	$ 12,126,961	$ 13,426,278	$ 188,509,171
10	PJM Integration Costs - exclude from NITS Expenses		$ (911)	$ (922)	$ (911)	$ (916)	$ (911)	$ (916)	$ (911)	$ (911)	$ (916)	$ (911)	$ (916)	$ (911)	$ -	$ -	$ -	$ (10,964)
11	MISO Exit Fees - exclude from NITS Expense		$ (10,064)	$ (10,188)	$ (10,064)	$ (10,126)	$ (10,064)	$ (10,126)	$ (10,064)	$ (10,064)	$ (10,126)	$ (10,064)	$ (10,126)	$ (10,064)	$ -	$ -	$ -	$ (121,137)
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)	$ 337,868	$ 305,668	$ 339,751	$ 342,633	$ 340,779	$ 339,724	$ 338,855	$ 342,586	$ 246,063	$ 429,586	$ 347,048	$ 336,071	$ 362,000	$ 327,000	$ 362,000	$ 5,097,631
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)	$ 89,220	$ 72,038	$ (859)	$ 147,199	$ 44,136	$ 86,189	$ 129,921	$ 55,612	$ 81,772	$ 87,068	$ 66,130	$ 115,294	$ 78,000	$ 71,000	$ 78,000	$ 1,200,722
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507513)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
15	PJM Integration Expenses (507514)	(507514)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
16	MISO Exit Fee Expenses (507515)	(507515)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	$ 22,090	$ 181,211	$ 124,853	$ 124,884	$ 124,804	$ 124,313	$ 124,299	$ 124,406	$ 91,359	$ 157,113	$ 124,357	$ 124,635	$ 170,024	$ 153,570	$ 170,024	$ 1,941,940
18	Non-Legacy RTEP Expenses (507509)	(507509)	$ 570,448	$ 778,591	$ 676,399	$ 676,568	$ 676,136	$ 669,910	$ 669,835	$ 670,412	$ 491,821	$ 847,179	$ 670,147	$ 671,649	$ 635,311	$ 573,830	$ 635,311	$ 9,913,546
19	Generation Deactivation Charges (507007)	(507007)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
20	Meter Correction (506012)	(506012)	$ (76)	$ 9,091	$ (1,638)	$ 548	$ 5,326	$ 3,499	$ 1,405	$ 273	$ 4,068	$ (872)	$ 11,390	$ (821)	$ -	$ -	$ -	$ 32,193
21	Emergency Energy (506013)	(506013)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)	$ 295,245	$ (172,253)	$ 2,034	$ 141,544	$ 75,916	$ 99,507	$ 83,635	$ 5,892	$ 55,498	$ 38,469	$ 37,875	$ 70,271	$ 59,000	$ 59,000	$ 59,000	$ 910,630
23	Planning Period Congestion Uplift (570039)	(570039)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
24	PJM Customer Default (506510)	(506510)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
25	Total NITS & Other FERC/RTO Expenses		$ 13,925,686	$ 12,981,201	$ 13,786,357	$ 13,672,267	$ 13,909,704	$ 13,577,786	$ 14,011,017	$ 13,873,687	$ 13,223,310	$ 14,210,759	$ 13,516,228	$ 14,013,143	$ 14,730,613	$ 13,311,360	$ 14,730,613	$ 207,473,733
	Prior Period NITS & Other FERC/RTO Expense Adjustments:																	
26	NITS Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
27	PJM Integration Costs - exclude from NITS Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
28	MISO Exit Fees - exclude from NITS Expense		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
29	Load Reconciliation for Reactive Services/Sch. 2		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
30	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
31	MTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
32	PJM Integration Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
33	MISO Exit Fee Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
34	Legacy RTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
35	Non-Legacy RTEP Expenses		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
36	Generation Deactivation Charges		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
37	Meter Correction		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
38	Emergency Energy		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
39	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
40	Planning Period Congestion Uplift		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
41	PJM Customer Default		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Adjusted NITS & Other FERC/RTO Expenses:																	
43	NITS Expenses	L9 + L26	$ 12,621,864	$ 11,817,966	$ 12,656,791	$ 12,249,935	$ 12,653,581	$ 12,265,688	$ 12,674,041	$ 12,685,481	$ 12,263,772	$ 12,663,191	$ 12,270,324	$ 12,707,019	$ 13,426,278	$ 12,126,961	$ 13,426,278	$ 188,509,171
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27	$ (911)	$ (922)	$ (911)	$ (916)	$ (911)	$ (916)	$ (911)	$ (911)	$ (916)	$ (911)	$ (916)	$ (911)	$ -	$ -	$ -	$ (10,964)
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28	$ (10,064)	$ (10,188)	$ (10,064)	$ (10,126)	$ (10,064)	$ (10,126)	$ (10,064)	$ (10,064)	$ (10,126)	$ (10,064)	$ (10,126)	$ (10,064)	$ -	$ -	$ -	$ (121,137)
46	Load Reconciliation for Reactive Services/Sch. 2	L12 + L29	$ 337,868	$ 305,668	$ 339,751	$ 342,633	$ 340,779	$ 339,724	$ 338,855	$ 342,586	$ 246,063	$ 429,586	$ 347,048	$ 336,071	$ 362,000	$ 327,000	$ 362,000	$ 5,097,631
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30	$ 89,220	$ 72,038	$ (859)	$ 147,199	$ 44,136	$ 86,189	$ 129,921	$ 55,612	$ 81,772	$ 87,068	$ 66,130	$ 115,294	$ 78,000	$ 71,000	$ 78,000	$ 1,200,722
48	MTEP Expenses	L14 + L31	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
49	PJM Integration Expenses	L15 + L32	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
50	MISO Exit Fee Expenses	L16 + L33	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
51	Legacy RTEP Expenses	L17 + L34	$ 22,090	$ 181,211	$ 124,853	$ 124,884	$ 124,804	$ 124,313	$ 124,299	$ 124,406	$ 91,359	$ 157,113	$ 124,357	$ 124,635	$ 170,024	$ 153,570	$ 170,024	$ 1,941,940
52	Non-Legacy RTEP Expenses	L18 + L35	$ 570,448	$ 778,591	$ 676,399	$ 676,568	$ 676,136	$ 669,910	$ 669,835	$ 670,412	$ 491,821	$ 847,179	$ 670,147	$ 671,649	$ 635,311	$ 573,830	$ 635,311	$ 9,913,546
53	Generation Deactivation Charges	L19 + L36	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
54	Meter Correction	L20 + L37	$ (76)	$ 9,091	$ (1,638)	$ 548	$ 5,326	$ 3,499	$ 1,405	$ 273	$ 4,068	$ (872)	$ 11,390	$ (821)	$ -	$ -	$ -	$ 32,193
55	Emergency Energy	L21 + L38	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39	$ 295,245	$ (172,253)	$ 2,034	$ 141,544	$ 75,916	$ 99,507	$ 83,635	$ 5,892	$ 55,498	$ 38,469	$ 37,875	$ 70,271	$ 59,000	$ 59,000	$ 59,000	$ 910,630
57	Planning Period Congestion Uplift	L23 + L40	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
58	PJM Customer Default	L24 + L41	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43- L58)	$ 13,925,686	$ 12,981,201	$ 13,786,357	$ 13,672,267	$ 13,909,704	$ 13,577,786	$ 14,011,017	$ 13,873,687	$ 13,223,310	$ 14,210,759	$ 13,516,228	$ 14,013,143	$ 14,730,613	$ 13,311,360	$ 14,730,613	$ 207,473,733
	Recoverable NITS & Other FERC/RTO Expenses:																	
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59	$ 13,925,686	$ 12,981,201	$ 13,786,357	$ 13,672,267	$ 13,909,704	$ 13,577,786	$ 14,011,017	$ 13,873,687	$ 13,223,310	$ 14,210,759	$ 13,516,228	$ 14,013,143	$ 14,730,613	$ 13,311,360	$ 14,730,613	$ 207,473,733
61	Monthly Principal Over/(Under)	L60 - L8	$ 2,358,987	$ 3,567,847	$ 4,501,515	$ 1,585,557	$ 2,492,563	$ (444,004)	$ (1,018,752)	$ (984,604)	$ (7,625)	$ 1,381,767	$ 677,324	$ 173,295	$ 53,700	$ 792,723	$ 1,089,152	$ 16,219,444
	Calculate Interest																	
62	Balance Subject to Interest		$ (4,032,697)	$ (1,091,257)	$ 2,937,476	$ 5,997,021	$ 8,068,765	$ 9,137,019	$ 8,455,438	$ 7,499,842	$ 7,044,602	$ 7,770,066	$ 8,841,958	$ 9,315,457	$ 9,479,723	$ 9,954,599	$ 10,949,788	$ 100,327,801
63	Prio Period Interest Adjustment		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ - #	$ -
64	Monthly Interest Over/(Under)		$ (21,978)	$ (5,947)	$ 16,009	$ 32,684	$ 43,975	$ 49,797	$ 46,082	$ 40,874	$ 38,393	$ 42,347	$ 48,189	$ 50,769	$ 51,664	$ 54,253	$ 59,676	$ 546,787
65	Monthly Deferral Over/(Under)		$ (2,337,009)	$ (3,561,900)	$ (4,517,524)	$ (1,618,240)	$ (2,536,538)	$ 394,207	$ 972,670	$ 943,730	$ (30,768)	$ (1,424,114)	$ (725,513)	$ (224,064)	$ (105,364)	$ (846,975)	$ (1,148,828)	$ (16,766,231)
66	Cumulative NMB Principal Balance		$ (1,683,641)	$ 1,884,206	$ 6,385,721	$ 7,971,278	$ 10,463,841	$ 10,019,837	$ 9,001,085	$ 8,016,480	$ 8,008,856	$ 9,390,622	$ 10,067,947	$ 10,241,242	$ 10,294,941	$ 11,087,664	$ 12,176,816	
67	Cumulative NMB Interest Balance		$ (1,191,540)	$ (1,197,487)	$ (1,181,478)	$ (1,148,794)	$ (1,104,819)	$ (1,055,023)	$ (1,008,940)	$ (968,066)	$ (929,673)	$ (887,326)	$ (839,138)	$ (788,368)	$ (736,704)	$ (682,451)	$ (622,775)	
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1	$ (2,875,181)	$ 686,719	$ 5,204,243	$ 6,822,483	$ 9,359,022	$ 8,964,814	$ 7,992,144	$ 7,048,414	$ 7,079,182	$ 8,503,296	$ 9,228,809	$ 9,452,873	$ 9,558,238	$ 10,405,213	$ 11,554,041	

Case No. 25-0031-EL-RDR
Ohio Edison Company
The Cleveland Electric Illuminating Company
The Toledo Edison Company

Forecasted Rider NMB Revenue Excl. Pilot Participants (January 2025 - March 2025)

		Jan-25	Feb-25	Mar-25		Jan 2025 - Mar 2025 Rate	Unit	Jan-25	Feb-25	Mar-25
OE	**RS**	1,012,798,694	833,101,974	847,831,054	kWh	$ 0.021982	$/kWh	$ 22,263,341	$ 18,313,248	$ 18,637,022
	GS	1,790,169	1,770,493	1,713,464	kW	$ 6.2252	$/kW	$ 11,144,159	$ 11,021,676	$ 10,666,657
	GP	550,628	477,402	494,842	kW	$ 8.6001	$/kW	$ 4,735,455	$ 4,105,706	$ 4,255,689
	GSU	192,302	158,023	153,922	kVa	$ 6.5455	$/kVa	$ 1,258,710	$ 1,034,341	$ 1,007,498
	GT	679,563	623,909	517,938	kVa	$ 8.1408	$/kVa	$ 5,532,191	$ 5,079,115	$ 4,216,429
	LTG[1]	1,202,608	1,128,997	1,118,997	kWh	$ 0.014720	$/kWh	$ 17,702	$ 16,619	$ 16,472
								$ 44,951,558	**$ 39,570,705**	**$ 38,799,767**
CEI	**RS**	567,589,160	464,796,403	488,943,008	kWh	$ 0.025913	$/kWh	$ 14,707,938	$ 12,044,269	$ 12,669,980
	GS	1,491,200	1,510,883	1,477,987	kW	$ 7.6850	$/kW	$ 11,459,874	$ 11,611,136	$ 11,358,329
	GP	87,690	76,759	90,447	kW	$ 10.1849	$/kW	$ 893,110	$ 781,779	$ 921,191
	GSU	543,422	483,317	479,411	kW	$ 9.8432	$/kW	$ 5,349,014	$ 4,757,383	$ 4,718,939
	GT	302,790	180,999	249,669	kVa	$ 5.8581	$/kVa	$ 1,773,773	$ 1,060,311	$ 1,462,588
	LTG[1]	1,148,738	1,207,293	1,426,104	kWh	$ 0.016091	$/kWh	$ 18,484	$ 19,427	$ 22,947
								$ 34,202,193	**$ 30,274,305**	**$ 31,153,974**
TE	**RS**	271,835,825	225,655,621	230,526,657	kWh	$ 0.024644	$/kWh	$ 6,699,122	$ 5,561,057	$ 5,681,099
	GS	535,316	524,377	513,101	kW	$ 5.9053	$/kW	$ 3,161,202	$ 3,096,605	$ 3,030,017
	GP	211,948	191,219	211,282	kW	$ 7.0647	$/kW	$ 1,497,352	$ 1,350,905	$ 1,492,642
	GSU	7,229	3,207	5,287	kVa	$ 7.6095	$/kVa	$ 55,006	$ 24,403	$ 40,231
	GT	423,539	322,888	440,294	kVa	$ 7.7926	$/kVa	$ 3,300,466	$ 2,516,136	$ 3,431,032
	LTG[1]	172,499	184,370	170,426	kWh	$ 0.011741	$/kWh	$ 2,025	$ 2,165	$ 2,001
								$ 14,715,173	**$ 12,551,271**	**$ 13,677,022**

Note(s):
1 - LTG includes Traffic Lighting only
2 - Source: Forecast as of January 2025 less Pilot Participants as of January 1, 2025
3 - Source: Rates - Rider NMB, Sheet 119, Effective October 1, 2024
4 - Calculation: Billing Units x Rate

Case No. 25-0031-EL-RDR
Ohio Edison Company
The Cleveland Electric Illuminating Company
The Toledo Edison Company

Forecasted Rider NMB Expenses Excl. Pilot Participants (Jan. 2025 - Mar. 2025)

	Company	G/L Account	Jan-25	Feb-25	Mar-25
Expenses					
PJM Network Service	OE	507003	$ 36,320,949	$ 32,806,018	$ 36,320,949
	CE	507003	$ 26,312,964	$ 23,766,548	$ 26,312,964
	TE	507003	$ 13,426,278	$ 12,126,961	$ 13,426,278
	Total		**$ 76,060,191**	**$ 68,699,528**	**$ 76,060,191**
PJM Ancillaries - Sch 2 Reactive	OE	507105	$ 979,000	$ 884,000	$ 979,000
	CE	507105	$ 709,000	$ 641,000	$ 709,000
	TE	507105	$ 362,000	$ 327,000	$ 362,000
	Total		**$ 2,050,000**	**$ 1,852,000**	**$ 2,050,000**
Schedule 1A - Scheduling and Dispatch	OE	507502	$ 211,000	$ 191,000	$ 211,000
	CE	507502	$ 153,000	$ 138,000	$ 153,000
	TE	507502	$ 78,000	$ 71,000	$ 78,000
	Total		**$ 442,000**	**$ 400,000**	**$ 442,000**
Legacy RTEP Expenses	OE	507510	$ 459,950	$ 415,439	$ 459,950
	CE	507510	$ 333,214	$ 300,967	$ 333,214
	TE	507510	$ 170,024	$ 153,570	$ 170,024
	Total		**$ 963,188**	**$ 869,976**	**$ 963,188**
Non-Legacy RTEP Expenses	OE	507509	$ 1,718,653	$ 1,552,332	$ 1,718,653
	CE	507509	$ 1,245,090	$ 1,124,598	$ 1,245,090
	TE	507509	$ 635,311	$ 573,830	$ 635,311
	Total		**$ 3,599,055**	**$ 3,250,759**	**$ 3,599,055**
Generation Deactivation Charges	OE	507007	$ -	$ -	$ -
	CE	507007	$ -	$ -	$ -
	TE	507007	$ -	$ -	$ -
	Total		**$ -**	**$ -**	**$ -**
PJM Customer Default	OE	506510	$ -	$ -	$ -
	CE	506510	$ -	$ -	$ -
	TE	506510	$ -	$ -	$ -
	Total		**$ -**	**$ -**	**$ -**
Meter Correction	OE	506012	$ -	$ -	$ -
	CE	506012	$ -	$ -	$ -
	TE	506012	$ -	$ -	$ -
	Total		**$ -**	**$ -**	**$ -**
Emergency Energy	OE	506013	$ -	$ -	$ -
	CE	506013	$ -	$ -	$ -
	TE	506013	$ -	$ -	$ -
	Total		**$ -**	**$ -**	**$ -**
Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	OE	507008	$ 204,000	$ 204,000	$ 204,000
	CE	507008	$ 94,000	$ 94,000	$ 94,000
	TE	507008	$ 59,000	$ 59,000	$ 59,000
	Total		**$ 357,000**	**$ 357,000**	**$ 357,000**
Planning Period Congestion Uplift	OE	570039	$ -	$ -	$ -
	CE	570039	$ -	$ -	$ -
	TE	570039	$ -	$ -	$ -
	Total		**$ -**	**$ -**	**$ -**
Total NMB Expense	**OE**		**$ 39,893,552**	**$ 36,052,789**	**$ 39,893,552**
	CE		**$ 28,847,268**	**$ 26,065,113**	**$ 28,847,268**
	TE		**$ 14,730,613**	**$ 13,311,360**	**$ 14,730,613**
	Total		**$83,471,434**	**$75,429,263**	**$83,471,434**

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

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RIDER NMB
Non-Market-Based Services Rider

APPLICABILITY:

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

PURPOSE:

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

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

RATE:

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

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

Where:

RIDER NMB
Non-Market-Based Services Rider

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

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

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

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

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

NMB charges:

RS (all kWhs, per kWh)	2.3233¢
GS* (per kW of Billing Demand)	$6.7456
GP* (per kW of Billing Demand)	$8.0035
GSU (per kW of Billing Demand)	$8.6697
GT (per kVa of Billing Demand)	$7.3552
STL (all kWhs, per kWh)	0.0000¢
TRF (all kWhs, per kWh)	1.4480¢
POL (all kWhs, per kWh)	0.0000¢

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

RIDER UPDATES:

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

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

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RIDER NMB
Non-Market-Based Services Rider

APPLICABILITY:

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

PURPOSE:

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

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

RATE:

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

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

Where:

RIDER NMB
Non-Market-Based Services Rider

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

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

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

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

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

NMB charges:

RS (all kWhs, per kWh)	2.3602¢
GS* (per kW of Billing Demand)	$6.3482
GP* (per kW of Billing Demand)	$6.9822
GSU (per kVa of Billing Demand)	$5.4585
GT (per kVa of Billing Demand)	$7.9530
STL (all kWhs, per kWh)	0.0000¢
TRF (all kWhs, per kWh)	1.5568¢
POL (all kWhs, per kWh)	0.0000¢

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

RIDER UPDATES:

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

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

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RIDER NMB
Non-Market-Based Services Rider

APPLICABILITY:

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

PURPOSE:

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

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

RATE:

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

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

Where:

RIDER NMB
Non-Market-Based Services Rider

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

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

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

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

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

NMB charges:

RS (all kWhs, per kWh)	2.5900¢
GS* (per kW of Billing Demand)	$5.9776
GP* (per kW of Billing Demand)	$7.0275
GSU (per kVa of Billing Demand)	$8.6759
GT (per kVa of Billing Demand)	$9.6019
STL (all kWhs, per kWh)	0.0000¢
TRF (all kWhs, per kWh)	1.2685¢
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.