# BEFORE THE PUBLIC UTILITIES COMMISSION OF OHIO

In the Matter of the Application of Ohio	)	
Edison Company, The Cleveland Electric	)	
Illuminating Company and The Toledo	)	
Edison Company for Authority to Provide	)	Case No. 23-301-EL-SSO
for a Standard Service Offer Pursuant to R.C.	)	
4928.143 in the Form of an Electric Security	)	
Plan	)	

# DIRECT TESTIMONY OF

# JULIETTE LAWLESS

# ON BEHALF OF

# OHIO EDISON COMPANY THE CLEVELAND ELECTRIC ILLUMINATING COMPANY THE TOLEDO EDISON COMPANY

**APRIL 5, 2023** 

# 1 I. <u>INTRODUCTION AND EXPERIENCE</u>

- 2 Q. PLEASE STATE YOUR NAME, POSITION, BUSINESS ADDRESS, AND FOR
- 3 WHOM YOU ARE TESTIFYING.
- 4 A. My name is Juliette Lawless, and I am employed by FirstEnergy Service Company
- 5 ("FESC") as an Analyst in the Long Term Planning group. I am testifying on behalf of
- Ohio Edison Company ("OE"), The Cleveland Electric Illuminating Company ("CEI"),
- and The Toledo Edison Company ("TE") (collectively "the Companies"). My business
- 8 address is 76 South Main Street, Akron, Ohio 44308.
- 9 Q. PLEASE DESCRIBE YOUR EDUCATIONAL BACKGROUND AND
- 10 **PROFESSIONAL EXPERIENCE.**
- 11 A. I received a Bachelor of Science degree in Accounting and Financial Services from the
- 12 University of Akron in 2009. I have been employed by FESC since 2015, beginning as an
- Analyst in the tax department. In August 2018, I transitioned to my role as an Analyst in
- the Ohio Rates and Regulatory Affairs department until recently transitioning to my new
- position at the beginning of 2023. I have experience serving as the lead analyst responsible
- for preparation and management of various riders for the Companies, including the Non-
- 17 Market-Based Services Rider ("Rider NMB"), participating in regulatory audits, and
- conducting various financial and regulatory research and analyses for the Companies.
- 19 Q. HAVE YOU PREVIOUSLY TESTIFIED BEFORE THE PUBLIC UTILITIES
- 20 **COMMISSION OF OHIO?**
- 21 A. Yes. I testified on behalf of CEI in Case No. 19-2033-EL-CSS.

# 1 Q. WHAT IS THE PURPOSE OF YOUR TESTIMONY IN THIS PROCEEDING? 2 A. The purpose of my testimony is to address the deferral of major storm damage expense, 3 the proposed Storm Cost Recovery Rider ("Rider SCR"), and proposed changes to Rider 4 NMB, including the elimination of the Rider NMB Opt-Out Pilot Program ("Rider NMB 5 Pilot"). 6 WHAT ARE THE ATTACHMENTS AND SCHEDULES FOR WHICH YOU ARE Q. 7 **RESPONSIBLE?** 8 I am sponsoring the following items: A. 9 Attachment JL-1 – Rider SCR Calculations and Supporting Work Papers; 10 Attachment JL-2 – Rider SCR Tariff Sheets; 11 Attachment JL-3 – Rider SCR Cap Work Papers; 12 Attachment JL-4 – Rider NMB Calculations and Supporting Work Papers; 13 and Attachment JL-5 – Rider NMB Tariff Sheets. 14 15 16 II. STORM COSTS AND RIDER SCR

#### 17 0. PLEASE DESCRIBE THE CURRENT STORM DEFERRAL MECHANISM.

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The Companies currently have authority to defer actual major storm damage expenses A. above or below the baseline amounts included in the test year in the Companies' last base distribution rate case (Case No. 07-551-EL-AIR). The authority for this deferral was originally granted in the Companies' last base distribution rate case and was later extended through their ESP II (Case No. 10-388-EL-SSO), ESP III (Case No. 12-1230-EL-SSO), and ESP IV (Case No. 14-1297-EL-SSO), which continues through May 31, 2024. Under

1	the current deferral mechanism, actual major storm damage expenses in excess of the test
2	year levels are added to the deferral, while actual major storm damage expenses that are
3	less than the test year levels are subtracted from the deferred amount. Carrying
4	charges/credits are applied to the cumulative under/over-recovered balance on a monthly
5	basis at the current approved cost of long-term debt.

# 6 Q. HOW IS A MAJOR STORM DEFINED FOR PURPOSES OF THE STORM 7 DEFERRAL?

- 8 A. A major storm is defined as an event that is anticipated to last longer than twelve (12) hours
  9 (using local only crews), including the time required to pre-stage personnel for the event.
- 10 Q. HOW DO THE COMPANIES PROPOSE TO ADDRESS THE STORM
  11 DEFERRAL IN ESP V?
- 12 A. The Companies propose to continue the current storm deferral during ESP V under the 13 same terms and conditions as ESP IV, and to establish a new Rider SCR to return to, or 14 recover from, customers the storm deferral amounts.

# 15 Q. ARE THE COMPANIES PROPOSING ANY CHANGES TO THE CALCULATION 16 OF THE STORM DEFERRAL?

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A. No. The Companies propose to continue calculating the storm deferral consistent with the current approved methodology, as described above. The Companies will also continue applying carrying charges/credits to the deferred amounts using the approved cost of long-term debt from their most recent base distribution rate case. If the Commission approves a base distribution rate case during the term of ESP V, the Companies will update all applicable inputs to the storm deferral calculation, including the baseline expenses and cost of long-term debt used, based on the approved levels in the base distribution rate case.

# Q. WHAT IS THE PURPOSE OF PROPOSED RIDER SCR?

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A. Rider SCR is intended to mitigate the regulatory lag on recovery of major storm expense and to support the Companies' storm restoration efforts. The rider will ensure that customers are paying only the Companies' actual major storm expense incurred, with timely reconciliations and carrying charges or credits, subject to annual regulatory review and audit.

# 7 Q. PLEASE EXPLAIN HOW RIDER SCR WILL BE CALCULATED.

If approved, the initial Rider SCR rates will go into effect June 1, 2024. The revenue requirement for each Company will include amortization of the estimated storm deferral balance as of May 31, 2024, for the period June 1, 2024, through May 31, 2025, with carrying charges/credits on the unamortized storm deferral balance at the current approved cost of long-term debt, and a gross-up for Commercial Activity Tax ("CAT"). Going forward, Rider SCR will be reconciled and updated annually on or about May 1<sup>st</sup> with rates to go into effect on the following June 1<sup>st</sup>, unless otherwise ordered by the Commission. The Rider SCR revenue requirement in the annual rider updates will be calculated the same way as the initial Rider SCR rates but will also include the cumulative over or under collected balance of incremental storm expense. For example, the Companies will file their first annual update to Rider SCR on or about May 1, 2025. The Rider SCR revenue requirement will include amortization of the actual May 31, 2024, deferral balance for the period June 1, 2025, through May 31, 2026, with carrying charges/credits on the unamortized balance at the current approved cost of long-term debt, plus the estimated over/under recovered balance of incremental storm expense from June 1, 2024, through May 31, 2025, and a gross-up for CAT. The Rider SCR revenue requirement will be allocated to residential and nonresidential customers based upon revenue allocations from the Companies' last base distribution rate case. Rider SCR will be applied on a per kWh basis for residential and lighting customers, and Rider SCR will be applied on a per billing demand basis for commercial and industrial customers. An example of the proposed revenue requirement and rate design calculations for Rider SCR are included in Attachment JL-1. Also, the proposed Rider SCR tariff sheets are included in Attachment JL-2.

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# 7 Q. WILL ANNUAL AMOUNTS RECOVERED UNDER RIDER SCR BE CAPPED?

Yes. The amount of incremental storm damage expense recovered in a year in Rider SCR, excluding amortization of the May 31, 2024, balance, will be capped for each Company as follows: \$16 million for OE; \$17 million for CEI; and \$2 million for TE. These caps are based on the maximum incremental storm damage expense incurred and deferred during the 2016 to 2022 period. Any amounts not recovered in a given year due to these caps will be deferred and recoverable in the following year, subject to the annual cap. Attachment JL-3 includes the work papers supporting the calculation of the caps.

# Q. WHAT UPDATES WILL BE REQUIRED FOR RIDER SCR BY A BASE DISTRIBUTION RATE CASE APPROVED DURING ESP V?

The Companies would update the applicable inputs to the Rider SCR calculation that are impacted by a base distribution rate case, including the baseline storm expense, the cost of long-term debt, and the base distribution revenue allocations. The annual revenue caps for Rider SCR will also be updated based on the new baseline. For example, if OE's baseline amount increases by \$3 million in the next base rate case, the Rider SCR revenue cap will decrease by \$3 million.

# 1 Q. OVER WHAT TIMEFRAME DO THE COMPANIES RECOMMEND

# 2 AMORTIZING THE STORM DEFERRAL BALANCES AS OF MAY 31, 2024?

- 3 A. The Companies propose amortizing these costs over five years. The five-year
- 4 amortization, paired with the annual caps, help insulate customers from rate shock while
- 5 reducing carrying charges that accumulate and are ultimately recovered from customers.
- The Companies believe that a five-year amortization provides a reasonable balance
- 7 between impacts on customer bills and cash flow impacts to the Companies.

# 8 Q. WHAT ARE THE ESTIMATED RATES USING A FIVE-YEAR AMORTIZATION

# 9 OF THE MAY 31, 2024, STORM DEFERRAL BALANCES?

- 10 A. The estimated Rider SCR rates for the five-year amortization of the May 31, 2024, deferral
- balances are included in Attachment JL-1. For purposes of these estimates, ongoing
- incremental storm expenses starting June 1, 2024, are assumed to be equal to the baseline
- amounts recovered in base distribution rates. For example, the estimated monthly bill
- impacts to standard residential customers using 750 kWh are -0.1% for OE, 1.2% for CEI,
- and 0.7% for TE. Additionally, the estimated typical bill impacts of Rider SCR for the
- term of ESP V are included in the typical bill analysis supported by Companies' Witness
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# Q. WILL RIDER SCR BE SUBJECT TO AUDIT?

- 19 A. Yes. No later than August 31st of each year, the Companies will file an application with
- the Commission to initiate an audit of Rider SCR covering the prior year's rate. Rider SCR
- would be subject to reconciliation, including, but not limited to increases or refunds, based
- 22 upon the results of these annual audits.

# Q. HAVE THE COMPANIES IDENTIFIED ANY BENEFITS CUSTOMERS WILL

# REALIZE IF THE STORM DEFERRAL AND RIDER SCR ARE APPROVED?

Yes. Proposed Rider SCR will support the Companies' storm restoration efforts. While the Companies expect that the costs included in proposed Rider SCR would be recoverable even if the rider was not in place, Rider SCR and the associated audit process provide benefits to customers. As described above, once Rider SCR goes into effect, it would be subject to an annual review that covers a 12-month period. This process allows for a timelier review than may otherwise occur between base rate cases. It also provides the opportunity for an audit focused specifically on the deferred storm expenses, as opposed to being included as part of a broader review of all costs in a base rate case, which could result in administrative benefits. Furthermore, the storm deferral and Rider SCR would ensure that customers are only paying actual storm expenses incurred, including providing timely credits in the event that actual storm expenses are lower than the applicable baseline amounts, thereby minimizing regulatory lag. For example, OE currently has a regulatory liability balance for its storm deferral. If Rider SCR were in place today, OE customers would be receiving a credit as opposed to waiting for a base rate case. Rider SCR will help ensure that recovery of the Companies' major storm expense better aligns with the timing of the storm restoration work being done and the service benefits realized.

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# III. NON-MARKET-BASED SERVICES RIDER AND PILOT PROGRAM

# 21 Q. PLEASE DESCRIBE THE CURRENT RIDER NMB.

A. Rider NMB recovers non-market-based transmission related charges which are imposed on the Companies by the Federal Energy Regulatory Commission ("FERC") or any

regional transmission organization, such as PJM Interconnection, L.L.C. ("PJM"). Costs recovered through Rider NMB, including, but not limited to, Network Integration Transmission Service ("NITS") and Regional Transmission Expansion Plan ("RTEP") costs, are allocated to the Companies' rate schedules based on the four coincident system peaks ("4 CPs") from the prior year. Residential and lighting customers are charged on a per kWh basis, while commercial and industrial rate schedules are charged based on monthly billing demand. Rider NMB is non-bypassable unless the customer participates in the Rider NMB Pilot.

# Q. HOW LONG HAS RIDER NMB BEEN IN EFFECT?

- 10 A. The Commission initially authorized Rider NMB in the Companies' second electric 11 security plan and reauthorized it, with modification, in their third and fourth electric 12 security plans. As such, Rider NMB has been in effect for more than a decade.
- 13 Q. IS RIDER NMB SUBJECT TO AN ANNUAL REVIEW AND APPROVAL
  14 PROCESS BEFORE THE COMMISSION?
- 15 A. Yes. Rider NMB is updated and reconciled annually and is subject to an annual review and approval process before the Commission.

# 17 Q. WHAT IS THE RIDER NMB PILOT?

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18 A. The Rider NMB Pilot, which was approved in the Companies' ESP IV, sought to explore
19 whether certain customers could benefit from opting out of the Companies' Rider NMB
20 and obtain, directly or indirectly through a competitive retail electric service ("CRES")
21 provider, all transmission and ancillary services through PJM's Open Access Transmission
22 Tariff and other PJM governing documents approved by FERC, or whether the
23 administrative burden to the Companies, and cost and risk to the customer, would render

this option impractical. The Rider NMB Pilot provides an opportunity for certain customers to shop for transmission services similar to shopping for generation services.

# 3 Q. WHO IS ELIGIBLE TO PARTICIPATE IN THE RIDER NMB PILOT?

A. Only certain commercial and industrial customers identified at the time the Rider NMB Pilot was approved are eligible to participate. In addition, customers who are not otherwise eligible may file an application with the Commission for permission to participate in the Rider NMB Pilot, at which point the Commission determines if such participation is in the public interest.

# 9 Q. HAVE THERE BEEN ANY CHANGES TO THE IMPLEMENTATION OF THE 10 RIDER NMB PILOT?

11 A. Yes. On November 2, 2022, in Case No. 21-1205-EL-AEC, the Commission directed the
12 Companies to implement a cost-effective manual billing option to allow Rider NMB Pilot
13 participants to return to the standard service offer ("SSO") while remaining in the
14 program.<sup>1</sup> The Companies implemented this new process in February 2023.

# Q. HOW DO THE COMPANIES CALCULATE CHARGES UNDER THE NEW MANUAL BILLING OPTION FOR RIDER NMB PILOT PARTICIPANTS?

The Companies calculate the charges based on three components. First, the NITS charge is based upon the daily NITS rate applied to the customer's Network Service Peak Load ("NSPL"). Second, all other NSPL-based charges from the Companies' PJM bill are allocated to the customer using the ratio of the customer's NSPL compared to the total NSPL for all of the Companies' customers. Third, all kWh-based charges from the Companies' PJM bill are allocated to the customer using the ratio of the customer's energy

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 $<sup>^1</sup>$  See Case No. 21-1205-EL-AEC, Entry (November 2, 2022),  $\P\P$  25-27.

- usage compared to the total energy consumption of all the Companies' customers. Monthly
  charges under the manual billing option also include a miscellaneous charge for
  incremental administrative costs of the Companies.
- 4 Q. DO THE COMPANIES PROPOSE ANY CHANGES TO RIDER NMB AND THE
- 5 RIDER NMB PILOT?
- Yes. As set forth in more detail below, the Companies are proposing to modify Rider NMB
   to better align non-market-based services costs with the cost causers and to eliminate the
- 8 Rider NMB Pilot.
- 9 Q. WHY ARE THE COMPANIES SEEKING TO ELIMINATE THE RIDER NMB
- 10 **PILOT?**
- 11 A. The Rider NMB Pilot is no longer needed since the proposed changes to Rider NMB are
  12 designed to essentially replace the current Rider NMB Pilot and apply to an expanded
  13 group of customers. Further, the Companies expect that the modified Rider NMB will
  14 provide administrative benefits through the elimination of the manual billing option, the
  15 tracking of Rider NMB Pilot participants, and the need for participants to procure their
  16 non-market-based services costs through CRES providers.
- 17 Q. WHAT CHANGES DO THE COMPANIES PROPOSE TO RIDER NMB?
- A. The Companies will update the Rider NMB calculation to include the current list of nonmarket-based services billing line items, including unaccounted-for energy ("UFE"), as
  described in the testimony of Companies' Witness Stein. Further, the Companies propose
  to change the rate design of Rider NMB to better align with how PJM assigns costs by
  adding a second rate, NMB 2, for commercial and industrial customers who have interval
  or advanced meters.

# Q. HOW DO THE COMPANIES PROPOSE TO CHANGE THE RIDER NMB RATE

# DESIGN IN ESP V?

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The current Rider NMB allocation and rate design described above will remain in place for all rate schedules, but the calculation will include all customers. The resulting charges will be renamed as NMB 1 charges under the tariff, and will apply to all residential and lighting customers, and to only those commercial and industrial customers who do not have interval or advanced meters. In addition, the Companies are proposing to establish NMB 2 charges, which will apply only to commercial and industrial customers who have interval or advanced meters. To calculate the NMB 2 charges, the Companies will derive a revenue neutral monthly per NSPL rate, based on the total allocated revenue requirement for all commercial and industrial customers from the process described above, divided by their total NSPLs divided by twelve. The new Rider NMB 1 and NMB 2 rates would be non-bypassable and be effective as of April 1, 2025. An illustrative example of the calculation of the proposed NMB 1 and NMB 2 rates is provided in Attachment JL-4.

# Q. WILL RIDER NMB STILL BE SUBJECT TO ANNUAL UPDATES AND AUDITS?

A. Yes. For the term of ESP V, the Companies will continue to make annual update filings no later than January 15<sup>th</sup>, with the rates to be effective within seventy-five (75) days, subject to Commission review. Rider NMB will continue to be subject to reconciliation, including, but not limited to increases or refunds based on the results of these audits. The proposed Rider NMB tariffs are included in Attachment JL-5.

- 1 Q. WHAT WILL HAPPEN TO ALL CURRENT RIDER NMB PILOT
- 2 PARTICIPANTS' REASONABLE ARRANGEMENTS IF THE COMPANIES'
- 3 RIDER NMB PROPOSAL IS APPROVED?
- 4 A. All current Rider NMB Pilot participants' reasonable arrangements would no longer be
- 5 applicable effective April 1, 2025.
- 6 Q. HAVE THE COMPANIES IDENTIFIED ANY BENEFITS TO CUSTOMERS IF
- 7 THE PROPOSED CHANGES TO RIDER NMB ARE APPROVED?
- 8 A. Yes. As described in the testimony of Companies' Witness Stein, the proposed changes to
- 9 Rider NMB provide the opportunity to better align non-market-based services costs with
- the cost causers, consistent with how PJM assigns costs, and the changes support
- 11 customers' ability to manage and maintain better control over their charges. Additionally,
- customers can easily switch between shopping for their generation and returning to the
- SSO without any impact on Rider NMB. Finally, the Companies expect that this proposed
- approach will have administrative benefits compared to the Rider NMB Pilot because the
- 15 Companies and customers will no longer be required to manage participation with a CRES
- provider or continue the current manual billing option.
- 18 IV. CONCLUSION

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- 19 Q. DOES THIS CONCLUDE YOUR TESTIMONY?
- 20 A. Yes. I reserve the right to supplement my testimony.

Line	Line Item		<u>OE</u>	CEI		<u>TE</u>	Total	<u>Notes</u>
(1)	Est. 5/31/24 Balance	\$	(13,385,315) \$	114,195,547	\$	25,367,942 \$	126,178,173	P. 2, line 1
(2)	Accumulated Interest	\$	(2,261,449) \$	19,293,338	\$	4,285,914 \$	21,317,802	P. 2, line 2
(3)	Total Storm Damage Expense	\$	(15,646,764) \$	133,488,885	\$	29,653,855 \$	147,495,976	Line 1 + Line 2
(4)								
(5)	5-Year Amortization	\$	(3,129,353) \$	26,697,777	\$	5,930,771 \$	29,499,195	Line 3 / 5
(6)								
(7)	Incremental Deferral Balance	\$	- \$	-	\$	- \$	-	Estimated balance post 6/1/24
(8)	Cap on Annual Recovery	\$	16,000,000 \$		\$	2,000,000 \$	35,000,000	Annual revenue cap
(9)	Incremental Balance for Recovery	\$	- \$	-	\$	- \$	-	Minimum of Lines 7, 8
(10)								
(11)	Revenue Requirement	\$	(3,129,353) \$	26,697,777	\$	5,930,771 \$	29,499,195	Line 5 + Line 9
(12)								
(13)	Revenue Requirement w/ CAT	\$	(3,137,510) \$	26,767,372	<u>Ş</u>	5,946,231 \$	29,576,093	Line 11 / (1 - CAT)
(14)								
(15)	Allocation Footons		0.5	051				
(16)	Allocation Factors		OE (2.45%)	CEI		TE 57.020/		Causas Casa Na OZ FF4 FL AIR
(17)	Rate RS		62.45%	47.55%		57.93%		Source: Case No. 07-551-EL-AIR
(18)	Rate GS Rate GP		27.10% 5.20%	42.23% 0.63%		32.13% 4.80%		Source: Case No. 07-551-EL-AIR Source: Case No. 07-551-EL-AIR
(19)	Rate GP		0.85%	4.06%		4.80% 0.11%		Source: Case No. 07-551-EL-AIR
(20)	Rate G50		2.19%	0.18%		1.38%		Source: Case No. 07-551-EL-AIR
(21) (22)	Rate STL		1.39%	3.53%		2.91%		Source: Case No. 07-551-EL-AIR
(23)	Rate POL		0.76%	3.33% 1.79%		0.69%		Source: Case No. 07-551-EL-AIR
(24)	Rate TRF		0.06%	0.03%		0.05%		Source: Case No. 07-551-EL-AIR
(25)	Total		100.00%	100.00%		100.00%		Sum (Lines 17 -24)
(26)	rotar		100.0070	100.0070		100.0070		Sum (Emes 17 24)
(27)	Allocation to Rate Schedules		OE	CEI		TE		
(28)	Rate RS	\$	(1,959,375) \$		\$	3,444,652		Line 15 x Line 17
(29)	Rate GS	\$	(850,265) \$		\$	1,910,524		Line 15 x Line 18
(30)	Rate GP	\$	(163,151) \$	, ,	\$	285,419		Line 15 x Line 19
(31)	Rate GSU	\$	(26,669) \$	•	, \$	6,541		Line 15 x Line 20
(32)	Rate GT	\$	(68,711) \$		\$	82,058		Line 15 x Line 21
(33)	Rate STL	\$	(43,611) \$		\$	173,035		Line 15 x Line 22
(34)	Rate POL	\$	(23,845) \$	479,136	\$	41,029		Line 15 x Line 23
(35)	Rate TRF	\$	(1,883) \$	8,030	\$	2,973		Line 15 x Line 24
(36)	Total	\$	(3,137,510) \$	26,767,372	\$	5,946,231		Sum (Lines 28 -35)
(37)								
(38)	Annual Units		OE	CEI		TE		
(39)	Rate RS (MWh)		9,414,711	5,632,264		2,530,806		Source: Current Company forecast
(40)	Rate GS (MW)		22,346	19,265		6,526		Source: Current Company forecast
(41)	Rate GP (MW)		6,519	1,182		2,807		Source: Current Company forecast
(42)	Rate GSU (MW/MVA)		2,360	7,743		236		Source: Current Company forecast
(43)	Rate GT (MVA)		9,919	5,610		11,655		Source: Current Company forecast
(44)	Rate STL (MWh)		109,906	81,217		31,465		Source: Current Company forecast
(45)	Rate POL (MWh)		38,124	60,430		9,755		Source: Current Company forecast
(46)	Rate TRF (MWh)		13,436	16,160		1,992		Source: Current Company forecast
(47)								
(48)	Rate		OE (2.22222) A	CEI	_	TE		
(49)	Rate RS (\$/kWh)	\$	(0.000208) \$		\$	0.001361		Line 28 / Line 39 / 1,000
(50)	Rate GS (\$/kW)	\$	(0.0381) \$		\$	0.2928		Line 29 / Line 40 / 1,000
(51)	Rate GP (\$/kW)	\$	(0.0250) \$		\$ ¢	0.1017		Line 30 / Line 41 / 1,000
(52)	Rate GSU (\$/kW / \$/kVA) Rate GT (\$/kVA)	\$ \$	(0.0113) \$ (0.0069) \$		\$ \$	0.0277 0.0070		Line 31 / Line 42 / 1,000 Line 32 / Line 43 / 1,000
(53) (54)	Rate GT (\$/kWh)	\$ \$	(0.0069) \$ (0.000397) \$		\$ \$	0.0070		Line 32 / Line 43 / 1,000 Line 33 / Line 44 / 1,000
(54) (55)	Rate POL (\$/kWh)	\$ \$	(0.000397) \$		۶ \$	0.003499		Line 34 / Line 45 / 1,000
(56)	Rate TRF (\$/kWh)	\$ \$	(0.000623) \$ (0.000140) \$	0.007929	-	0.004206		Line 34 / Line 45 / 1,000 Line 35 / Line 46 / 1,000
(30)	Hate IIII (4) KVVII)	Ų	(0.000140) 3	0.000437	Y	0.001433		Line 35 / Line 40 / 1,000
	Rate RS Bill impacts at 750 kWh							
	Current Bill	\$	141.64 \$	141.31	\$	142.19		Source: Attachment DP-1
	Rider SCR Charge/Credit	\$	(0.16) \$		\$	1.02		Line 49 * 750
	% Impact		-0.1%	1.2%		0.7%		Rider SCR Charge / Current Bill

	Line Item	OE	CE	TE	Total	Notes / Source
(1)	Estimated 5/31/2024 Balance	\$ (13,385,315)	\$ 114,195,547	\$ 25,367,942	\$ 126,178,173	Source: Actual February 2023 balance
(2)	5 year amortization interest	\$ (2,261,449)	\$ 19,293,338	\$ 4,285,914	\$ 21,317,802	Line 70. Calculated using mid-month balance.
(3)	Total Amount to be Amortized	\$ (15,646,764)	\$ 133,488,885	\$ 29,653,855	\$ 147,495,976	Line 1 + Line 2
(4)						
(5)	Cost of Long-Term Debt	6.540%	6.540%	6.540%		Source: Case No. 07-551-EL-AIR
(6)						

(7) OE CEI TE (8) Month **End. Balance** (9) Amortization **End. Balance** Interest Amortization **End. Balance** Interest Beg. Balance Amortization Beg. Balance Beg. Balance Interest \$ 114,195,547 1,903,259 112,292,288 24,945,143 \$ (10)Month 1 (13,385,315) \$ (223,089) \$ (13,162,227) \$ (73,558)\$ \$ 627,552 25,367,942 422,799 \$ 139,407 (11)Month 2 (13,162,227) \$ (223,089) \$ (12,939,138) \$ (72,342)\$ 112,292,288 1,903,259 \$ 110,389,029 \$ 617,179 \$ 24,945,143 \$ 422,799 \$ 24,522,344 \$ 137,103 \$ (12)Month 3 (12,939,138) \$ (223,089) \$ (12,716,049) \$ (71,126)\$ 110,389,029 \$ 1,903,259 \$ 108,485,770 \$ 606,807 24,522,344 \$ 422,799 \$ 24,099,545 \$ 134,799 (13)Month 4 \$ (12,716,049) \$ (223,089) \$ (12,492,961) \$ (69,910 \$ 108,485,770 1,903,259 \$ 106,582,511 \$ 596,434 \$ 24,099,545 \$ 422,799 \$ 23,676,746 \$ 132,495 \$ 104,679,251 \$ (14)Month 5 \$ (12,492,961) \$ (223,089) \$ (12,269,872) \$ (68,695 \$ 106,582,511 \$ 1,903,259 586,061 \$ 23,676,746 \$ 422,799 \$ 23,253,947 \$ 130,190 (15)Month 6 (12,269,872) \$ (223,089) \$ (12,046,784) \$ (67,479)\$ 104,679,251 \$ 1,903,259 \$ 102,775,992 \$ 575,688 \$ 23,253,947 \$ 422,799 22,831,147 \$ 127,886 \$ (12,046,784) \$ \$ 102,775,992 \$ 1,903,259 \$ 565,316 22,831,147 \$ 422,799 22,408,348 \$ 125,582 (16)Month 7 (223,089) \$ (11,823,695) \$ (66,263 100,872,733 \$ \$ \$ (17)Month 8 (11,823,695) \$ (223,089) \$ (11,600,606) \$ (65,047)\$ 100,872,733 \$ 1,903,259 \$ 98,969,474 \$ 554,943 \$ 22,408,348 \$ 422,799 \$ 21,985,549 \$ 123,278 (11,600,606) \$ 98,969,474 \$ 1,903,259 \$ 97,066,215 \$ 544,570 \$ 21,985,549 \$ 422,799 21,562,750 \$ 120,973 (18)Month 9 (223,089) \$ (11,377,518) \$ (63,831 \$ \$ 21,139,951 \$ (19)Month 10 \$ (11,377,518) \$ (223,089) \$ (11,154,429) \$ (62,615 \$ 97,066,215 \$ 1,903,259 \$ 95,162,956 \$ 534,197 21,562,750 \$ 422,799 \$ 118,669 95,162,956 20,717,152 \$ Month 11 (223,089) \$ (10,931,341) \$ (61,400)93,259,697 \$ 523,824 21,139,951 \$ (20)(11,154,429) \$ \$ 1,903,259 \$ \$ 422,799 \$ 116,365 1,903,259 \$ 93,259,697 \$ 513,452 20,294,353 \$ (21)Month 12 (10,931,341) \$ (223,089) \$ (10,708,252) \$ (60,184)91,356,438 \$ \$ 20,717,152 \$ 422,799 \$ 114,061 Month 13 (10,708,252) \$ (223,089) \$ (10,485,164) \$ (58,968)91,356,438 \$ 1,903,259 \$ 89,453,178 \$ 503,079 \$ 20,294,353 \$ 422,799 \$ 19,871,554 \$ 111,756 (22)(23)89,453,178 \$ 1,903,259 87,549,919 \$ 492,706 \$ 19,871,554 \$ 422,799 19,448,755 \$ Month 14 (10,485,164) \$ (223,089) \$ (10,262,075) \$ (57,752 \$ \$ 109,452 87,549,919 \$ \$ 482,333 \$ (24)Month 15 \$ (10,262,075) \$ (223,089) \$ (10,038,986) \$ (56,536 1,903,259 85,646,660 \$ 19,448,755 \$ 422,799 \$ 19,025,956 \$ 107,148 (10,038,986) \$ (25)Month 16 (223,089) \$ (9,815,898) \$ (55,320)85,646,660 1,903,259 \$ 83,743,401 \$ 471,961 \$ 19,025,956 \$ 422,799 18,603,157 \$ 104,844 \$ \$ \$ (9,592,809) \$ 18,603,157 \$ 422,799 \$ (26)Month 17 (9,815,898) \$ (223,089) \$ (54,105)83,743,401 \$ 1,903,259 \$ 81,840,142 \$ 461,588 \$ 18,180,358 \$ 102,539 81,840,142 \$ (223,089) \$ 1,903,259 \$ 18,180,358 \$ (27)Month 18 (9,592,809) \$ (9,369,721) \$ (52,889)\$ 79,936,883 \$ 451,215 422,799 \$ 17,757,559 \$ 100,235 79,936,883 \$ 1,903,259 (28)Month 19 \$ (9,369,721) \$ (223,089) \$ (9,146,632) \$ (51,673 \$ \$ 78,033,624 \$ 440,842 \$ 17,757,559 \$ 422,799 \$ 17,334,760 \$ 97,931 78,033,624 \$ (29)Month 20 \$ 76,130,365 \$ 430,470 \$ 17,334,760 \$ 422,799 \$ 16,911,961 \$ (9,146,632) \$ (223,089) \$ (8,923,543) \$ (50,457 \$ 1,903,259 95,627 Month 21 (8,923,543) \$ (49,241 76,130,365 \$ 1,903,259 74,227,106 420,097 \$ 16,911,961 \$ 422,799 16,489,162 \$ 93,322 (30)(223,089) \$ (8,700,455) \$ \$ \$ (8,700,455) \$ (48,025) 74,227,106 \$ 1,903,259 \$ 72,323,846 \$ 409,724 16,489,162 \$ 422,799 \$ (31 Month 22 (223,089) \$ (8,477,366) \$ \$ 16,066,363 \$ 91,018 (32)Month 23 (8,477,366) \$ (223,089) \$ (8,254,278) \$ (46,810)72,323,846 \$ 1,903,259 \$ 70,420,587 \$ 399,351 \$ 16,066,363 \$ 422,799 \$ 15,643,564 \$ 88,714 (33)Month 24 \$ (8,254,278) \$ (223,089) \$ (8,031,189) \$ (45,594)\$ 70,420,587 \$ 1,903,259 \$ 68,517,328 \$ 388,979 \$ 15,643,564 \$ 422,799 \$ 15,220,765 \$ 86,410 (34)68,517,328 \$ 1,903,259 \$ 378,606 \$ 15,220,765 \$ Month 25 (8,031,189) \$ (223,089) \$ (7,808,101)\$ (44,378)66,614,069 \$ 422,799 \$ 14,797,966 \$ 84,105 14,797,966 \$ (35 Month 26 (7,808,101) \$ (223,089) \$ (7,585,012) \$ (43,162)66,614,069 \$ 1,903,259 \$ 64,710,810 \$ 368,233 422,799 14,375,167 \$ 81,801 \$ (41,946)64,710,810 \$ 357,860 (36)Month 27 (7,585,012) \$ (223,089) \$ (7,361,923) \$ 1,903,259 \$ 62,807,551 \$ \$ 14,375,167 \$ 422,799 \$ 13,952,368 \$ 79,497 Month 28 (7,361,923) \$ (223,089) \$ (7,138,835) \$ (40,730)62,807,551 \$ 1,903,259 60,904,292 \$ 347,488 \$ 13,952,368 \$ 422,799 13,529,569 \$ 77,193 (37)\$ \$ (38)Month 29 \$ (7,138,835) \$ (6,915,746) \$ (39,515 \$ 60,904,292 \$ 1,903,259 \$ 59,001,033 \$ 337,115 \$ 13,529,569 \$ 422,799 \$ 13,106,770 \$ 74,888 (223,089) \$ (39)Month 30 (6,915,746) \$ (223,089) \$ (6,692,658) \$ (38,299)\$ 59,001,033 \$ 1,903,259 \$ 57,097,773 \$ 326,742 \$ 13,106,770 \$ 422,799 \$ 12,683,971 \$ 72,584 (40)Month 31 (6,692,658) \$ (223,089) \$ (6,469,569)\$ (37,083)57,097,773 \$ 1,903,259 \$ 55,194,514 \$ 316,369 12,683,971 \$ 422,799 \$ 12,261,172 \$ 70,280 (6,469,569) \$ (223,089) \$ (35,867 55,194,514 \$ 1,903,259 \$ 53,291,255 \$ 305,996 12,261,172 \$ 422,799 \$ 11,838,373 \$ 67,976 (41)Month 32 (6,246,480) \$ \$ (6,246,480) \$ 53,291,255 \$ 51,387,996 \$ 295,624 \$ 11,838,373 \$ Month 33 (223,089) \$ (6,023,392) \$ (34,651 1,903,259 \$ 422,799 \$ 11,415,574 \$ 65,671 (42)\$ \$ (43)Month 34 \$ (6,023,392) \$ (223,089) \$ (5,800,303) \$ (33,435 \$ 51,387,996 \$ 1,903,259 49,484,737 \$ 285,251 11,415,574 \$ 422,799 \$ 10,992,775 \$ 63,367 Month 35 10,569,976 \$ (5,800,303) \$ (32,220)49,484,737 \$ 1,903,259 \$ 47,581,478 \$ 274,878 \$ 10,992,775 \$ 422,799 \$ (44)(223,089) \$ (5,577,215) \$ \$ 61,063 Month 36 (31,004 47,581,478 \$ 1,903,259 45,678,219 \$ 10,569,976 \$ (45 (5,577,215) \$ (223,089) \$ (5,354,126) \$ \$ 264,505 422,799 \$ 10,147,177 \$ 58,758 Month 37 (5,354,126) \$ (223,089) \$ (5,131,037) \$ (29,788)45,678,219 \$ 1,903,259 \$ 43,774,960 \$ 254,133 \$ 10,147,177 \$ 422,799 \$ 9,724,378 \$ 56,454 (46)41,871,701 \$ 9,301,579 \$ (47)Month 38 (5,131,037) \$ (223,089) \$ (4,907,949) \$ (28,572 43,774,960 \$ 1,903,259 \$ 243,760 \$ 9,724,378 \$ 422,799 \$ 54,150 39,968,441 \$ \$ (48)Month 39 (4,907,949) \$ (223,089) \$ (4,684,860) \$ (27,356)\$ 41,871,701 \$ 1,903,259 \$ 233,387 9,301,579 \$ 422,799 \$ 8,878,780 \$ 51,846 Month 40 (26,140) \$ 39,968,441 \$ 1,903,259 \$ 38,065,182 \$ 223,014 \$ 8,878,780 \$ 8,455,981 \$ 49,541 (49)(4,684,860) \$ (223,089) \$ (4,461,772) \$ 422,799 \$ 36,161,923 \$ (50 Month 41 (4,461,772) \$ (223,089) \$ (4,238,683) \$ (24,925 38,065,182 \$ 1,903,259 \$ 212,642 8,455,981 \$ 422,799 \$ 8,033,182 \$ 47,237 (4,015,595) \$ 202,269 Month 42 (4,238,683) \$ (223,089) \$ (23,709) \$ 36,161,923 \$ 1,903,259 \$ 34,258,664 \$ 8,033,182 \$ 422,799 7,610,382 \$ 44,933 (51)\$ (52)Month 43 (4,015,595) \$ (223,089) \$ (3,792,506) \$ (22,493)34,258,664 1,903,259 32,355,405 191,896 7,610,382 \$ 422,799 7,187,583 42,629 \$ \$ \$ Month 44 (3,792,506) \$ (3,569,417) \$ (21,277) \$ 32,355,405 \$ 30,452,146 \$ 181,523 7,187,583 \$ 6,764,784 \$ 40,324 (53)(223,089) \$ 1,903,259 \$ 422,799 (3,569,417) \$ 28,548,887 \$ 171,151 \$ 38,020 (54)Month 45 (223,089) \$ (3,346,329) \$ (20,061)\$ 30,452,146 \$ 1,903,259 \$ 6,764,784 \$ 422,799 \$ 6,341,985 \$ (223,089) \$ \$ Month 46 (3,346,329) \$ (3,123,240) \$ (18,845)\$ 28,548,887 \$ 1,903,259 \$ 26,645,628 \$ 160,778 6,341,985 \$ 422,799 5,919,186 \$ 35,716 (55)\$ (3,123,240) \$ 26,645,628 \$ 24,742,369 \$ 150,405 5,919,186 \$ (56)Month 47 (223,089) \$ (2,900,152) \$ (17,630) \$ 1,903,259 \$ 422,799 \$ 5,496,387 \$ 33,412 (2,677,063) \$ (16,414)22,839,109 \$ Month 48 (2,900,152) \$ (223,089) \$ \$ 24,742,369 \$ 1,903,259 \$ 140,032 5,496,387 \$ 422,799 5,073,588 \$ 31,107 (57)\$ 1,903,259 \$ \$ (58)Month 49 (2,677,063) \$ (223,089) \$ (2,453,974) \$ (15,198) \$ 22,839,109 \$ 20,935,850 \$ 129,660 5,073,588 \$ 422,799 4,650,789 \$ 28,803 \$ Month 50 (2,453,974) \$ (223,089) \$ (2,230,886) \$ (13,982) \$ 20,935,850 \$ 1,903,259 \$ 19,032,591 \$ 119,287 \$ 4,650,789 \$ 422,799 4,227,990 \$ 26,499 (59)\$ (60)Month 51 (2,230,886) \$ (223,089) \$ (2,007,797) \$ (12,766) \$ 19,032,591 \$ 1,903,259 \$ 17,129,332 \$ 108,914 \$ 4,227,990 \$ 422,799 \$ 3,805,191 \$ 24,195 15,226,073 \$ (61)Month 52 (2,007,797)\$ (223,089) \$ (1,784,709) \$ (11,550) \$ 17,129,332 \$ 1,903,259 \$ 98,541 3,805,191 \$ 422,799 \$ 3,382,392 \$ 21,890 Month 53 (1,784,709) \$ (223,089) \$ (1,561,620) \$ (10,335)\$ 15,226,073 \$ 1,903,259 \$ 13,322,814 \$ 88,168 3,382,392 \$ 422,799 \$ 2,959,593 \$ 19,586 (62)11,419,555 \$ \$ Month 54 (1,561,620) \$ (9,119) \$ 13,322,814 \$ 1,903,259 \$ 77,796 2,959,593 \$ 422,799 \$ 17,282 (63)(223,089) \$ (1,338,532) \$ 2,536,794 \$ (1,115,443) \$ Month 55 (7,903) \$ 11,419,555 \$ 9,516,296 \$ 67,423 \$ 2,536,794 \$ 2,113,995 \$ 14,978 (1,338,532) \$ (223,089) \$ 1,903,259 \$ 422,799 (64)\$ (892,354) \$ 9,516,296 \$ \$ Month 56 (1,115,443) \$ (223,089) \$ (6,687) \$ 1,903,259 \$ 7,613,036 \$ 57,050 2,113,995 \$ 422,799 \$ 1,691,196 \$ 12,673 (65)(892,354) \$ (223,089) \$ (669,266) \$ (5,471) \$ 7,613,036 \$ 1,903,259 \$ 5,709,777 \$ 46,677 \$ 1,691,196 \$ 422,799 1,268,397 \$ Month 57 \$ 10,369 (66)(67)Month 58 (669,266) \$ (223,089) \$ (446,177) \$ (4,255)\$ 5,709,777 \$ 1,903,259 \$ 3,806,518 \$ 36,305 \$ 1,268,397 \$ 422,799 \$ 845,598 \$ 8,065 3,806,518 \$ 1,903,259 \$ 845,598 \$ 422,799 \$ (68)Month 59 (446,177) \$ (223,089) \$ (223,089) \$ (3,040) \$ 1,903,259 \$ 25,932 \$ 422,799 \$ 5,761 (223,089) \$ (1,824)1,903,259 \$ 1,903,259 15,559 422,799 \$ 3,456 Month 60 (223,089) \$ (0) \$ (0) \$ 422,799 \$ 0 \$ (69)(2,261,449) 19,293,338 4,285,914 (70)Total \$ (13,385,315) \$ 114,195,547 \$ 25,367,942

# OHIO EDISON COMPANY (OE) Compute Storm Damage Deferral - Deferring Begins 1/23/2009 For the Year Ended December 31, 2023

e Description	Source	Prior Yr Balance	Jan 2023	Feb 2023	Mar 2023	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023	Oct 2023	Nov 2023	Dec 2023	YTD 2023
Revenues															
Storm Damage Revenues Prior Period Revenue Adjustment	Sales Report		\$ - \$ -	- \$ -	- \$ -	- \$ -	- \$ -	- \$ -	- \$ -	- \$ -	- \$ -	- \$ -	- \$ -	-	\$
Total Revenues Variance	L1 + L2		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
CAT Tax CAT Amount	Tax L3 x L4		0.2600%	0.2600%	0.2600% -	0.2600% -	0.2600% -	0.2600% -	0.2600% -	0.2600%	0.2600%	0.2600%	0.2600% -	0.2600%	
Revenues Excluding CAT	L3 - L5		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$		\$
Costs															
Storm Damage Costs															
Monthly Storm Damage Costs	Energy Delivery		\$ 341,001.12 \$	76,269.03											\$ 417
Prior Period Storm Damage Costs	Energy Delivery		-	-	-	-	-	-	-	-	-	-	-	-	
Total Monthly Storm Damage Costs After Adj.	L7 + L8		\$ 341,001.12 \$	76,269.03 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ 417
Cumulative YTD Storm Damage Costs	L9 + Prev L10		\$ 341,001.12 \$	417,270.15 \$	417,270.15 \$	417,270.15 \$	417,270.15 \$	417,270.15 \$	417,270.15 \$	417,270.15 \$	417,270.15 \$	417,270.15 \$	417,270.15 \$	417,270.15	
Baseline Amounts															
Annual Baseline from Case No. 07-551-EL-AIR (Based on Test Year - March 07 thru Feb 08)	D Rate Case		\$ 8,021,259.00												\$ 8,021
Monthly Baseline	L11 /12		\$ 668,438.25 \$	668,438.25 \$	668,438.25 \$	668,438.25 \$	668,438.25 \$	668,438.25 \$	668,438.25 \$	668,438.25 \$	668,438.25 \$	668,438.25 \$	668,438.25 \$	668,438.25	\$ 8,021
Storm Damage Costs Over/(Under) Baseline															
Baseline - Principal	L9 - L12		\$ (327,437.13) \$	(592,169.22) \$	(668,438.25) \$	(668,438.25) \$	(668,438.25) \$	(668,438.25) \$	(668,438.25) \$	(668,438.25) \$	(668,438.25) \$	(668,438.25) \$	(668,438.25) \$	(668,438.25)	\$ (7,603
Calculate Interest															
Bal. Subject to Interest before Prior Period Adj. Prior Period Interest Adjustment	L13/2 + Prev L23		\$ (12,490,405.04) \$	(13,018,280.92) \$	(13,719,534.29) \$ (	(14,462,744.00) \$ (	(15,210,004.20) \$ (	(15,961,336.97) \$ (	(16,716,764.51) \$	(17,476,309.13) \$ (	18,239,993.26) \$ (	(19,007,839.47) \$	(19,779,870.45) \$ (	20,556,108.99)	
Prior Period Interest Adjustment Bal. Subject to Interest after Prior Period Adj.	L14 + L15		\$ (12,490,405.04) \$	(13,018,280.92) \$		(14,462,744.00) \$ (	15,210,004.20) \$ (		(16,716,764.51) \$		- 18,239,993.26) \$ (	(19,007,839.47) \$		20,556,108.99)	
Embedded Cost of Long-Term Debt  Monthly Embedded Cost of Long-Term Debt	ESP IV 6/1/16 L17 /12		6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	
Monthly Interest	L16 x L18		\$ (68,072.71) \$	(70,949.63) \$	(74,771.46) \$	(78,821.95) \$	(82,894.52) \$	(86,989.29) \$	(91,106.37) \$	(95,245.88) \$	(99,407.96) \$	(103,592.73) \$	(107,800.29) \$	(112,030.79)	\$ (1,071
Monthly Principal & Interest	L13 + L19		\$ (395,509.84) \$	(663,118.85) \$	(743,209.71) \$	(747,260.20) \$	(751,332.77) \$	(755,427.54) \$	(759,544.62) \$	(763,684.13) \$	(767,846.21) \$	(772,030.98) \$	(776,238.54) \$	(780,469.04)	\$ (8,675
Cumulative Principal Balance Cumulative Interest Balance Total Cumulative Principal & Interest	L13 + Prev L21 S L19 + Prev L22 L21 + L22 S	(19,931,787.7		(20,070,810.10)	(20,145,581.56)		(20,307,298.03)		(20,485,393.69)	(20,580,639.57)	20,680,047.53)			1,112.44 21,003,471.34)	

# THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI) Compute Storm Damage Deferral - Deferring Begins 1/23/2009 For the Year Ended December 31, 2023

Revenues  m Damage Revenues r Period Revenue Adjustment il Revenues Variance	Sales Report						2023	2023	2023	2023	2023				
r Period Revenue Adjustment Il Revenues Variance	Sales Report														
			\$ - \$	- \$ -	- \$ -	- \$ -	- \$ -	- \$ -	- \$ -	- \$ -	- \$ -	- \$ -	- \$ -	-	\$
Toy	L1 + L2		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
Amount	Tax L3 x L4		0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	
Revenues Excluding CAT	L3 - L5		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$		\$
Costs	]														
Storm Damage Costs	_														
nthly Storm Damage Costs	Energy Delivery		\$ 243,462.95 \$	500,341.98											\$ 743,
r Period Storm Damage Costs	Energy Delivery		-	-	-	-	-	-	-	-	-	-	-	-	
Total Monthly Storm Damage Costs After Adj.	L7 + L8		\$ 243,462.95 \$	500,341.98 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ 743
nulative YTD Storm Damage Costs	L9 + Prev L10		\$ 243,462.95 \$	743,804.93 \$	743,804.93 \$	743,804.93 \$	743,804.93 \$	743,804.93 \$	743,804.93 \$	743,804.93 \$	743,804.93 \$	743,804.93 \$	743,804.93 \$	743,804.93	
Baseline Amounts	]														
ual Baseline from Case No. 07-551-EL-AIR (Based on Test Year - March 07 thru Feb 08)	D Rate Case		\$ 4,896,650.00												\$ 4,896,
nthly Baseline	L11/12		\$ 408,054.17 \$	408,054.17 \$	408,054.17 \$	408,054.17 \$	408,054.17 \$	408,054.17 \$	408,054.17 \$	408,054.17 \$	408,054.17 \$	408,054.17 \$	408,054.17 \$	408,054.17	\$ 4,896
Storm Damage Costs Over/(Under) Baseline															
nthly Storm Damage Costs Over/(Under) Monthly	L9 - L12		\$ (164,591.22) \$	92,287.81 \$	(408,054.17) \$	(408,054.17) \$	(408,054.17) \$	(408,054.17) \$	(408,054.17) \$	(408,054.17) \$	(408,054.17) \$	(408,054.17) \$	(408,054.17) \$	(408,054.17)	\$ (4,152,
Calculate Interest															
Subject to Interest before Prior Period Adj. r Period Interest Adjustment	L13/2 + Prev L23		\$ 112,951,228.48 \$ -	113,530,660.98 \$	113,991,519.89 \$	114,204,719.50 \$	114,419,081.05 \$	114,634,610.87 \$	114,851,315.33 \$	115,069,200.83 \$	115,288,273.80 \$	115,508,540.72 \$	115,730,008.10 \$	115,952,682.47 -	
Subject to Interest after Prior Period Adj.	L14 + L15		\$ 112,951,228.48 \$	113,530,660.98 \$	113,991,519.89 \$	114,204,719.50 \$	114,419,081.05 \$	114,634,610.87 \$	114,851,315.33 \$	115,069,200.83 \$	115,288,273.80 \$	115,508,540.72 \$	115,730,008.10 \$	115,952,682.47	
edded Cost of Long-Term Debt hthly Embedded Cost of Long-Term Debt	ESP IV 6/1/16 L17 /12		6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	
Monthly Interest	L16 x L18		\$ 615,584.20 \$	618,742.10 \$	621,253.78 \$	622,415.72 \$	623,583.99 \$	624,758.63 \$	625,939.67 \$	627,127.14 \$	628,321.09 \$	629,521.55 \$	630,728.54 \$	631,942.12	\$ 7,499
nthly Principal & Interest	L13 + L19		\$ 450,992.98 \$	711,029.91 \$	213,199.61 \$	214,361.55 \$	215,529.82 \$	216,704.46 \$	217,885.50 \$	219,072.97 \$	220,266.92 \$	221,467.38 \$	222,674.37 \$	223,887.95	\$ 3,347
nulative Principal Balance nulative Interest Balance	L19 + Prev L22	30,660,271.79	31,275,855.99	31,894,598.09	32,515,851.87	33,138,267.59	33,761,851.58	34,386,610.21	35,012,549.88	35,639,677.02	36,267,998.11	36,897,519.66	37,528,248.20	38,160,190.32	
r uu uu nt s r seent	Storm Damage Costs  Period Storm Damage Costs  Total Monthly Storm Damage Costs After Adj.  Plative YTD Storm Damage Costs  Baseline Amounts  All Baseline from Case No. 07-551-EL-AIR (Based on Test Year - March 07 thru Feb 08)  Parage Costs Over/(Under) Baseline  Storm Damage Costs Over/(Under) Monthly  Calculate Interest  Period Interest Adjustment Pubject to Interest after Prior Period Adj.  Added Cost of Long-Term Debt Phy Embedded Cost of Long-Term Debt Monthly Interest  Monthly Interest  Hallitive Principal & Interest  Hallitive Principal Balance	Storm Damage Costs  Period Storm Damage Costs  Total Monthly Storm Damage Costs Energy Delivery  Total Monthly Storm Damage Costs After Adj.  It + L8  Illative YTD Storm Damage Costs  Baseline Amounts  Illative YTD Storm Damage Costs  Illative Principal Balance  Illative Principal Balance  Illative Interest Balance	Storm Damage Costs  Period Storm Damage Costs  Total Monthly Storm Damage Costs	Storm Damage Costs   Energy Delivery   \$ 243,462.95   \$     Period Storm Damage Costs   Energy Delivery   \$ 243,462.95   \$     Period Storm Damage Costs After Adj.   L7 + L8   \$ 243,462.95   \$     Idative YTD Storm Damage Costs After Adj.   L7 + L8   \$ 243,462.95   \$     Idative YTD Storm Damage Costs After Adj.   L7 + L8   \$ 243,462.95   \$     Idative YTD Storm Damage Costs   L9 + Prev L10   \$ 243,462.95   \$     Idative YTD Storm Damage Costs   L9 + Prev L10   \$ 243,462.95   \$     Idative YTD Storm Damage Costs No. 07-551-EL-AIR (Based on Test Year - March 07 thru Feb 08)   Has Baseline from Case No. 07-551-EL-AIR (Based on Test Year - March 07 thru Feb 08)   Has Baseline   L11/12   \$ 408,054.17   \$     Idative Prior Damage Costs Over/(Under) Baseline   L11/12   \$ 408,054.17   \$     Idative Than Damage Costs Over/(Under) Monthly   L9 - L12   \$ 112,951,228.48   \$     Idative Than Damage Costs Over/(Under) Monthly   L14 + L15   \$ 112,951,228.48   \$     Idative Than Damage Costs Over/(Under) Monthly   L14 + L15   \$ 112,951,228.48   \$     Idative Than Damage Costs Over/(Under) Monthly   L14 + L15   \$ 112,951,228.48   \$     Idative Than Damage Costs Over/(Under) Monthly   L14 + L15   \$ 112,951,228.48   \$     Idative Than Damage Costs Over/(Under) Monthly   L14 + L15   \$ 112,951,228.48   \$     Idative Than Damage Costs Over/(Under) Monthly   L14 + L15   \$ 112,951,228.48   \$     Idative Principal Balance   L13 + L19   \$ 450,992.98   \$     Idative Principal Balance   L13 + L19   \$ 82,373,252.30   \$ 82,208,661.08   \$     Idative Principal Balance   L13 + Prev L21   \$ 82,373,252.30   \$ 82,208,661.08   \$     Idative Principal Balance   L13 + Prev L22   \$     Idative Principal Balance   L13 + Prev L23   \$     Idative Pr	Storm Damage Costs   Energy Delivery   \$ 243,462.95   \$ 500,341.98   Period Storm Damage Costs   Energy Delivery   \$ 243,462.95   \$ 500,341.98   \$ \$ 101   \$ \$ 243,462.95   \$ 500,341.98   \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Storm Damage Costs   Energy Delivery   \$ 243,462.95   \$ 500,341.98	Storm Damage Costs   Energy Delivery   S	Storm Damage Costs   Energy Delivery	Storm Damage Costs   Energy Delivery   S 243,462.95   S 500,341.98   S 5 500,341.98   S 743,804.93   S 743,804	Storm Damage Costs  Period Storm Damage Costs  Energy Delivery  Total Monthly Storm Damage Costs Alter Adj.  17 + 18    \$ 243,462.95   \$ 5003,41.98   \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Storm Damage Costs  Energy Delivery  Find Monthly Storm Damage Costs  Find Monthly Storm Damage Costs After Adj.  17 - 18	Storm Damage Costs  Front Municipal Storm Da	Som Damage Costs    See   See	Some Demage Costs    Energy Delivery	Priest Storm Damage Costs   Priest Storm Damage Costs

P. 5

# THE TOLEDO EDISON COMPANY (TE) Compute Storm Damage Deferral - Deferring Begins 1/23/2009 For the Year Ended December 31, 2023

e			Prior Yr	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
).	Description	Source	Balance	2023	2023	2023	2023	2023	2023	2023	2023	2023	2023	2023	2023	2023
	Revenues															
Storm Dama Prior Period	ge Revenues Revenue Adjustment	Sales Report		\$ - \$	- \$ -	- \$ -	- \$ -	- \$ -	-	\$						
Total Reven	ues Variance	L1 + L2		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
CAT Tax CAT Amount		Tax L3 x L4		0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600% -	0.2600%	0.2600%	0.2600%	
Reve	nues Excluding CAT	L3 - L5		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$		\$
	Costs	]														
	Storm Damage Costs	_														
Monthly Sto	rm Damage Costs	Energy Delivery		\$ (127,715.68) \$	193,927.54											\$ 66,2
Prior Period	Storm Damage Costs	Energy Delivery		-	-	-	-	-	-	-	-	-	-	-	-	
Tota	Monthly Storm Damage Costs After Adj.	L7 + L8		\$ (127,715.68) \$	193,927.54 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ 66,2
Cumulative '	TD Storm Damage Costs	L9 + Prev L10		\$ (127,715.68) \$	66,211.86 \$	66,211.86 \$	66,211.86 \$	66,211.86 \$	66,211.86 \$	66,211.86 \$	66,211.86 \$	66,211.86 \$	66,211.86 \$	66,211.86 \$	66,211.86	
	Baseline Amounts															
	line from Case No. 07-551-EL-AIR ed on Test Year - March 07 thru Feb 08)	D Rate Case		\$ 945,286.00												\$ 945,2
Monthly Bas	eline	L11/12		\$ 78,773.83 \$	78,773.83 \$	78,773.83 \$	78,773.83 \$	78,773.83 \$	78,773.83 \$	78,773.83 \$	78,773.83 \$	78,773.83 \$	78,773.83 \$	78,773.83 \$	78,773.83	\$ 945,2
Storm	Damage Costs Over/(Under) Baseline															
Baseline - Pr	incipal	L9 - L12		\$ (206,489.51) \$	115,153.71 \$	(78,773.83) \$	(78,773.83) \$	(78,773.83) \$	(78,773.83) \$	(78,773.83) \$	(78,773.83) \$	(78,773.83) \$	(78,773.83) \$	(78,773.83) \$	(78,773.83)	\$ (879,0
	Calculate Interest															
=	to Interest before Prior Period Adj. Interest Adjustment	L13/2 + Prev L23		\$ 25,082,141.24 \$	25,173,171.02 \$	25,328,554.73 \$	25,387,821.52 \$	25,447,411.32 \$	25,507,325.88 \$	25,567,566.98 \$	25,628,136.39 \$	25,689,035.90 \$	25,750,267.32 \$	25,811,832.45 \$	25,873,733.11	
	to Interest after Prior Period Adj.	L14 + L15		\$ 25,082,141.24 \$	25,173,171.02 \$	25,328,554.73 \$	25,387,821.52 \$	25,447,411.32 \$	25,507,325.88 \$	25,567,566.98 \$	25,628,136.39 \$	25,689,035.90 \$	25,750,267.32 \$	25,811,832.45 \$	25,873,733.11	
	ost of Long-Term Debt pedded Cost of Long-Term Debt	ESP IV 6/1/16 L17 /12		6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	6.5400% 0.5450%	
Mon	thly Interest	L16 x L18		\$ 136,697.67 \$	137,193.78 \$	138,040.62 \$	138,363.63 \$	138,688.39 \$	139,014.93 \$	139,343.24 \$	139,673.34 \$	140,005.25 \$	140,338.96 \$	140,674.49 \$	141,011.85	\$ 1,669,
Monthly Pri	ncipal & Interest	L13 + L19		\$ (69,791.84) \$	252,347.49 \$	59,266.79 \$	59,589.80 \$	59,914.56 \$	60,241.10 \$	60,569.41 \$	60,899.51 \$	61,231.42 \$	61,565.13 \$	61,900.66 \$	62,238.02	\$ 789,
	Principal Balance nterest Balance	L13 + Prev L21 L19 + Prev L22	\$ 13,397,699.9 11,787,686.0	. , ,							12,833,721.21 \$ 12,894,701.61			12,597,399.72 \$ 13,315,720.31	12,518,625.89 13,456,732.16	

Cleveland, Ohio P.U.C.O. No. 13 Page 1 of 1

# RIDER SCR Storm Cost Recovery Rider

### **APPLICABILITY:**

Applicable to any customer that takes electric service under the Company's rate schedules. The Storm Cost Recovery Rider ("SCR") charges will apply effective for service rendered beginning June 1, 2024. This Rider is not avoidable for customers who take electric generation service from a certified supplier.

# RATE:

X.XXXX¢
\$X.XXXX
\$X.XXXX
\$X.XXXX
\$X.XXXX
X.XXXX¢
X.XXXX¢
X.XXXX¢

# **RIDER UPDATES:**

The charges contained in this Rider shall be updated and reconciled on an annual basis. On or about May 1<sup>st</sup> each year, the Company will file with the PUCO a request for approval of the Rider charges which, unless otherwise ordered by the PUCO, shall become effective on a service rendered basis on June 1<sup>st</sup> of each year. 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.

Issued by: , President Effective: June 1, 2024

Ohio Edison Company Sheet 139

Akron, Ohio P.U.C.O. No. 11 Page 1 of 1

# RIDER SCR Storm Cost Recovery Rider

# **APPLICABILITY:**

Applicable to any customer that takes electric service under the Company's rate schedules. The Storm Cost Recovery Rider ("SCR") charges will apply effective for service rendered beginning June 1, 2024. This Rider is not avoidable for customers who take electric generation service from a certified supplier.

# RATE:

RS (all kWhs, per kWh)	X.XXXXc
GS (per kW of Billing Demand)	\$X.XXXX
GP (per kW of Billing Demand)	\$X.XXXX
GSU (per kW of Billing Demand)	\$X.XXXX
GT (per kVa of Billing Demand)	\$X.XXXX
STL (all kWhs, per kWh)	X.XXXXc
TRF (all kWhs, per kWh)	X.XXXXc
POL (all kWhs, per kWh)	$X.XXXX\phi$

# **RIDER UPDATES:**

The charges contained in this Rider shall be updated and reconciled on an annual basis. On or about May 1<sup>st</sup> each year, the Company will file with the PUCO a request for approval of the Rider charges which, unless otherwise ordered by the PUCO, shall become effective on a service rendered basis on June 1<sup>st</sup> of each year. 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.

The Public Utilities Commission of Ohio

Filed pursuant to Order dated [DATE] in Case No. 23-301-EL-SSO before

Toledo, Ohio P.U.C.O. No. 11 Page 1 of 1

Sheet 139

# RIDER SCR Storm Cost Recovery Rider

# **APPLICABILITY:**

Applicable to any customer that takes electric service under the Company's rate schedules. The Storm Cost Recovery Rider ("SCR") charges will apply effective for service rendered beginning June 1, 2024. This Rider is not avoidable for customers who take electric generation service from a certified supplier.

# RATE:

RS (all kWhs, per kWh)	X.XXXX¢
GS (per kW of Billing Demand)	\$X.XXXX
GP (per kW of Billing Demand)	\$X.XXXX
GSU (per kW of Billing Demand)	\$X.XXXX
GT (per kVa of Billing Demand)	\$X.XXXX
STL (all kWhs, per kWh)	X.XXXX¢
TRF (all kWhs, per kWh)	X.XXXX¢
POL (all kWhs, per kWh)	X.XXXX¢

# **RIDER UPDATES:**

The charges contained in this Rider shall be updated and reconciled on an annual basis. On or about May 1<sup>st</sup> each year, the Company will file with the PUCO a request for approval of the Rider charges which, unless otherwise ordered by the PUCO, shall become effective on a service rendered basis on June 1<sup>st</sup> of each year. 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.

The Public Utilities Commission of Ohio

Issued by: , President Effective: June 1, 2024

			Stor	m B	aseline					
OPCO	2016	2017	2018		2019	2020	2021	2022	Max 16-22	
OE	\$ 8,021,259	\$ 8,021,259	\$ 8,021,259	\$	8,021,259	\$ 8,021,259	\$ 8,021,259	\$ 8,021,259	\$ 8,021,259	
CEI	\$ 4,896,650	\$ 4,896,650	\$ 4,896,650	\$	4,896,650	\$ 4,896,650	\$ 4,896,650	\$ 4,896,650	\$ 4,896,650	
TE	\$ 945,286	\$ 945,286	\$ 945,286	\$	945,286	\$ 945,286	\$ 945,286	\$ 945,286	\$ 945,286	
Total	\$ 13,863,195	\$ 13,863,195	\$ 13,863,195	\$	13,863,195	\$ 13,863,195	\$ 13,863,195	\$ 13,863,195	\$ 13,863,195	
			Stor	m E	xpense					
OPCO	2016	2017	2018		2019	2020	2021	2022	Max 16-22	
OE	\$ 3,808,620	\$ 18,406,460	\$ 8,759,369	\$	16,168,884	\$ 24,122,780	\$ 5,726,249	\$ 12,785,329	\$ 24,122,780	
CEI	\$ 9,171,904	\$ 15,973,983	\$ 13,338,939	\$	21,693,926	\$ 18,710,837	\$ 20,400,035	\$ 7,383,772	\$ 21,693,926	
TE	\$ 590,403	\$ 2,384,975	\$ 312,206	\$	3,115,282	\$ 853,111	\$ 1,229,595	\$ 1,510,523	\$ 3,115,282	
Total	\$ 13,570,926	\$ 36,765,418	\$ 22,410,514	\$	40,978,092	\$ 43,686,728	\$ 27,355,878	\$ 21,679,624	\$ 48,931,988	
			Di	ffer	ence					
OPCO	2016	2017	2018		2019	2020	2021	2022	Max 16-22	Сар
OE	\$ (4,212,639)	\$ 10,385,201	\$ 738,110	\$	8,147,625	\$ 16,101,521	\$ (2,295,010)	\$ 4,764,070	\$ 16,101,521	\$ 16,000,000
CEI	\$ 4,275,254	\$ 11,077,333	\$ 8,442,289	\$	16,797,276	\$ 13,814,187	\$ 15,503,385	\$ 2,487,122	\$ 16,797,276	\$ 17,000,000
TE	\$ (354,883)	\$ 1,439,689	\$ (633,080)	\$	2,169,996	\$ (92,175)	\$ 284,309	\$ 565,237	\$ 2,169,996	\$ 2,000,000
Total	\$ (292,269)	\$ 22,902,223	\$ 8,547,319	\$	27,114,897	\$ 29,823,533	\$ 13,492,683	\$ 7,816,429	\$ 35,068,793	\$ 35,000,000

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

1 OHIO EDISON									
3 4 5 6		Demand Allocators (B)	Allocated Balance (C) = (A) * (B)	CAT Tax (D) = (C) * 0.26% / (1-0.26%)	Revenue Requirement (E) = (C) + (D)	NMB 1 Billing Units (F)	NMB 1 Rates (G) = (E) / (F)	NMB 2 Billing Units (H)	NMB 2 Rates (I) <sup>3</sup>
7 Revenue Requirement 8 (Before CAT Tax) 9 12 months ending 10 Mar-26 11 (A) 12 13 \$ 354,241,038 14 15	RS GS GP GSU GT TRF	49.88% 26.43% 9.28% 2.49% 11.89% 0.04%	\$ 176,678,585 \$ 93,620,923 \$ 32,857,644 \$ 8,813,585 \$ 42,131,421 \$ 138,881	\$ 460,562 \$ 244,049 \$ 85,653 \$ 22,975 \$ 109,827 \$ 362	\$ 177,139,147 \$ 93,864,972 \$ 32,943,296 \$ 8,836,560 \$ 42,241,248 \$ 139,243	9,325,788,604 kWh 22,495,831 kW 6,489,905 kW 2,349,908 kW 9,868,439 kVa 13,501,974 kWh	\$ 0.018995 per kWh \$ 4.1725 per kW \$ 5.0761 per kW \$ 3.7604 per kW \$ 4.2804 per kVa \$ 0.010313 per kWh	1,276,105 NSPL 451,969 NSPL 127,098 NSPL 589,194 NSPL	\$6.1096 per NSPL \$6.1096 per NSPL \$6.1096 per NSPL \$6.1096 per NSPL
16 17 <b>CLEVELAND ELECTRIC II</b> 18	LUMINATING	COMPANY							
19 20 21 22		Demand Allocators (B)	Allocated Balance (C) = (A) * (B)	CAT Tax (D) = (C) * 0.26% / (1-0.26%)	Revenue Requirement (E) = (C) + (D)	Billing Units (F)	NMB 1 Rates (G) = (E) / (F)	Billing Units (H)	NMB 2 Rates (I) <sup>3</sup>
23 Revenue Requirement (24 (Before CAT Tax) 25 12 months ending 26 Mar-26 27 (A) 28 29 \$ 297,879,861 30 31	RS GS GP GSU GT TRF	40.91% 35.04% 2.38% 15.23% 6.38% 0.06%	\$ 121,867,874 \$ 104,372,739 \$ 7,090,775 \$ 45,371,495 \$ 19,005,802 \$ 171,176	\$ 317,682 \$ 272,077 \$ 18,484 \$ 118,273 \$ 49,544 \$ 446	\$ 122,185,556 \$ 104,644,815 \$ 7,109,259 \$ 45,489,768 \$ 19,055,346 \$ 171,623	5,576,578,788 kWh 19,391,958 kW 1,179,978 kW 7,727,718 kW 7,145,997 kVa 16,247,856 kWh	\$ 0.021910 per kWh \$ 5.3963 per kW \$ 6.0249 per kW \$ 5.8866 per kW \$ 2.6666 per kVa \$ 0.010563 per kWh	1,367,588 NSPL 103,080 NSPL 612,680 NSPL 191,095 NSPL	\$6.1096 per NSPL \$6.1096 per NSPL \$6.1096 per NSPL \$6.1096 per NSPL
32 33 <b>TOLEDO EDISON</b> 34									
35 36 37 38		Demand Allocators (B)	Allocated Balance (C) = (A) * (B)	CAT Tax (D) = (C) * 0.26% / (1-0.26%)	Revenue Requirement (E) = (C) + (D)	Billing Units (F)	NMB 1 Rates (G) = (E) / (F)	Billing Units (H)	NMB 2 Rates (I) <sup>3</sup>
39 Revenue Requirement 40 (Before CAT Tax) 41 12 months ending 42 Mar-26 43 (A) 44 (A) 45 \$ 147,607,605	RS GS GP GSU GT TRF	34.36% 18.89% 9.56% 0.70% 36.48% 0.01%	\$ 50,712,471 \$ 27,879,953 \$ 14,114,486 \$ 1,039,539 \$ 53,841,758 \$ 19,399	\$ 132,196 \$ 72,677 \$ 36,793 \$ 2,710 \$ 140,353 \$ 51	\$ 50,844,667 \$ 27,952,630 \$ 14,151,279 \$ 1,042,249 \$ 53,982,111 \$ 19,449	2,529,740,389 kWh 6,648,318 kW 2,806,669 kW 236,216 kW 11,531,724 kVa 1,996,227 kWh	\$ 0.020099 per kWh \$ 4.2045 per kW \$ 5.0420 per kW \$ 4.4123 per kW \$ 4.6812 per kVa \$ 0.009743 per kWh	321,812 NSPL 316,200 NSPL 11,527 NSPL 787,478 NSPL	\$6.1096 per NSPL \$6.1096 per NSPL \$6.1096 per NSPL \$6.1096 per NSPL

# 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 (I): Per NSPL Rate = Total allocated revenue requirement for commercial and industrial rate classes (GS, GP, GSU, GT) / Total NSPL for commercial and industrial rates / 12

Case No. 23-301-EL-SSO Ohio Edison Company The Cleveland Electric Illuminating Company The Toledo Edison Company Attachment JL-4 Exhibit A Page 2 of 5

# DEMAND ALLOCATORS EXCLUDING EXPECTED PILOT PARTICIPANTS

LINE NO.	RATE CODE / COMPANY (A)	JUNE PEAK kW (B)	JULY PEAK kW (C)	AUGUST PEAK kW (D)	SEPTEMBER PEAK kW (E)	AVERAGE PEAK kW (F)=SUM(B:E)/4	DEMAND ALLOCATION FACTORS (G)
2	OE						
3	RS	2,498,655	2,098,203	2,478,911	1,768,280	2,211,012	49.88%
4	GS	1,423,222	1,221,564	1,086,518	955,106	1,171,602	26.43%
5	GP	455,582	427,912	398,327	362,945	411,191	9.28%
6	GSU	131,200	112,351	104,746	92,885	110,296	2.49%
7	GT	515,768	489,667	521,178	582,370	527,246	11.89%
8	Lighting*	1,842	1,711	1,778	1,623	1,738	0.04%
9	TŎTAĽ	5,026,268	4,351,408	4,591,458	3,763,211	4,433,085	100.00%
10							
11	CEI						
12	RS	1,612,552	1,390,832	1,580,812	1,020,220	1,401,104	40.91%
13	GS	1,358,164	1,377,630	1,160,355	903,706	1,199,964	35.04%
14	GP	98,929	84,569	76,218	66,370	81,522	2.38%
15	GSU	581,028	540,284	493,947	471,269	521,632	15.23%
16	GT	258,189	172,889	251,384	191,569	218,508	6.38%
17	Lighting*	2,038	1,925	1,931	1,977	1,968	0.06%
18	TOTAL	3,910,900	3,568,129	3,564,647	2,655,111	3,424,698	100.00%
19							
20	TE						
21	RS	726,205	674,393	575,918	533,107	627,406	34.36%
22	GS	413,648	384,321	287,562	294,174	344,926	18.89%
23	GP	191,746	181,153	162,275	163,313	174,622	9.56%
24	GSU	9,324	13,740	13,605	14,773	12,861	0.70%
25	GT	674,408	641,772	664,823	683,479	666,121	36.48%
26	Lighting*	241	237	238	246	240	0.01%
27	TOTAL	2,015,573	1,895,616	1,704,420	1,689,092	1,826,176	100.00%
					·		

# Note(s):

<sup>1 - \*</sup> Solely TRF contributes to the coincident peak
2 - Demand Allocation Factors based on 2022 Coincident Peaks

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

LStillated Nidel Nills	<u> Ехропосо</u>	<u> </u>	Appendig 1 Hot 1	artioipanto (April 2	indicit 2020)	<u>-</u>									
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	\$ 26,070,751				. <del></del>				\$ 26,939,776	. <del></del>	. <del></del>	. <del></del>	
2	CE	507003	\$ 21,441,360	\$ 22,156,072	\$ 21,441,360	22,156,072	\$ 22,156,072	\$ 21,441,360	\$ 22,156,072	\$ 21,441,360	\$ 22,156,072	\$ 23,706,997	21,412,772	3 23,706,997 \$	265,372,567
3	TE	507003	\$ 10,883,598			11,246,385	, -,	. , ,	. , ,	. , ,	\$ 11,246,385	, ,	, ,		
4	Total		\$ 58,395,709	\$ 60,342,233	\$ 58,395,709	60,342,233	\$ 60,342,233	\$ 58,395,709	\$ 60,342,233	\$ 58,395,709	\$ 60,342,233	64,566,189	5 58,317,849	64,566,189 \$	722,744,231
5	OF	507405	¢ 000.000	Ф 000,000	t 000 000 d	000,000	ф <u>000</u> 000	Φ 000 000	Ф 020.000	¢ 000.000	ф <u>000</u> 000 (	000 000 1	0.40.000 (	000 000 A	40.074.000
<ul><li>6 PJM Ancillaries - Sch</li><li>7 2 Reactive</li></ul>	OE CE	507105 507105	\$ 902,000 \$ 742,000			932,000 5 766,000 5		\$ 902,000 \$ 742,000		\$ 902,000 \$ 742,000	\$ 932,000 \$ \$ 766,000 \$			, .	10,974,000 9,022,000
8	TE	507105	\$ 376,000			389,000	\$ 760,000	\$ 742,000	\$ 700,000	\$ 376,000	\$ 389,000	389,000	351,000	,	4,578,000
9	Total	007 100	\$ 2,020,000			,			\$ 2,087,000	\$ 2,020,000	\$ 2,087,000	2,087,000	,		
10			, , ,	. , ,		. , ,	. , ,	. , ,	. , ,	. , ,		. , ,		, , ,	, ,
11 Schedule 1A -	OE	507502	\$ 196,000									\$ 203,000			2,388,000
12 Scheduling and	CE	507502	\$ 162,000												
13 Dispatch	TE	507502	\$ 82,000			•	· · · · · · · · · · · · · · · · · · ·	\$ 82,000		\$ 82,000		•	,		
14 15	Total		\$ 440,000	\$ 455,000	\$ 440,000	455,000	\$ 455,000	\$ 440,000	\$ 455,000	\$ 440,000	\$ 455,000	455,000	411,000	455,000 \$	5,356,000
16 Legacy RTEP	OE	507510	\$ 455,482	\$ 470,665	\$ 455,482	470,665	\$ 470,665	\$ 455,482	\$ 470,665	\$ 455,482	\$ 470,665	470,665	425,117	470,665 \$	5,541,700
17 Expenses	CE	507510	\$ 374,602					\$ 374,602		\$ 374,602					
18	TE	507510	\$ 190,147				\$ 196,486	\$ 190,147		\$ 190,147		196,486			
19	Total		\$ 1,020,232	\$ 1,054,239	\$ 1,020,232	1,054,239	\$ 1,054,239	\$ 1,020,232	\$ 1,054,239	\$ 1,020,232	\$ 1,054,239	1,054,239	952,216	1,054,239 \$	12,412,820
20	0=		<b>.</b>				<b>.</b>	<b>.</b>	<b>*</b> 4000 405	<b>4</b> 4 000 <b>5</b> 4 <b>5</b>	<b>*</b> 4000405				40.005.054
21 Non-Legacy RTEP	OE	507509	\$ 1,638,547			, ,	, , , , , , , , ,	+ 1,000,011	\$ 1,693,165	\$ 1,638,547		, , , ,	,,	, ,	
22 Expenses 23	CE TE	507509 507509	\$ 1,347,589 \$ 684,034	. , ,		, , , , , , , , , , , , , , , , , , , ,	, , , , , , , , , ,	,,	, , , , , , , , , , , , , , , , , , , ,	, , , , , , , , , , , , , , , , , , , ,	\$ 1,392,509 \$ \$ 706,835 \$	. ''		, , ,	
24	Total	307309	\$ 3,670,170								\$ 3,792,509	3,792,509			<del> </del>
25	, otal		Ψ 0,0.0,	φ σ,. σ2,σσσ	φ 0,0.0,0	0,102,000	φ 0,: 02,000	Ψ 0,070,170	φ 0,102,000	Ψ 0,010,110	Ψ 0,. 02,000 (	0,7.02,000	0,120,102	σ,: σ2,σσσ φ	,000,101
26 Generation	OE	507007	\$ -	\$ -	\$ - 9	- :	\$ -	\$ -	\$ -	\$ -	\$ - 9	- 9	- \$	- \$	-
27 Deactivation Charges	CE	507007	\$ -	\$ -	\$ - 9	- :	\$ -	\$ -	\$ -	\$ -	\$ - 9	- 9	- 9	5 - \$	-
28	TE	507007	\$ -	\$ -	\$ - 9	- :	\$ -	\$ -	\$ -	\$ -	\$ - 9	- 9	- 9	5 - \$	
29 30	Total		\$ -	\$ -	\$ - 9	- :	\$ -	\$ -	\$ -	\$ -	\$ - 5	- 9	- 9	5 - \$	-
31 PJM Customer	OE	506510	\$ -	\$ -	\$ - 9		\$ -	\$ -	\$ -	\$ -	\$ - 9	- 4		s - \$	_
32 Default	CE	506510	\$ -	\$ -	\$ - 9	-	\$ -	\$ -	\$ -	\$ -	\$ - 9	5 - 9	- 9	·	_
33	TE	506510	\$ -	\$ -	, \$ - 9	- :	\$ -	\$ -	\$ -	\$ -	\$ - 9	- 9	- 9	5 - \$	-
34	Total		\$ -	\$ -	\$ - 9	- :	\$ -	\$ -	\$ -	\$ -	\$ - \$	- 9	- 9	5 - \$	-
35															
36 Meter Correction	OE	506012	\$ -	\$ -	5 - 9	5 -	\$ -	\$ -	\$ -	\$ -	\$ - \$	5 - 9	5 - \$	5 - \$	-
37 38	CE TE	506012 506012	\$ - \$ -	\$ - ; \$ -	р - ц \$ _ ф	- ; : - ;	Ф - \$ _	ቅ - ቄ -	ф - \$ _	\$ - \$ -	ф - 3 \$ _ 0	) - J	- 1	· - Þ	
39	Total	300012	\$ -	\$ -	5 - 9	6 -	\$ -	\$ -	\$ -	\$ -	\$ - 9	- 9 6 - 9	5 - 9	S - \$	
40			•	·	•		•	•	•	•				•	
41 Emergency Energy	OE	506013	\$ -	\$ -	\$ - 9	- :	\$ -	\$ -	\$ -	\$ -	\$ - 9	- 9	- 9	5 - \$	-
42	CE	506013	\$ -	\$ -	\$ - \$	- :	\$ -	\$ -	\$ -	\$ -	\$ - \$	- 9	- \$	5 - \$	-
43	TE	506013	\$ -	\$ -	5 - 9	5 -	\$ - •	<del>\$ -</del>	\$ -	\$ -	\$ - 5	5 - 9	5 - 9	5 - \$	
44 45	Total		ъ -	\$ -	\$ - 9	- :	Φ -	\$ -	\$ -	\$ -	\$ - 9	- 9	- 9	- \$	-
46 Balancing Operating	OE	507008	\$ 267,000	\$ 267,000	\$ 267,000 \$	267,000	\$ 267,000	\$ 267,000	\$ 267,000	\$ 267,000	\$ 267,000 \$	267,000	267,000	267,000 \$	3,204,000
47 Reserves, Balancing	CE	507008	\$ 200,000												
48 Operating Reserve for	TE	507008	\$ 125,000	\$ 125,000	\$ 125,000			\$ 125,000			\$ 125,000 \$				
49 Load Response and	Total		\$ 592,000	\$ 592,000	\$ 592,000	592,000	\$ 592,000	\$ 592,000	\$ 592,000	\$ 592,000	\$ 592,000	592,000	592,000	592,000 \$	7,104,000
50	05	F70000	•	Φ.	Φ	<b>.</b>	Φ	Φ.	Φ.	•	Φ	<b>.</b>		· •	
<ul><li>51 Planning Period</li><li>52 Congestion Uplift</li></ul>	OE CE	570039 570039	\$ - \$ -	\$ - \$ -	ф - 3 ¢ _ 0	• - :	\$ - \$ -	ф <del>-</del> Ф <u>-</u>	ቅ - ¢ _	\$ - ¢ _	\$ - 3	) - 3	- 9	) - \$ : _ \$	-
53	TE	570039	\$ -	\$ -	р - 9 \$ - 9	- :	φ - \$ -	\$ -	\$ -	\$ -	\$ - 9	- S	- 9	, - φ S - \$	- -
54	Total	0.000	\$ -	\$ -	\$ - 9	5 -	Ψ	\$ -	\$ -	\$ -	\$ - 3	,		5 - \$	-
55															
56 Total NMB Expense	OE		\$ 29,529,780	, ,	. , ,	, ,	, ,		, , ,	+ -,,	, ,	32,391,390			, ,
57	CE		\$ 24,267,552	. , ,		25,068,670		, - ,	, -,,-	\$ 24,267,552		,_,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	, ,		
58 59	TE Total		\$ 12,340,780			, -,	+ , -,	, ,,	÷ :=,: :=,: ==	, , , , , , , , ,	, -,	13,535,953 § 72,546,938 §		3 13,535,953 \$ 5 72,546,938 \$	
60	i Ulai		ψ 00,130,111	ψ 00,322,902	\$ 66,138,111	y 00,022, <del>3</del> 02 (	\$ 68,322,982	\$ 66,138,111	\$ 68,322,982	\$ 66,138,111	\$ 68,322,982	72,546,938	, 00,000,007 1	5 72,546,938 \$	010,044,700
61 Estimated Under /	OE													\$	(10,471,307)
62 (Over) Collection as	CE													\$	(1,836,037)
63 of March 31, 2025	TE													\$	(4,808,939)
64	Total													\$	(17,116,283)
65 66 Pidor NMP Povenue	OE													\$	354,241,038
<ul><li>66 Rider NMB Revenue</li><li>67 Requirement (Before</li></ul>	CE													Φ 2	297,879,861
68 Typical Bill Adj. and	TE													\$	
69 CAT Tax)	Total													\$	
•															

Case No. 23-301-EL-SSO
Ohio Edison Company
The Cleveland Electric Illuminating Company
The Toledo Edison Company

Attachment JL-4 Exhibit A Page 4 of 5

# Forecasted Billing Units (April 2025 - March 2026)

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

# Note(s):

1 - Source: Forecast as of December 2022

2 - \* LTG includes Traffic Lighting only

Case No. 23-301-EL-SSO
Ohio Edison Company
The Cleveland Electric Illuminating Company
The Toledo Edison Company

Attachment JL-4 Exhibit A Page 5 of 5

# **2023 NSPL**

Line	•	OE	CE	TE
1	Total EDC NSPL	4,776,700	3,928,500	1,994,100
2				
3	GS	1,276,105	1,367,588	321,812
4	GP	451,969	103,080	316,200
5	GSU	127,098	612,680	11,527
6	GT	589,194	191,095	787,478
7				

# Note(s):

1 - Line 1: Allocated 2023 Ohio Retail NSPL in hourly kW

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

Description	Source	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2022	Dec 2022	YTD 2022
Beginning Balance - Regulatory Asset/(Liability) 182155		\$ (33,130,290) \$	(42,482,842) \$	(49,738,511) \$	(43,354,634) \$	(37,470,650) \$	(30,783,039) \$	(28,541,897) \$	(28,432,800) \$	(26,829,935) \$	(22,934,559) \$	(15,307,749) \$	(11,869,554)	
Revenues Non-Market Based Rider (NMB) Revenues		\$ 41,101,188 \$	36,249,797 \$	26,399,053 \$	25,532,866 \$	25,270,040 \$	29,117,634 \$	32,199,440 \$	30,716,327 \$	27,724,099 \$	24,775,881 \$	27,119,129 \$	30,113,683	\$ 356,31
Total Adjusted NMB Revenues		\$ 41,101,188 \$	36,249,797 \$	26,399,053 \$	25,532,866 \$	25,270,040 \$	29,117,634 \$	32,199,440 \$	30,716,327 \$	27,724,099 \$	24,775,881 \$	27,119,129 \$	30,113,683	\$ 356,31
Monthly CAT Amount		\$ 106,863 \$	94,249 \$	68,638 \$	66,385 \$	65,702 \$	75,706 \$	83,719 \$	79,862 \$	72,083 \$	64,417 \$	70,510 \$	78,296	
Total Adjusted CAT Amount		\$ 106,863 \$	94,249 \$	68,638 \$	66,385 \$	65,702 \$	75,706 \$	83,719 \$	79,862 \$	72,083 \$	64,417 \$	70,510 \$	78,296	\$ 92
NMB Revenues Excluding CAT	L3 - L5	\$ 40,994,325 \$	36,155,547 \$	26,330,416 \$	25,466,480 \$	25,204,337 \$	29,041,928 \$	32,115,721 \$	30,636,465 \$	27,652,017 \$	24,711,463 \$	27,048,619 \$	30,035,388	\$ 355,39
NMB Revenue Associated with amortization of Legacy RTEP expenses	16 17	\$ 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	07.040.640	20.025.200	\$ 11,69
Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses  NITS & Other FERC/RTO Expenses:	L6 - L7	\$ 39,824,798 \$	34,986,020 \$	25,160,889 \$	24,296,953 \$	24,034,810 \$	27,872,401 \$	30,946,194 \$	29,466,937 \$	26,482,489 \$	23,541,936 \$	27,048,619 \$	30,035,388	\$ 343,69
NITS Expenses (507003) PJM Integration Costs - exclude from NITS Expenses	(507003)	\$ 27,499,367 \$ \$ (2,475) \$	24,860,719 \$ (2,483) \$	27,543,624 \$ (2,475) \$	26,642,475 \$ (2,478) \$	27,563,792 \$ (2,475) \$	26,682,040 \$ (2,478) \$	27,567,377 \$ (2,475) \$	27,592,481 \$ (2,475) \$	27,056,457 \$ (2,478) \$	27,861,296 \$ (2,475) \$	26,905,286 \$ (2,478) \$	27,802,518 (2,475)	\$ 325,57 \$ (2
MISO Exit Fees - exclude from NITS Expense		\$ (27,347) \$	(27,433) \$	(27,347) \$	(27,375) \$	(27,347) \$	(27,375) \$	(27,347) \$	(27,347) \$	(27,375) \$	(27,347) \$	(27,375) \$	(27,347)	\$ (3)
Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)	\$ 783,221 \$	789,018 \$	1,900,750 \$	999,489 \$	948,629 \$	960,613 \$	962,575 \$	864,898 \$	922,350 \$	927,705 \$	927,256 \$	916,754	\$ 11,90
Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	,													
(507502)	(507502)	\$ 220,581 \$	191,492 \$	89,115 \$	340,920 \$	84,011 \$	135,460 \$	283,990 \$	222,733 \$	187,954 \$	139,334 \$	163,751 \$	194,453	\$ 2,2
Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP)	(00:00=)	Ţ <u>==0,00</u> : Ţ	,	σσ, σ τ	0.0,0 <u>=</u> 0	σ .,σ · · · · · · ·	.00,.00 \$	200,000 4	,· • • • •	.0.,00. •	.00,00.	του,	,	¥ –,–
Expenses (507513)	(507513)	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
PJM Integration Expenses (507514)	(507514)	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
MISO Exit Fee Expenses (507515)	(507515)	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	\$ 405,814 \$	406,405 \$	406,576 \$	406,459 \$	406,939 \$	340,920 \$	340,638 \$	341,062 \$	345,533 \$	344,660 \$	343,464 \$	343,643	\$ 4,4
Non-Legacy RTEP Expenses (507509)	(507509)	\$ 1,792,125 \$	1,799,475 \$	1,797,453 \$	1,797,031 \$	1,799,158 \$	1,860,596 \$	1,862,565 \$	1,864,886 \$	1,889,331 \$	1,884,557 \$	1,878,021 \$	1,878,996	\$ 22,1
Generation Deactivation Charges (507007)  Meter Correction (506012)	(507007) (506012)	\$ - \$ \$ (70,248) \$	- \$ (203,234) \$	- \$ 8,858 \$	- \$ 96,331 \$	- \$ (31,121) \$	- \$ (133) \$	- \$ (12,842) \$	- \$ (146,694) \$	- \$ (18,964) \$	- \$ 13,350 \$	- \$ 5,663 \$	- (2,986)	\$ \$ (3
Emergency Energy (506013)	(506012)	\$ (70,248) \$ \$ - \$	(203,234) Þ - \$	6,656 \$ - \$	эυ,ээт ф - \$	(31,141 <i>)</i> \$	(133) Þ - \$	(12,842) \$	(140,034) \$ - \$	(10, <del>304)</del> \$ - \$	13,350 \$	J,003 \$ _ \$	(∠,900 <i>)</i> -	ψ (3 \$
Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	(555515)	Ψ - Ψ	- ψ	- ψ	- ψ	- ψ	- ψ	- ψ	- ψ	- ψ	- ψ	- ψ	_	Ψ
(507008)	(507008)	\$ 76,694 \$	167,012 \$	81,201 \$	147,735 \$	166,321 \$	325,122 \$	235,645 \$	510,439 \$	160,296 \$	131,593 \$	367,083 \$	149,136	\$ 2,5
Planning Period Congestion Uplift (570039)	(570039)	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- -	\$
PJM Customer Default (506510)	(506510)	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
Total NITS & Other FERC/RTO Expenses		\$ 30,677,732 \$	27,980,971 \$	31,797,755 \$	30,400,587 \$	30,907,907 \$	30,274,764 \$	31,210,126 \$	31,219,984 \$	30,513,105 \$	31,272,673 \$	30,560,671 \$	31,252,692	\$ 368,0
Prior Period NITS & Other FERC/RTO Expense Adjustments:			_			_	_	_		_	_			_
NITS Expenses		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
PJM Integration Costs - exclude from NITS Expenses		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	<b>\$</b>
MISO Exit Fees - exclude from NITS Expense Load Reconciliation for Reactive Services/Sch. 2		φ - φ ¢ - ¢	- Þ	- ф - ¢	- ф _ ¢	- Þ	- ф - ¢	- ֆ - ¢	- ֆ - ¢	- ф _ ¢	- Þ	- Þ	- -	Φ ¢
Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- -	\$
MTEP Expenses		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
PJM Integration Expenses		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
MISO Exit Fee Expenses		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
Legacy RTEP Expenses		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
Non-Legacy RTEP Expenses		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
Generation Deactivation Charges		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
Meter Correction		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
Emergency Energy  Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		<b>Ъ</b> - Ъ	- \$	- \$	- Þ	- \$	- \$	- \$	- 5	- ⊅	- \$	- \$	-	Ф
Planning Period Congestion Uplift		\$ - \$ \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	- -	\$ \$				
PJM Customer Default		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
Total Prior Period NITS & Other FERC/RTO Expense Adjustments		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
Adjusted NITS & Other FERC/RTO Expenses:														
NITS Expenses	L9 + L26	\$ 27,499,367 \$	24,860,719 \$	27,543,624 \$	26,642,475 \$	27,563,792 \$	26,682,040 \$	27,567,377 \$	27,592,481 \$	27,056,457 \$	27,861,296 \$	26,905,286 \$	27,802,518	\$ 325,
PJM Integration Costs - exclude from NITS Expenses MISO Exit Fees - exclude from NITS Expense	L10 + L27 L11 + L28	\$ (2,475) \$ \$ (27,347) \$	(2,483) \$ (27,433) \$	(2,475) \$	(2,478) \$	(2,475) \$	(2,478) \$ (27,375) \$	(2,475) \$ (27,347) \$	(2,475) \$ (27,347) \$	(2,478) \$	(2,475) \$	(2,478) \$ (27,375) \$	(2,475) (27,347)	\$ \$ (
Load Reconciliation for Reactive Services/Sch. 2	L11 + L28 L12 + L29	\$ (27,347) \$ \$ 783,221 \$	(27,433) \$ 789,018 \$	(27,347) \$ 1,900,750 \$	(27,375) \$ 999,489 \$	(27,347) \$ 948,629 \$	(27,375) \$ 960,613 \$	(27,347) \$ 962,575 \$	(27,347) \$ 864,898 \$	(27,375) \$ 922,350 \$	(27,347) \$ 927,705 \$	(27,375) \$ 927,256 \$	(27,347) 916,754	\$ ( \$ 11,
Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30	\$ 220,581 \$	191,492 \$	89,115 \$	340,920 \$	84,011 \$	135,460 \$	283,990 \$	222,733 \$	187,954 \$	139,334 \$	163,751 \$	194,453	\$ 2,
MTEP Expenses	L14 + L31	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
PJM Integration Expenses	L15 + L32	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
MISO Exit Fee Expenses	L16 + L33	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
Legacy RTEP Expenses	L17 + L34	\$ 405,814 \$	406,405 \$	406,576 \$	406,459 \$	406,939 \$	340,920 \$	340,638 \$	341,062 \$	345,533 \$	344,660 \$	343,464 \$	343,643	\$ 4,
Non-Legacy RTEP Expenses	L18 + L35	\$ 1,792,125 \$	1,799,475 \$	1,797,453 \$	1,797,031 \$	1,799,158 \$	1,860,596 \$	1,862,565 \$	1,864,886 \$	1,889,331 \$	1,884,557 \$	1,878,021 \$	1,878,996	\$ 22,
Generation Deactivation Charges  Meter Correction	L19 + L36 L20 + L37	\$ - \$ \$ (70,248) \$	- \$ (203,234) \$	- \$ 8,858 \$	- \$ 96,331 \$	- \$ (31,121) \$	- \$ (133) \$	- \$ (12,842) \$	- \$ (146,694) \$	- \$ (18,964) \$	- \$ 13,350 \$	- \$ 5,663 \$	- (2,986)	\$ \$ (
Emergency Energy	L21 + L38	\$ (70,240) \$	(203,234) \$	- \$	- \$	(31,121) \$	- \$	(12,042) \$	(140,094) \$	(18,904) \$	- \$	- \$	(2,900)	\$
Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39	\$ 76,694 \$	167,012 \$	81,201 \$	147,735 \$	166,321 \$	325,122 \$	235,645 \$	510,439 \$	160,296 \$	131,593 \$	367,083 \$	149,136	\$ 2
raiancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39 L23 + L40	\$ - \$	107,012 \$	υι, <b>∠</b> υι φ _ \$	1 <del>-</del> 17,133 φ	100,321 \$ \$	υΖυ, 1ΖΖ φ _ \$	200,040 \$ - \$	510,408 \$ _ \$	100,2 <del>9</del> 0 \$	101,090 \$	JU1,UUJ \$	1 <del>4</del> 3, 130 -	ψ ∠ \$
PJM Customer Default	L24 + L41	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$
Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43- L58)	\$ 30,677,732 \$	27,980,971 \$	31,797,755 \$	30,400,587 \$	30,907,907 \$	30,274,764 \$	31,210,126 \$	31,219,984 \$	30,513,105 \$	31,272,673 \$	30,560,671 \$	31,252,692	\$ 368,
Recoverable NITS & Other FERC/RTO Expenses:	l '	-	, ,	, , ,			, , ,	-	, ,		, , , , , , , , , , , , , , , , , , , ,	·		
otal Adjusted Rider NMB Monthly Recoverable Expenses	L59	\$ 30,677,732 \$	27,980,971 \$	31,797,755 \$	30,400,587 \$	30,907,907 \$	30,274,764 \$	31,210,126 \$	31,219,984 \$	30,513,105 \$	31,272,673 \$	30,560,671 \$	31,252,692	\$ 368
Monthly Principal Over/(Under)	L60 - L8	\$ (9,147,066) \$	(7,005,049) \$	6,636,866 \$	6,103,634 \$	6,873,097 \$	2,402,363 \$	263,931 \$	1,753,046 \$	4,030,616 \$	7,730,737 \$	3,512,052 \$	1,217,304	\$ 24
Calculate Interest		ф (07 700 000) ф	(AE 00E 000)	(40,400,070)	(40,000,047) *	(04.004.400)	(00 504 050) *	(00.400.004) *	(07.550.037) *	(04.044.00=) *	(40,000,400)	(40 FE4 700)	(44,000,000)	φ /2=2
Balance Subject to Interest		\$ (37,703,823) \$	(45,985,366) \$	·	·	(34,034,102) \$	(29,581,858) \$	(28,409,931) \$	(27,556,277) \$	`	(19,069,190) \$	(13,551,723) \$	(11,260,902)	\$ (358
Prio Period Interest Adjustment Monthly Interest Over/(Under)		\$ - \$ \$ (205,486) \$	(250,620) \$	(252,989) \$	- \$ (219,650) \$	- \$ (185,486) \$	- \$ (161,221) \$	- \$ (154,834) \$	- \$ (150,182) \$	- \$ (135,240) \$	- \$ (103,927) \$	(73,857) \$	(61,372)	Φ \$ /4
Monthly Deferral Over/(Under)		\$ (205,486) \$ 9,352,552 \$	7,255,669 \$	(6,383,877) \$	(5,883,984) \$	(6,687,611) \$	(2,241,142) \$	(154,834) \$	(1,602,865) \$	(3,895,376) \$	(7,626,810) \$	(3,438,195) \$	(1,155,932)	\$ (1, \$ (22,
Cumulative NMB Principal Balance		\$ (46,379,185) \$	(53,384,234) \$	(46,747,368) \$	(40,643,733) \$	(33,770,636) \$	(31,368,273) \$	(31,104,342) \$	(29,351,295) \$	(25,320,679) \$	(17,589,942) \$	( , , , , ,	(12,860,586)	ψ (∠∠,
		\$ 3,896,343 \$	3,645,723 \$	3,392,733 \$	3,173,083 \$	2,987,597 \$	2,826,376 \$	2,671,542 \$	2,521,360 \$	2,386,120 \$	2,282,193 \$	2,208,336 \$	2,146,965	
Cumulative NMB Interest Balance		\$ 0.090.040 a	J,U4J./ZJ in	J,JYZ./ JJ J	J, 17 J, UGJ - in	2,001.001	Z,0Z0.010 W	Z,011.07Z W	Z,JZ 1.JUU iii	Z,300.1ZU in	Z,Z0Z.195 in	Z,ZUO.330 in	2,140.900	

# THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI) Compute Deferred Non-Market Based Service Rider (NMB) - Deferring Began 6/1/2011 For the Year Ended December 31, 2022

Line No. Description	Source	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2022	Dec 2022	YTD 2022
1 Beginning Balance - Regulatory Asset/(Liability) 182155		\$ (29,795,263) \$	(34,393,509) \$	(37,867,224) \$	(33,379,841) \$	(28,832,094) \$	(24,327,845) \$	(23,092,451) \$	(23,073,953) \$	(23,018,773) \$	(19,751,022) \$	(14,150,956) \$	(11,334,268)	
Revenues 2 Non-Market Based Rider (NMB) Revenues		\$ 28,297,890 \$	25,122,191 \$	19,929,345 \$	18,842,601 \$	19,283,653 \$	22.093.390 \$	24,016,704 \$	23,902,076 \$	20,182,771 \$	18,676,484 \$	20,437,780 \$	21,445,756	\$ 262,230,640
3 Total Adjusted NMB Revenues		\$ 28,297,890 \$	25,122,191 \$	19,929,345 \$	18,842,601 \$	19,283,653 \$	22,093,390 \$	24,016,704 \$	23,902,076 \$	20,182,771 \$	18,676,484 \$	20,437,780 \$	21,445,756	\$ 262,230,640
4 Monthly CAT Amount		\$ 73,575 \$	65,318 \$	51,816 \$	48,991 \$	50,138 \$	57,443 \$	62,443 \$	62,145 \$	52,475 \$	48,559 \$	53,138 \$	55,759	
5 Total Adjusted CAT Amount 6 NMB Revenues Excluding CAT	L3 - L5	\$ 73,575 \$ \$ 28,224,316 \$	65,318 \$ 25,056,874 \$	51,816 \$ 19,877,529 \$	48,991 \$ 18,793,610 \$	50,138 \$ 19,233,515 \$	57,443 \$ 22,035,948 \$	62,443 \$ 23,954,260 \$	62,145 \$ 23,839,931 \$	52,475 \$ 20,130,296 \$	48,559 \$ 18,627,925 \$	53,138 \$ 20,384,642 \$	55,759 21,389,997	\$ 681,800
7 NMB Revenue Associated with amortization of Legacy RTEP expenses	L3 - L5	\$ 900,652 \$	900,652 \$	900,652 \$	900,652 \$	900,652 \$	900,652 \$	900,652 \$	900,652 \$	900,652 \$	900,652	20,364,642 \$	21,369,991	\$ 261,548,847 \$ 9,006,517
8 Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses  NITS & Other FERC/RTO Expenses:	L6 - L7	\$ 27,323,664 \$	24,156,222 \$	18,976,877 \$	17,892,958 \$	18,332,863 \$	21,135,296 \$	23,053,609 \$	22,939,279 \$	19,229,644 \$	17,727,274 \$	20,384,642 \$	21,389,997	\$ 252,542,323
9 NITS Expenses (507003)	(507003)	\$ 20,531,057 \$	18,543,356 \$	20,527,577 \$	19,878,915 \$	20,536,830 \$	19,916,024 \$	20,545,070 \$	20,545,679 \$	20,023,823 \$	20,839,541 \$	20,364,676 \$		\$ 243,208,476
<ul> <li>10 PJM Integration Costs - exclude from NITS Expenses</li> <li>11 MISO Exit Fees - exclude from NITS Expense</li> </ul>		\$ (1,851) \$ \$ (20,449) \$	(1,859) \$ (20,543) \$	(1,850) \$ (20,446) \$	(1,853) \$ (20,478) \$	(1,850) \$ (20,446) \$	(1,853) \$ (20,478) \$	(1,850) \$ (20,446) \$	(1,850) \$ (20,446) \$	(1,853) \$ (20,478) \$	(1,850) \$ (20,446) \$	(1,853) \$ (20,478) \$	(1,850) (20,446)	\$ (22,22 \$ (245,58
Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)	\$ 585,121 \$	588,480 \$	1,409,361 \$	745,725 \$	706,803 \$	716,953 \$	717,326 \$	644,006 \$	683,493 \$	692,276 \$	704,032 \$	689,560	\$ 8,883,13
Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)	ф 161.969 ф	140.000 ¢	62 040   ¢	252 579   ¢	62 F22	102 626   ¢	200 200 Ф	160 201   ¢	145 760 P	112.020 €	120 444   ¢	151 200	¢ 1,606,05
Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses (507513)	(507502) (507513)	\$ 161,868 \$ \$ - \$	140,980 \$	63,818 \$	252,578 \$	63,533 \$	103,636 \$	209,809 \$	160,291 \$	145,762 \$	112,039 \$	130,441 \$	151,299	\$ 1,696,054
15 PJM Integration Expenses (507514)	(507514)	\$ - \$	- \$	- \$ - \$	- ş	- » - \$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	- Ф - \$	- -	\$ - \$ -
16 MISO Exit Fee Expenses (507515)	(507515)	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
17 Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)	\$ 303,028 \$	303,118 \$	303,046 \$	303,258 \$	303,217 \$	254,462 \$	253,851 \$	253,970 \$	256,066 \$	257,165 \$	260,705 \$	258,539	\$ 3,310,424
18 Non-Legacy RTEP Expenses (507509)	(507509) (507007)	\$ 1,338,201 \$	1,342,144 \$	1,339,753 \$	1,340,763 \$	1,340,580 \$	1,388,639 \$	1,388,031 \$	1,388,673 \$	1,400,138 \$	1,406,147 \$	1,425,502 \$	1,413,663	\$ 16,512,234
<ul><li>19 Generation Deactivation Charges (507007)</li><li>20 Meter Correction (506012)</li></ul>	(507007) (506012)	\$ - \$ \$ (31,716) \$	- \$ (90,998) \$	- \$ 3,763 \$	- \$ 43,022 \$	- \$ (13,015) \$	- \$ (58) \$	- \$ (5,768) \$	- \$ (62,630) \$	- \$ (10,443) \$	- \$ 10,576 \$	- \$ 8,693 \$	- (2,997)	\$ - \$ (151,570
21 Emergency Energy (506013)	(506012)	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)	\$ 34,597 \$	74,204 \$	32,859 \$	67,842 \$	65,927 \$	142,235 \$	111,546 \$	212,028 \$	137,119 \$	124,024 \$	398,871 \$	149,018	\$ 1,550,269
23 Planning Period Congestion Uplift (570039)	(570039)	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
<ul><li>24 PJM Customer Default (506510)</li><li>25 Total NITS &amp; Other FERC/RTO Expenses</li></ul>	(506510)	\$ - \$ \$ 22,899,857 \$	- \$ 20,878,882 \$	- \$ 23,657,880 \$	- \$ 22,609,773 \$	- \$ 22,981,579 \$	- \$ 22,499,560 \$	- \$ 23,197,568 \$	- \$ 23,119,720 \$	- \$ 22,613,626 \$	- \$ 23,419,471 \$	- \$ 23,270,588 \$	23,592,714	\$ - \$ 274,741,219
Prior Period NITS & Other FERC/RTO Expense Adjustments:  NITS Expenses		\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ 274,741,213
27 PJM Integration Costs - exclude from NITS Expenses		\$ - \$	- \$	- \$	- \$	-	-	-	-	-	-	-	-	\$ -
28 MISO Exit Fees - exclude from NITS Expense		\$ - \$	- \$	- \$	- \$	-	-	-	-	-	-	-	-	\$ -
29 Load Reconciliation for Reactive Services/Sch. 2		\$ - \$	- \$	- \$	- \$	-	-	-	-	-	-	-	-	\$ -
<ul> <li>Load Reconciliation for Transmission Owner Scheduling, System Control &amp; Dispatch Service/Sch. 1</li> <li>MTEP Expenses</li> </ul>		\$ - \$	- \$	- \$	- \$	-	-	-	-	-	-	-	-	\$ -
32 PJM Integration Expenses		\$ - \$	- \$ - \$	- \$ - \$	- \$ - \$	- -	-	-	- -	-	-	- -	- -	\$ -
33 MISO Exit Fee Expenses		\$ - \$	- \$	- \$	- \$	-	-	-	-	-	-	-	-	\$ -
34 Legacy RTEP Expenses		\$ - \$	- \$	- \$	- \$	-	-	-	-	-	-	-	-	\$ -
<ul><li>Non-Legacy RTEP Expenses</li><li>Generation Deactivation Charges</li></ul>		\$ - \$	- \$	- \$	- \$	-	-	-	-	-	-	-	-	\$ -
37 Meter Correction		\$ - \$	- \$ - \$	- 5 - \$	- \$ - \$	-	-	-	-	-	-	- -	- -	\$ - \$
38 Emergency Energy		\$ - \$	- \$	- \$	- \$	-	-	-	-	-	-	-	-	\$ -
39 Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services		s - s	- \$	- \$	- \$	_	_	_	_	_	_	_	_	\$ -
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	\$ 20,531,057 \$	18,543,356 \$	20,527,577 \$	19,878,915 \$	20,536,830 \$	19,916,024 \$	20,545,070 \$	20,545,679 \$	20,023,823 \$	20,839,541 \$	20,364,676 \$	20,955,929	\$ 243,208,476
44 PJM Integration Costs - exclude from NITS Expenses	L10 + L27	\$ (1,851) \$	(1,859) \$	(1,850) \$	(1,853) \$	(1,850) \$	(1,853) \$	(1,850) \$	(1,850) \$	(1,853) \$	(1,850) \$	(1,853) \$	(1,850)	\$ (22,226
45 MISO Exit Fees - exclude from NITS Expense	L11 + L28	\$ (20,449) \$	(20,543) \$	(20,446) \$	(20,478) \$	(20,446) \$	(20,478) \$	(20,446) \$	(20,446) \$	(20,478) \$	(20,446) \$	(20,478) \$	(20,446)	\$ (245,58
46 Load Reconciliation for Reactive Services/Sch. 2	L12 + L29	\$ 585,121 \$	588,480 \$	1,409,361 \$	745,725 \$	706,803 \$	716,953 \$	717,326 \$	644,006 \$	683,493 \$	692,276 \$	704,032 \$	689,560	\$ 8,883,137
<ul> <li>Load Reconciliation for Transmission Owner Scheduling, System Control &amp; Dispatch Service/Sch. 1</li> <li>MTEP Expenses</li> </ul>	L13 + L30 L14 + L31	\$ 161,868 \$ \$ - \$	140,980 \$ - \$	63,818 \$ - \$	252,578 \$ - \$	63,533 \$	103,636 \$	209,809 \$	160,291 \$ - \$	145,762 \$ - \$	112,039 \$	130,441 \$	151,299 -	\$ 1,696,05 <sup>4</sup>
49 PJM Integration Expenses	L15 + L32	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
50 MISO Exit Fee Expenses	L16 + L33	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
51 Legacy RTEP Expenses	L17 + L34	\$ 303,028 \$	303,118 \$	303,046 \$	303,258 \$	303,217 \$	254,462 \$	253,851 \$	253,970 \$	256,066 \$	257,165 \$	260,705 \$	258,539	\$ 3,310,424
<ul><li>52 Non-Legacy RTEP Expenses</li><li>53 Generation Deactivation Charges</li></ul>	L18 + L35 L19 + L36	\$ 1,338,201 \$ \$ - \$	1,342,144 \$ - \$	1,339,753 \$	1,340,763 \$	1,340,580 \$	1,388,639 \$ - \$	1,388,031 \$ - \$	1,388,673 \$ - \$	1,400,138 \$ - \$	1,406,147 \$ - \$	1,425,502 \$	1,413,663	\$ 16,512,23 <sup>2</sup>
53 Generation Deactivation Charges 54 Meter Correction	L19 + L36 L20 + L37	\$ (31,716) \$	- \$ (90,998) \$	- \$ 3,763 \$	- \$ 43,022 \$	- \$ (13,015) \$	- \$ (58) \$	- \$ (5,768) \$	- \$ (62,630) \$	- \$ (10,443) \$	- \$ 10,576 \$	- \$ 8,693 \$	(2,997)	\$ - \$ (151,570
55 Emergency Energy	L21 + L38	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
56 Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39	\$ 34,597 \$	74,204 \$	32,859 \$	67,842 \$	65,927 \$	142,235 \$	111,546 \$	212,028 \$	137,119 \$	124,024 \$	398,871 \$	149,018	\$ 1,550,269
57 Planning Period Congestion Uplift	L23 + L40	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
58 PJM Customer Default	L24 + L41	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
59 Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43- L58)	\$ 22,899,857 \$	20,878,882 \$	23,657,880 \$	22,609,773 \$	22,981,579 \$	22,499,560 \$	23,197,568 \$	23,119,720 \$	22,613,626 \$	23,419,471 \$	23,270,588 \$	23,592,714	\$ 274,741,219
Recoverable NITS & Other FERC/RTO Expenses:  Total Adjusted Rider NMB Monthly Recoverable Expenses	L59	\$ 22,899,857 \$	20,878,882 \$	23,657,880 \$	22,609,773 \$	22,981,579 \$	22,499,560 \$	23,197,568 \$	23,119,720 \$	22,613,626 \$	23,419,471 \$	23,270,588 \$	23,592,714	\$ 274,741,219
61 Monthly Principal Over/(Under)	L60 - L8	\$ (4,423,807) \$	(3,277,340) \$	4,681,003 \$	4,716,815 \$	4,648,716 \$	1,364,264 \$	143,959 \$	180,441 \$	3,383,982 \$	5,692,198 \$	2,885,947 \$	2,202,717	\$ 22,198,895
Calculate Interest 62 Relance Subject to Interest		¢ (22.007.460)	(36 030 470\ f	(35 FOG 700) A	(24.024.424). 6	(26 507 726) · ·	(22 GAE 742)	(22.020.474)	(22.002.720)	(24.206.700) #	(16.004.000)	(10.707.000)	(10.222.000)	¢ (004.047.75
<ul><li>Balance Subject to Interest</li><li>Prio Period Interest Adjustment</li></ul>		\$ (32,007,166) \$ \$ - \$	(36,032,179) \$	(35,526,722) \$	(31,021,434) \$	(26,507,736) \$	(23,645,713) \$	(23,020,471) \$	(22,983,732) \$	(21,326,782) \$	(16,904,923) \$	(12,707,983) \$	(10,232,909)	\$ (291,917,750 \$ -
64 Monthly Interest Over/(Under)		\$ (174,439) \$	(196,375) \$	(193,621) \$	(169,067) \$	(144,467) \$	(128,869) \$	(125,462) \$	(125,261) \$	(116,231) \$	(92,132) \$	(69,259) \$	(55,769)	\$ (1,590,952
65 Monthly Deferral Over/(Under)		\$ 4,598,246 \$	3,473,715 \$	(4,487,383) \$	(4,547,748) \$	(4,504,248) \$	(1,235,395) \$	(18,498) \$	(55,180) \$	(3,267,751) \$	(5,600,066) \$	(2,816,688) \$	(2,146,948)	\$ (20,607,943
66 Cumulative NMB Principal Balance		\$ (35,639,147) \$	(38,916,487) \$	(34,235,484) \$		(24,869,954) \$	(23,505,690) \$	(23,361,730) \$	(23,181,289) \$	(19,797,307) \$	(14,105,109) \$	(11,219,163) \$		
67 Cumulative NMB Interest Balance		\$ 1,245,638 \$	1,049,263 \$	855,642 \$	686,575 \$	542,108 \$	413,239 \$	287,778 \$	162,516 \$	46,285 \$	(45,847) \$	(115,105) \$		_
68 Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1	\$ (34,393,509) \$	(37,867,224) \$	(33,379,841) \$	(28,832,094) \$	(24,327,845) \$	(23,092,451) \$	(23,073,953) \$	(23,018,773) \$	(19,751,022) \$	(14,150,956) \$	(11,334,268) \$	(9,187,320)	

# Case No. 23-301-EL-SSO - Exhibit B THE TOLEDO EDISON COMPANY (TE)

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

Line No. Description	Source	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2022	Dec 2022	YTD 2022
Beginning Balance - Regulatory Asset/(Liability) 182155		\$ (16,383,021) \$	(19,648,039) \$	(22,179,768) \$	(19,615,605) \$	(17,536,273) \$	(15,227,338) \$	(14,153,059) \$	(14,116,580) \$	(13,571,921) \$	(12,060,335) \$	(9,295,201) \$	(7,746,362)	
Revenues		ф 45.000.000 <del>*</del>	40.070.407 *	0.445.000 *	0.405.054	0.004.470 *	40.400.007 *	44 700 700 *	44.050.050 *	40.044.044 *	0.040.404 *	0.570.405 *	40 400 000	ф 400 400 000
<ul> <li>Non-Market Based Rider (NMB) Revenues</li> <li>Total Adjusted NMB Revenues</li> </ul>		\$ 15,023,362 \$	13,278,107 \$	9,445,336 \$	9,465,851 \$	9,364,472 \$	10,468,627 \$	11,708,763 \$	11,250,656 \$	10,211,911 \$	9,218,124 \$	9,576,425 \$	10,126,668	\$ 129,138,302
4 Monthly CAT Amount		\$ 15,023,362 \$ \$ 39,061 \$	13,278,107 \$ 34,523 \$	9,445,336 \$ 24,558 \$	9,465,851 \$ 24,611 \$	9,364,472 \$ 24,348 \$	10,468,627 \$ 27,218 \$	11,708,763 \$ 30,443 \$	11,250,656 \$ 29,252 \$	10,211,911 \$ 26,551 \$	9,218,124 \$ 23,967 \$	9,576,425 \$ 24,899 \$	10,126,668 26,329	\$ 129,138,302
5 Total Adjusted CAT Amount		\$ 39,061 \$	34,523 \$	24,558 \$	24,611 \$	24,348 \$	27,218 \$	30,443 \$	29,252 \$	26,551 \$	23,967 \$	24,899 \$	26,329	\$ 335,760
6 NMB Revenues Excluding CAT	L3 - L5	\$ 14,984,301 \$	13,243,584 \$	9,420,778 \$	9,441,240 \$	9,340,124 \$	10,441,409 \$	11,678,321 \$	11,221,405 \$	10,185,360 \$	9,194,157 \$	9,551,526 \$	10,100,338	\$ 128,802,542
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	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	, ,	\$ 5,637,869
8 Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7	\$ 14,420,514 \$	12,679,797 \$	8,856,991 \$	8,877,453 \$	8,776,337 \$	9,877,622 \$	11,114,534 \$	10,657,618 \$	9,621,573 \$	8,630,370 \$	9,551,526 \$	10,100,338	\$ 123,164,673
NITS & Other FERC/RTO Expenses:														
9 NITS Expenses (507003)	(507003)	\$ 10,072,356 \$	9,092,550 \$	9,974,174 \$	9,648,688 \$	9,948,000 \$	9,645,824 \$	9,887,635 \$	9,952,911 \$	9,898,717 \$	10,159,774 \$	9,811,550 \$	10,166,368	\$ 118,258,548
10 PJM Integration Costs - exclude from NITS Expenses		\$ (915) \$	(928) \$	(908) \$	(913) \$	(908) \$	(913) \$	(908) \$	(908) \$	(913) \$	(908) \$	(913) \$	(908)	\$ (10,943)
MISO Exit Fees - exclude from NITS Expense Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)	\$ (10,112) \$ \$ 286,712 \$	(10,252) \$ 288,568 \$	(10,035) \$ 694,668 \$	(10,084) \$ 361,973 \$	(10,035) \$ 342,318 \$	(10,084) \$ 347,240 \$	(10,035) \$ 345,270 \$	(10,035) \$ 311,296 \$	(10,084) \$ 338,622 \$	(10,035) \$ 337,862 \$	(10,084) \$ 338,009 \$	(10,035) 335,262	\$ (120,910 \$ 4,327,800
13 Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)	\$ 96,335 \$	83,754 \$	40,206 \$	152,498 \$	38,277 \$	65,177 \$	125,078 \$	95,263 \$	89,231 \$	88,481 \$	79,466 \$	96,330	\$ 1,050,097
Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP)														
Expenses (507513)	(507513)	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
15 PJM Integration Expenses (507514)	(507514)	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
<ul> <li>MISO Exit Fee Expenses (507515)</li> <li>Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)</li> </ul>	(507515) (507510)	\$ - \$ \$ 148,592 \$	- \$ 148,638 \$	- \$ 147,243 \$	- \$ 147,202 \$	- \$ 146,864 \$	- \$ 123,241 \$	- \$ 122,194 \$	- \$ 122,731 \$	- \$ 126,830 \$	- \$ 125,529 \$	- \$ 125,238 \$	- 125,630	\$ - \$ 1,609,931
18 Non-Legacy RTEP Expenses (507509)	(507510)	\$ 656,231 \$	658,141 \$	650,954 \$	650,807 \$	649,315 \$	672,525 \$	668,146 \$	671,080 \$	693,491 \$	686,375 \$	684,787 \$	686,929	\$ 8,028,781
19 Generation Deactivation Charges (507007)	(507007)	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
20 Meter Correction (506012)	(506012)	\$ (24,452) \$	(87,900) \$	3,803 \$	42,173 \$	(13,777) \$	(71) \$	(6,193) \$	(61,374) \$	(8,210) \$	5,998 \$	881 \$	(961)	\$ (150,083)
21 Emergency Energy (506013)	(506013)	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services														
(507008)	(507008)	\$ 28,666 \$	89,167 \$	34,634 \$	65,404 \$	74,258 \$	188,805 \$	96,650 \$	196,560 \$	75,132 \$	60,464 \$	117,741 \$	46,381	\$ 1,073,863
Planning Period Congestion Uplift (570039)	(570039)	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
24 PJM Customer Default (506510)	(506510)	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- 44 444 005	\$ - \$ 424.067.002
25 Total NITS & Other FERC/RTO Expenses  Prior Period NITS & Other FERC/RTO Expense Adjustments:		\$ 11,253,414 \$	10,261,738 \$	11,534,737 \$	11,057,749 \$	11,174,311 \$	11,031,745 \$	11,227,837 \$	11,277,523 \$	11,202,817 \$	11,453,539 \$	11,146,678 \$	11,444,995	\$ 134,067,083
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		5 - 5	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
<ul><li>Non-Legacy RTEP Expenses</li><li>Generation Deactivation Charges</li></ul>		ф - ф ф	- Þ - ¢	- \$ - ¢	- Þ - ¢	- Þ	- \$ - \$	- Þ	- Þ	- Þ - ¢	- Þ	- Þ	-	Ф - ¢ -
37 Meter Correction		\$ - \$	- \$ - \$	- \$ - \$	- φ - \$	- \$	- \$ - \$	- \$	- \$ - \$	- \$	- \$ - \$	- ф - \$	-	\$ -
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:	10.100	ф 40.070.0EC ф	0.000.550 ф	0.074.474	0.040.000 #	0.040.000	0.045.004	0.007.005 #	0.050.044	0.000.747	40.450.774	0.044.550	40 400 000	ф 440.0E0.E40
<ul> <li>43 NITS Expenses</li> <li>44 PJM Integration Costs - exclude from NITS Expenses</li> </ul>	L9 + L26 L10 + L27	\$ 10,072,356 \$ \$ (915) \$	9,092,550 \$ (928) \$	9,974,174 \$ (908) \$	9,648,688 \$ (913) \$	9,948,000 \$ (908) \$	9,645,824 \$ (913) \$	9,887,635 \$ (908) \$	9,952,911 \$ (908) \$	9,898,717 \$ (913) \$	10,159,774 \$ (908) \$	9,811,550 \$	10,166,368 (908)	\$ 118,258,548 \$ (10,043)
45 MISO Exit Fees - exclude from NITS Expense	L10 + L27 L11 + L28	\$ (10,112) \$	(10,252) \$	(10,035) \$	(10,084) \$	(10,035) \$	(10,084) \$	(10,035) \$	(10,035) \$	(10,084) \$	(10,035) \$	(913) \$ (10,084) \$	(10,035)	\$ (10,943 \$ (120,910
46 Load Reconciliation for Reactive Services/Sch. 2	L12 + L29	\$ 286,712 \$	288,568 \$	694,668 \$	361,973 \$	342,318 \$	347,240 \$	345,270 \$	311,296 \$	338,622 \$	337,862 \$	338,009 \$	335,262	\$ 4,327,800
47 Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30	\$ 96,335 \$	83,754 \$	40,206 \$	152,498 \$	38,277 \$	65,177 \$	125,078 \$	95,263 \$	89,231 \$	88,481 \$	79,466 \$	96,330	\$ 1,050,097
48 MTEP Expenses	L14 + L31	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
49 PJM Integration Expenses	L15 + L32	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
50 MISO Exit Fee Expenses	L16 + L33	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
51 Legacy RTEP Expenses	L17 + L34	\$ 148,592 \$	148,638 \$	147,243 \$	147,202 \$	146,864 \$	123,241 \$	122,194 \$	122,731 \$	126,830 \$	125,529 \$	125,238 \$	125,630	\$ 1,609,931
52 Non-Legacy RTEP Expenses 53 Generation Deactivation Charges	L18 + L35 L19 + L36	\$ 656,231 \$	658,141 \$	650,954 \$	650,807 \$	649,315 \$	672,525 \$	668,146 \$	671,080 \$	693,491 \$	686,375 \$	684,787 \$	686,929	\$ 8,028,781 \$
53 Generation Deactivation Charges 54 Meter Correction	L20 + L36	\$ - \$ \$ (24,452) \$	- \$ (87,900) \$	- \$ 3,803 \$	- \$ 42,173 \$	- \$ (13,777) \$	- \$ (71) \$	- \$ (6,193) \$	- \$ (61,374) \$	- \$ (8,210) \$	- \$ 5,998 \$	- \$ 881 \$	- (961)	\$ (150,083
55 Emergency Energy	L21 + L38	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	(0,210) <del>•</del>	- \$	- \$	-	\$ -
Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39	\$ 28,666 \$	89,167 \$	34,634 \$	65,404 \$	74,258 \$	188,805 \$	96,650 \$	196,560 \$	75,132 \$	60,464 \$	117,741 \$	46,381	\$ 1,073,863
57 Planning Period Congestion Uplift	L23 + L40	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
58 PJM Customer Default	L24 + L41	\$ - \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	-	\$ -
59 Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43- L58)	\$ 11,253,414 \$	10,261,738 \$	11,534,737 \$	11,057,749 \$	11,174,311 \$	11,031,745 \$	11,227,837 \$	11,277,523 \$	11,202,817 \$	11,453,539 \$	11,146,678 \$	11,444,995	\$ 134,067,083
Recoverable NITS & Other FERC/RTO Expenses:	1.50	<b>d</b> 44.050 (() †	40.004.705 #	44 504 305 \$	44 057 740 1	44 474 044 6	44 004 747 *	44.007.007	44 077 500 +	44 000 01= +	44 450 500 +	44 440 070 +	44 444 00=	Φ 404.00= 00=
Total Adjusted Rider NMB Monthly Recoverable Expenses  Monthly Principal Over/Under	L59	\$ 11,253,414 \$	10,261,738 \$	11,534,737 \$	11,057,749 \$	11,174,311 \$	11,031,745 \$	11,227,837 \$	11,277,523 \$	11,202,817 \$	11,453,539 \$	11,146,678 \$	11,444,995	\$ 134,067,083
61 Monthly Principal Over/(Under)  Calculate Interest	L60 - L8	\$ (3,167,100) \$	(2,418,059) \$	2,677,746 \$	2,180,296 \$	2,397,973 \$	1,154,123 \$	113,303 \$	619,906 \$	1,581,244 \$	2,823,169 \$	1,595,151 \$	1,344,657	\$ 10,902,411
62 Balance Subject to Interest		\$ (17,966,571) \$	(20 857 068) ¢	(20,840,895) \$	(18,525,457) \$	(16,337,286) \$	(14,650,276) \$	(14,096,407) \$	(13,806,628) \$	(12,781,299) \$	(10,648,750) \$	(8,497,626) \$	(7,074,034)	\$ (176,082,296
63 Prio Period Interest Adjustment		\$ (17,900,571) \$	(20,657,006) \$	(20,640,693) \$	(10,525,457) \$	(10,337,200) \$	(14,030,270) \$	(14,090,407) \$	(13,000,020) \$	(12,761,299) \$	(10,040,750) \$	(υ, <del>το</del> ι,υ <b>∠</b> υ) φ -	(1,014,004)	\$ -
64 Monthly Interest Over/(Under)		\$ (97,918) \$	(113,671) \$	(113,583) \$	(100,964) \$	(89,038) \$	(79,844) \$	(76,825) \$	(75,246) \$	(69,658) \$	(58,036) \$	(46,312) \$	(38,553)	\$ (959,649
65 Monthly Deferral Over/(Under)		\$ 3,265,018 \$	2,531,730 \$	(2,564,163) \$	(2,079,332) \$	(2,308,935) \$	(1,074,279) \$	(36,478) \$	(544,660) \$	(1,511,586) \$	(2,765,134) \$	(1,548,839) \$	(1,306,104)	\$ (9,942,762
66 Cumulative NMB Principal Balance		\$ (19,582,271) \$	(22,000,330) \$	(19,322,583) \$	(17,142,287) \$	(14,744,314) \$	(13,590,191) \$	(13,476,887) \$	(12,856,982) \$	(11,275,738) \$	(8,452,568) \$	(6,857,417) \$	(5,512,760)	,
·														
67 Cumulative NMB Interest Balance 68 Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1	\$ (65,768) \$ \$ (19,648,039) \$	(179,439) \$ (22,179,768) \$	(293,022) \$ (19,615,605) \$	(393,985) \$ (17,536,273) \$	(483,024) \$ (15,227,338) \$	(562,868) \$ (14,153,059) \$	(639,693) \$ (14,116,580) \$	(714,939) \$ (13,571,921) \$	(784,597) \$ (12,060,335) \$	(842,633) \$ (9,295,201) \$	(888,945) \$ (7,746,362) \$	(927,499) (6,440,259)	

# Case No. 23-301-EL-SSO - Exhibit C

# OHIO EDISON COMPANY (OE) Estimated (Over) / Under Collection as of March 31, 2025 Attachment JL-4

	Attachment JL-4		_				
l			Actual		FORECAST		FORECAST
Line		Course	Prior period		Jan 2025	Feb	Mar
No.	Description	Source	Balance	1	2025	2025	2025
1	Beginning Balance - Regulatory Asset/(Liability) 182155			\$	(10,713,622) \$	(11,417,489) \$	(12,581,648)
Ι΄.	Revenues			ľ	(10,110,022) <b>(</b>	(11,417,400) φ	(12,001,040)
2	Non-Market Based Rider (NMB) Revenues			\$	29,773,994 \$	27,436,759 \$	26,949,938
3	Total Adjusted NMB Revenues			\$	29,773,994 \$	27,436,759 \$	26,949,938
4	Monthly CAT Amount			\$	77,412 \$		70,070
5	Total Adjusted CAT Amount			\$	77,412 \$	71,336 \$	70,070
6	NMB Revenues Excluding CAT	L3 - L5		\$	29,696,582 \$	27,365,423 \$	26,879,868
7	NMB Revenue Associated with amortization of Legacy RTEP expenses			\$	- \$	- \$	-
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7		\$	29,696,582 \$	27,365,423 \$	26,879,868
	NITS & Other FERC/RTO Expenses:						
9	NITS Expenses (507003)	(507003)		\$	25,657,080 \$	23,174,137 \$	25,657,080
10	PJM Integration Costs - exclude from NITS Expenses			\$	- \$	- \$	-
11	MISO Exit Fees - exclude from NITS Expense	(F0740F)		\$	- \$	- \$	-
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)  Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507105) (507502)		Φ	888,000 \$ 193.000 \$	802,000 \$ 175,000 \$	888,000 193,000
13 14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	(507502)		Φ	193,000 \$	175,000 \$	193,000
15	PJM Integration Expenses (507514)	(507513)		φ	- ψ - ¢	- 4 - 4	_
16	MISO Exit Fee Expenses (507515)	(507514)		φ	- Ψ - \$	- Ψ - \$	_
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)		\$	448,252 \$	404,873 \$	448,252
18	Non-Legacy RTEP Expenses (507509)	(507510)		\$	1,612,526 \$	1,456,475 \$	1,612,526
19	Generation Deactivation Charges (507007)	(507007)		\$	- \$	- \$	-
20	Meter Correction (506012)	(506012)		\$	- \$	- \$	-
21	Emergency Energy (506013)	(506013)		\$	- \$	- \$	-
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)		\$	254,000 \$	254,000 \$	254,000
23	Planning Period Congestion Uplift (570039)	(570039)		\$	- \$	- \$	-
24	PJM Customer Default (506510)	(506510)		\$	- \$	- \$	-
25	Total NITS & Other FERC/RTO Expenses			\$	29,052,858 \$	26,266,485 \$	29,052,858
	Prior Period NITS & Other FERC/RTO Expense Adjustments:			<b> </b> _	•	•	
	NITS Expenses			\$	- \$	- \$	-
27	PJM Integration Costs - exclude from NITS Expenses			φ	- \$	- \$	-
20	MISO Exit Fees - exclude from NITS Expense Load Reconciliation for Reactive Services/Sch. 2 (507105)			Φ	- Þ	- Þ	-
30	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1			φ	- Ф Ф	- p	-
31	MTEP Expenses			Φ 2	- φ - ¢	-	-
32	PJM Integration Expenses			\$	- ψ - \$	- \$	_
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			\$	- \$	- \$	-
4.0	Adjusted NITS & Other FERC/RTO Expenses:			<u>ا</u> _	05 055 000 4	00.474.407	05 057 000
43	NITS Expenses	L9 + L26		\$	25,657,080 \$	23,174,137 \$	25,657,080
44	PJM Integration Costs - exclude from NITS Expenses  MISO Exit Fees - exclude from NITS Expense	L10 + L27 L11 + L28		φ	- \$	- \$	-
45 46	Load Reconciliation for Reactive Services/Sch. 2 (507105)	L11 + L28 L12 + L29		φ	- \$ 888,000 \$	- \$ 802,000 \$	- 888,000
46	Load Reconciliation for Reactive Services/Sch. 2 (507 105)  Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L12 + L29 L13 + L30		φ \$	193,000 \$	175,000 \$	193,000
48	MTEP Expenses	L14 + L31		\$	- \$	. 70,000 \$ _ \$	-
49	PJM Integration Expenses	L15 + L32		\$	- \$	- \$	-
50	MISO Exit Fee Expenses	L16 + L33		\$	- \$	- \$	-
51	Legacy RTEP Expenses	L17 + L34		\$	448,252 \$	404,873 \$	448,252
52	Non-Legacy RTEP Expenses	L18 + L35		\$	1,612,526 \$	1,456,475 \$	1,612,526
53	Generation Deactivation Charges	L19 + L36		\$	- \$	- \$	-
54	Meter Correction	L20 + L37		\$	- \$	- \$	-
55	Emergency Energy	L21 + L38		\$	- \$	- \$	-
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39		\$	254,000 \$	254,000 \$	254,000
57	Planning Period Congestion Uplift	L23 + L40		\$	- \$	- \$	-
58	PJM Customer Default	L24 + L41		\$	- \$	- \$	-
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43-	1	\$	29,052,858 \$	26,266,485 \$	29,052,858
60	Recoverable NITS & Other FERC/RTO Expenses:  Total Adjusted Rider NMB Monthly Recoverable Expenses	L59		¢.	29,052,858 \$	26,266,485 \$	29,052,858
60 61	Monthly Principal Over/(Under)	L59 L60 - L8		\$	(643,724) \$		29,052,858
01	Calculate Interest	L00 - L0		Ψ	(U+3,124) D	(।,০৩০,৩১৪) ক	۷,۱۱۷,۶۶۵
62	Balance Subject to Interest			\$	(11,035,484) \$	(11,966,958) \$	(11,495,153)
63	Prio Period Interest Adjustment			\$	( · · ,000,707) \$	(11,900,930) \$	( . 1, <del>4</del> 00, 100)
64	Monthly Interest Over/(Under)			\$	(60,143) \$	т	(62,649)
65	Monthly Deferral Over/(Under)			\$	703,867 \$	1 /	(2,110,341)
66	Cumulative NMB Principal Balance		\$ (12,860,586)		(13,504,310) \$		(12,430,259)
67	Cumulative NMB Interest Balance		\$ 2,146,965		2,086,821 \$	2,021,601 \$	1,958,953
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1		_	(11,417,489) \$		(10,471,307)
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# THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI) Estimated (Over) / Under Collection as of March 31, 2025 Attachment JL-4

	Attachment JL-4						
Line			Actual Prior Period	H	ORECAST Jan	FORECAST Feb	FORECAST Mar
No.	Description	Source	Balances		2025	2025	2025
1	Beginning Balance - Regulatory Asset/(Liability) 182155			\$	(9,187,320)	\$ (6,849,213) \$	(5,570,898)
2	Revenues Non-Market Based Rider (NMB) Revenues			¢	21,716,543	\$ 20,475,410 \$	20,339,661
3	Total Adjusted NMB Revenues			\$	21,716,543		20,339,661
4	Monthly CAT Amount			\$	56,463		52,883
5	Total Adjusted CAT Amount			\$	56,463		52,883
6	NMB Revenues Excluding CAT	L3 - L5		\$	21,660,080		20,286,778
7	NMB Revenue Associated with amortization of Legacy RTEP expenses	16 17		\$	- 9	т т	20 206 770
٥	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses  NITS & Other FERC/RTO Expenses:	L6 - L7		Ф	21,660,080	\$ 20,422,174 \$	20,286,778
9	NITS Expenses (507003)	(507003)		\$	21,249,044	\$ 19,192,684 \$	21,249,044
10	PJM Integration Costs - exclude from NITS Expenses	(		\$	- 9	\$ - \$	-
11	MISO Exit Fees - exclude from NITS Expense			\$	- 5	- \$	-
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)		\$	735,000	\$ 664,000 \$	735,000
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)		\$	160,000	\$ 145,000 \$	160,000
15	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses PJM Integration Expenses (507514)	(507513) (507514)		φ ¢	- 3	Φ - Φ \$ - \$	_
16	MISO Exit Fee Expenses (507515)	(507514)		\$	- (	;	<u>-</u>
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)		\$	371,240	335,313 \$	371,240
18	Non-Legacy RTEP Expenses (507509)	(507509)		\$	1,335,484	\$ 1,206,244 \$	1,335,484
19	Generation Deactivation Charges (507007)	(507007)		\$	- 5	- \$	-
20	Meter Correction (506012)	(506012)		\$	- 5	5 - \$	-
21 22	Emergency Energy (506013)  Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(506013) (507008)		\$	- S 191,000 S	5 - \$ \$ 191,000 \$	- 191,000
23	Planning Period Congestion Uplift (570039)	(570039)		φ \$	191,000	ъ 191,000 ъ \$ - \$	191,000
24	PJM Customer Default (506510)	(506510)		\$	- (	; \$ - \$	_ _
25	Total NITS & Other FERC/RTO Expenses	(0000.0)		\$	24,041,768	\$ 21,734,242 \$	24,041,768
	Prior Period NITS & Other FERC/RTO Expense Adjustments:						
26	NITS Expenses			\$	- 9	\$ - \$	-
	PJM Integration Costs - exclude from NITS Expenses			\$	- 9	- \$	-
28	MISO Exit Fees - exclude from NITS Expense			\$	- 3	5 - S	-
30	Load Reconciliation for Reactive Services/Sch. 2 (507105)  Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1			φ \$	- 3	р - р \$ - \$	_
31	MTEP Expenses			\$	- (	- \$ \$ - \$	<u>-</u>
32	PJM Integration Expenses			\$	- 9	- \$	_
33	MISO Exit Fee Expenses			\$	- 3	- \$	-
34	Legacy RTEP Expenses			\$	- 9	- \$	-
35	Non-Legacy RTEP Expenses			\$	- 9	- \$	-
36 37	Generation Deactivation Charges Meter Correction			\$	- 3	5 - \$ 2 •	-
38	Emergency Energy			φ \$	- 9	ρ - Ψ \$ - \$	_
39	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services			\$	- 9	- \$	_
40	Planning Period Congestion Uplift			\$	- 9	- \$	-
41	PJM Customer Default			\$	- (	- \$	-
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments			\$	- (	\$ - \$	-
42	Adjusted NITS & Other FERC/RTO Expenses:	L9 + L26		,	24 240 044 (	t 10 100 604 ¢	24 240 044
43 44	NITS Expenses PJM Integration Costs - exclude from NITS Expenses	L9 + L26 L10 + L27		\$ \$	21,249,044	\$ 19,192,684 \$ \$ - \$	21,249,044
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28		\$	- 9	\$ \$ - \$	_
46	Load Reconciliation for Reactive Services/Sch. 2 (507105)	L12 + L29		\$	735,000	\$ 664,000 \$	735,000
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30		\$	160,000	\$ 145,000 \$	160,000
48	MTEP Expenses	L14 + L31		\$	- 3	- \$	-
49 50	PJM Integration Expenses MISO Exit Fee Expenses	L15 + L32 L16 + L33		\$	- 5	• - \$ • •	-
50 51	MISO Exit Fee Expenses Legacy RTEP Expenses	L16 + L33 L17 + L34		Φ \$	- S 371,240 S	• -	- 371,240
52	Non-Legacy RTEP Expenses	L17 + L34 L18 + L35		\$	1,335,484		1,335,484
53	Generation Deactivation Charges	L19 + L36		\$	- (	\$ - \$	-,555,164
54	Meter Correction	L20 + L37		\$	- 9	- \$	-
55	Emergency Energy	L21 + L38		\$	- 9	- \$	<b>-</b>
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39		\$	191,000	\$ 191,000 \$	191,000
57 58	Planning Period Congestion Uplift PJM Customer Default	L23 + L40 L24 + L41		\$ ¢	- 5	• - \$ • •	-
		SUM (L43-	1	Ψ	- ;	- ֆ	
59	Total Adjusted NITS & Other FERC/RTO Expenses	L58)		\$	24,041,768	\$ 21,734,242 \$	24,041,768
60	Recoverable NITS & Other FERC/RTO Expenses:  Total Adjusted Rider NMB Monthly Recoverable Expenses	L59		\$	24,041,768	\$ 21,734,242 \$	24,041,768
61	Monthly Principal Over/(Under)	L60 - L8		\$	2,381,688		3,754,990
01	Calculate Interest	L00 - L0		Ψ	2,001,000	<sub>ψ</sub> 1,012,000 ψ	5,757,880
62	Balance Subject to Interest	_		\$	(7,996,476)	\$ (6,193,179) \$	(3,693,403)
63	Prio Period Interest Adjustment			\$	- (	\$ - \$	
64	Monthly Interest Over/(Under)			\$	(43,581)	` '	(20,129)
65	Monthly Deferral Over/(Under)			\$	(2,338,107) 3		(3,734,861)
66	Cumulative NMB Principal Balance		\$ (9,016,445)		(6,634,758)	,	(1,567,700)
67 69	Cumulative NMB Interest Balance Deferral Ending Balance - Regulatory Asset/(Liability) 182155	GE   14	\$ (170,874)		(214,455) 5		(268,337)
68	Deterral Entring Dalance - Negulatory Asset/(Liability) 102 100	-L65 + L1	\$ (9,187,320)	φ	(6,849,213)	\$ (5,570,898) \$	(1,836,037)

# THE TOLEDO EDISON COMPANY (TE) Estimated (Over) / Under Collection as of March 31, 2025 Attachment JL-4

13   Load Reconcilation for Transmission Owner Scheduling, System Control & Dispatch Services (607502)   \$ 7.200 \$ 65.000							Attachment JL-4
Regimeny	FORECAST			┵			
Despirating Dalarce - Regulatory Assertifus (1978)   10,000   10	Mar					0	
Reviewed Search (New (NMS) Revenues	2025	2025	2025	+	Balances	Source	o. Description
Reviewues	)2) ¢ (6,064,00(	(6.157.902) (	(6.440.2E0) ¢	·			L. Boginning Bolongo - Bogulatony Accet//Lightlity\ 192155
2   No. Market Based Role (MRD)   Permitted	92) \$ (6,064,000	(0,137,092)	(0,440,239) \$	φ			
3 Total Aglianted MMR Recoverus   \$ 1.0 ± 0.000   \$ 2.72.33   \$ 2.000   \$ 2.72.33   \$ 2.000   \$ 2.72.33   \$ 2.000   \$ 2.72.33   \$ 2.000   \$ 2.72.33   \$ 2.000   \$ 2.72.33   \$ 2.000   \$ 2.72.33   \$ 2.000   \$ 2.72.33   \$ 2.000   \$ 2.72.33   \$ 2.000   \$ 2.72.33   \$ 2.000   \$ 2.72.33   \$ 2.000   \$ 2.72.33   \$ 2.000   \$ 2.72.33   \$ 2.000   \$ 2.72.33   \$ 2.000   \$ 2.00	54 \$ 9,503,694	0 630 054 4	10 474 223   \$	Φ			
4				Φ			
State   Content   State   St				\$			
B							·
Note   Comment	•	•	•	<u> </u>		13-15	
Mile New Revenue for Recovery of Current NIS & Other FERCIRT Corpenses   10	\$ 5,470,30-	<u> </u>		<u>, , , , , , , , , , , , , , , , , , , </u>		L0 - L0	· · · · · · · · · · · · · · · · · · ·
M175 A Grimer (197003)   5   6,464 C02   5   6,374 S   2   5   6,646 C02   5   6,374 S   5   7   7   7   7   7   7   7   7   7	14 \$ 9,478,98 <sup>4</sup>	9 605 914 4	тт	<u> </u>		16-17	· · · · · · · · · · · · · · · · · · ·
Section   Sect	- φ	5,005,514 φ	10,440,550 ψ	Ψ		LO - L1	•
10   P.M. Integration Costs - evoluble from NIS Expresses   \$ 3 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	55 \$ 9,494,032	8 575 255	9 494 032 \$	\$		(507003)	•
15   Mile   15	,5 φ 9,+9+,052 ¢ -	0,575,255 ¢	9,494,032 \$ _ \$	ψ		(307003)	· · · ·
12   Land Reconsilation for Framensian System Control & Dispatch Services(Sci. 1 (607602)   \$ 797,000   \$ 60,000   \$ 1,000	φ - ¢ _	_	- ψ - ¢	φ			
15   10.00	00 \$ 328,000	207.000 4	328 UUU &	ψ		(507105)	
Many				φ		,	
15   Mill Megration Expanses (S07514)   \$	ν φ 72,000 ¢	05,000 ¢	72,000 \$	Φ			
MS OE	φ - ¢	- ų	- ψ	φ		. ,	
15   15   15   15   15   15   15   15	φ - ¢	- Ç	- φ ¢	φ		` ,	
15   Somewheap (19700)   5   5   5   5   5   5   5   5   5	ቅ - 17 ¢ 165.060	- ↓ 140.017 ¢	- φ 165.060 Φ	Φ		,	· · · · · · · · · · · · · · · · · · ·
10   Generation Deactiviston Charges (607007)   \$		,		φ		. ,	
20   Meter Correction (500012)   \$	17 \$ 596,692	556,947 \$	390,092 \$ •	φ			
Semanting   Sema	φ - ¢	- \$	- Þ	φ		. ,	
28   Balaming Operating Reserves, Balaming Operating Reserve for Load Response and Reactive Services (507008)   \$ 107,000   \$ 1,070,000   \$	ф -	- \$	- \$	φ		` ,	
Princip Period Congestion Upilit (570039)	\$ - 10700	- \$	- \$	\$		` ,	
Modifiation Poemula (1606510)   Signature   Signatur	00 \$ 107,000	107,000 \$	107,000 \$	<b>\$</b>		` ,	
1	\$ -	- \$	- \$	\$		. ,	
Prior Pariod NITS & Other FERCINTO Expanse Adjustments:	\$ -	- \$	- \$	\$		(506510)	
18   1815   Expenses	20 \$ 10,763,593	9,733,020 \$	10,763,593 \$	\$			•
27   P.M. Integration Costs - exclude from NITS Expenses     \$   \$   \$   \$   \$   \$   \$   \$   \$				Ι.			•
18	\$ -	- \$	- \$	\$			
29   Load Reconciliation for Tansmission Owner Scheduling, System Control & Dispatch Service/Sch. 1   \$ \$	\$ -	- \$	- \$	\$			·
MITEP Expenses	\$ -	- \$	- \$	\$			· ·
MITE Expenses	\$ -	- \$	- \$	\$			·
3	\$ -	- \$	- \$	\$			Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1
Signature   Sign	\$ -	- \$	- \$	\$			1 MTEP Expenses
Sample   S	\$ -	- \$	- \$	\$			
S Non-Legacy RTEP Expenses	\$ -	- \$	- \$	\$			3 MISO Exit Fee Expenses
S	\$ -	- \$	- \$	\$			4 Legacy RTEP Expenses
A	\$ -	- \$	- \$	\$			5 Non-Legacy RTEP Expenses
S	\$ -	- \$	- \$	\$			6 Generation Deactivation Charges
Salancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services   Salancing Operating Reserves (Salancing Operating Operating Operating Operating Reserves (Salancing Operating Oper	\$ -	- \$	- \$	\$			7 Meter Correction
1	\$ -	- \$	- \$	\$			8 Emergency Energy
FJM Customer Default	\$ -	- \$	- \$	\$			9 Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services
Total Prior Period NITS & Other FERC/RTO Expenses Adjustments	\$ -	- \$	- \$	\$			0 Planning Period Congestion Uplift
Adjusted NITS & Other FERC/RTO Expenses:	\$ -	- \$	- \$	\$			1 PJM Customer Default
NTS Expenses	\$ -	- 9	- \$	\$			2 Total Prior Period NITS & Other FERC/RTO Expense Adjustments
NTS Expenses							Adjusted NITS & Other FERC/RTO Expenses:
MISO Exit Fees - exclude from NITS Expense	55 \$ 9,494,032	8,575,255 \$	9,494,032 \$	\$		L9 + L26	
46   Load Reconciliation for Reactive Services/Sch. 2 (507105)   L12 + L29   L0ad Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1   L13 + L30   \$ 72,000 \$ 65,000     47   Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1   L13 + L30   \$ 72,000 \$ 65,000     48   MTEP Expenses	\$ -	- \$	- \$	\$		L10 + L27	4 PJM Integration Costs - exclude from NITS Expenses
A7	\$ -	- \$	- \$	\$		L11 + L28	5 MISO Exit Fees - exclude from NITS Expense
A7	00 \$ 328,000	297,000 \$	328,000 \$	\$			·
48       MTEP Expenses       L14 + L31       \$ - \$ - \$ - \$         49       PJM Integration Expenses       L15 + L32       \$ - \$ - \$ - \$         50       MISO Exit Fee Expenses       L16 + L33       \$ - \$ - \$ - \$         51       Legacy RTEP Expenses       L17 + L34       \$ 165,869       \$ 149,817         52       Non-Legacy RTEP Expenses       L18 + L35       \$ 596,692       \$ 538,947         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       \$ 107,000       \$ 107,000         57       Planning Period Congestion Uplift       L23 + L40       \$ - \$ - \$ - \$ - \$       - \$ - \$ - \$         59       Total Adjusted NITS & Other FERC/RTO Expenses       L58       \$ 10,763,593       \$ 9,733,020         60       Total Adjusted Rider NMB Monthly Recoverable Expenses       L59       \$ 10,763,593       \$ 9,733,020         61       Monthly Principal Over/(Under)       \$ 10,763,593       \$ 9,733,020         62       Balance Subject to Interest       \$ (6		65,000 \$		\$			
49       PJM Integration Expenses       L15 + L32       \$ - \$ - \$         50       MISO Exit Fee Expenses       L16 + L33       \$ - \$ - \$         51       Legacy RTEP Expenses       L17 + L34       \$ 165,869 \$ 149,817         52       Non-Legacy RTEP Expenses       L18 + L35       \$ 596,692 \$ 538,947         53       Generation Deactivation Charges       L19 + L36       \$ - \$ - \$ - \$         54       Meter Correction       L20 + L37       \$ - \$ - \$ - \$         55       Emergency Energy       L22 + L39       \$ 107,000 \$ 107,000         56       Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services       L22 + L39       \$ 107,000 \$ 107,000         57       Planning Period Congestion Uplift       L23 + L40       \$ - \$ - \$ - \$         58       PJM Customer Default       L24 + L41       \$ - \$ - \$ - \$         59       Total Adjusted NITS & Other FERC/RTO Expenses       L59       \$ 10,763,593 \$ 9,733,020         60       Total Adjusted Rider NMB Monthly Recoverable Expenses       L60 - L8       \$ 10,763,593 \$ 9,733,020         61       Monthly Principal Over/(Under)       L60 - L8       \$ 10,763,593 \$ 9,733,020         62       Balance Subject to Interest       \$ (6,281,957) \$ (6,094,339)         63       Prio Period	\$ -	- 9	- \$	\$			
50 MISO Exit Fee Expenses       L16 + L33       \$ - \$ - \$         51 Legacy RTEP Expenses       L17 + L34       \$ 165,869 \$ 149,817         52 Non-Legacy RTEP Expenses       L18 + L35       \$ 596,692 \$ 538,947         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       \$ 107,000 \$ 107,000         57 Planning Period Congestion Uplift       L23 + L40       \$ - \$ -       \$ -         58 PJM Customer Default       L24 + L41       \$ - \$ -       \$ -         59 Total Adjusted NITS & Other FERC/RTO Expenses       SUM (L43- L58)       L58       \$ 10,763,593 \$ 9,733,020         60 Total Adjusted Rider NMB Monthly Recoverable Expenses       L59       \$ 10,763,593 \$ 9,733,020       \$ 9,733,020         61 Monthly Principal Over/(Under)       L60 - L8       \$ 316,603 \$ 127,106       \$ 127,106         Calculate Interest       \$ (6,281,957) \$ (6,094,339)       \$ -       \$ -         62 Balance Subject to Interest Adjustment       \$ (6,094,339)       \$ -	\$ -	- 9	- \$	\$			·
51       Legacy RTEP Expenses       L17 + L34       \$ 165,869 \$ 149,817         52       Non-Legacy RTEP Expenses       L18 + L35       \$ 596,692 \$ 538,947         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       \$ 107,000 \$ 107,000         57       Planning Period Congestion Uplift       L23 + L40       \$ - \$ - \$ -         58       PJM Customer Default       L24 + L41       \$ - \$ - \$ -         59       Total Adjusted NITS & Other FERC/RTO Expenses       SUM (L43- L58)       \$ 10,763,593 \$ 9,733,020         60       Total Adjusted Rider NMB Monthly Recoverable Expenses       L59       \$ 10,763,593 \$ 9,733,020         61       Monthly Principal Over/(Under)       L60 - L8       \$ 316,603 \$ 127,106         62       Balance Subject to Interest       \$ (6,281,957) \$ (6,094,339)         63       Prio Period Interest Adjustment       \$ - \$ - \$ -	\$ -	- 9	- \$	\$			
52       Non-Legacy RTEP Expenses       L18 + L35       \$ 596,692       \$ 538,947         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       \$ 107,000       \$ 107,000         57       Planning Period Congestion Uplift       L23 + L40       \$ - \$ - \$ -       -         58       PJM Customer Default       L24 + L41       \$ - \$ - \$ -       -         59       Total Adjusted NITS & Other FERC/RTO Expenses       SUM (L43-L58)       L58       \$ 10,763,593       \$ 9,733,020         60       Total Adjusted Rider NMB Monthly Recoverable Expenses       L59       \$ 10,763,593       \$ 9,733,020         61       Monthly Principal Over/(Under)       L60 - L8       \$ 316,603       \$ 127,106         62       Balance Subject to Interest       \$ (6,281,957)       \$ (6,094,339)         63       Prio Period Interest Adjustment       \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	17 \$ 165,869	149.817	165.869 \$	\$			·
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       \$ 107,000 \$ 107,000         57 Planning Period Congestion Uplift       L23 + L40       \$ - \$ -       \$ -         59 PJM Customer Default       L24 + L41       \$ - \$ -       \$ -         59 Total Adjusted NITS & Other FERC/RTO Expenses       SUM (L43-L58)       \$ 10,763,593 \$ 9,733,020         Recoverable NITS & Other FERC/RTO Expenses:         60 Total Adjusted Rider NMB Monthly Recoverable Expenses       L59       \$ 10,763,593 \$ 9,733,020         61 Monthly Principal Over/(Under)       L60 - L8       \$ 316,603 \$ 127,106         62 Balance Subject to Interest       \$ (6,281,957) \$ (6,094,339)         63 Prio Period Interest Adjustment       \$ - \$ - \$ -				\$			· ·
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       \$ 107,000 \$ 107,000         57 Planning Period Congestion Uplift       L23 + L40       \$ - \$ -       - \$ -         58 PJM Customer Default       L24 + L41       \$ - \$ -       - \$ -         59 Total Adjusted NITS & Other FERC/RTO Expenses       SUM (L43-L58)       L58)       \$ 10,763,593 \$ 9,733,020         60 Total Adjusted Rider NMB Monthly Recoverable Expenses       L59       \$ 10,763,593 \$ 9,733,020         61 Monthly Principal Over/(Under)       L60 - L8       \$ 316,603 \$ 127,106         Calculate Interest       \$ (6,281,957) \$ (6,094,339)         62 Balance Subject to Interest Adjustment       \$ - \$ -	\$ -	9	\$	\$			
Emergency Energy	\$ -		- \$	\$			
56       Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services       L22 + L39       \$ 107,000       \$ 107,000         57       Planning Period Congestion Uplift       L23 + L40       \$ - \$ -       \$ -         58       PJM Customer Default       L24 + L41       \$ - \$ -       \$ -         59       Total Adjusted NITS & Other FERC/RTO Expenses       SUM (L43- L58)       \$ 10,763,593 \$ 9,733,020         60       Total Adjusted Rider NMB Monthly Recoverable Expenses       L59       \$ 10,763,593 \$ 9,733,020         61       Monthly Principal Over/(Under)       \$ 316,603 \$ 127,106         62       Balance Subject to Interest       \$ (6,281,957) \$ (6,094,339)         63       Prio Period Interest Adjustment       \$ - \$ -	\$ -		- \$	\$			
Figure   F	00 \$ 107,000	107 000 ¢	107 000 ¢	\$			
58 PJM Customer Default         \$ - \$ - \$ -           59 Total Adjusted NITS & Other FERC/RTO Expenses         \$ 10,763,593 \$ 9,733,020           Recoverable NITS & Other FERC/RTO Expenses:           60 Total Adjusted Rider NMB Monthly Recoverable Expenses         L59           61 Monthly Principal Over/(Under)         \$ 316,603 \$ 127,106           Calculate Interest           62 Balance Subject to Interest Adjustment         \$ (6,281,957) \$ (6,094,339)           63 Prio Period Interest Adjustment         \$ - \$ -	\$	107,000 ¢	101,000 \$ _ ¢	¢			
SUM (L43-   SUM (L43-   L58)   Sum (L59-   L59-   L59-   L60- L8   Sum (L59-   L60- L8   L60- L8   Sum (L60- L8   L60- L8   L60- L8   Sum (L60- L8   L60- L8   L60- L8   Sum (L60- L8   L60- L8   L60- L8   L60- L8   Sum (L60- L8   L60- L8   L60- L8   L60- L8   L60- L8   Sum (L60- L8   L60- L8	\$ \$	_	- φ _ ¢	¢		-	
Solution   Fercivation   Fer	<u> </u>		- ψ	Ψ	]		
60       Total Adjusted Rider NMB Monthly Recoverable Expenses       L59       \$ 10,763,593 \$ 9,733,020         61       Monthly Principal Over/(Under)       \$ 316,603 \$ 127,106         Calculate Interest         62       Balance Subject to Interest       \$ (6,281,957) \$ (6,094,339)         63       Prio Period Interest Adjustment       \$ - \$ -	20 \$ 10,763,593	9,733,020 \$	10,763,593 \$	\$		•	·
Monthly Principal Over/(Under)		<b>.</b>	4			_	•
Calculate Interest  62 Balance Subject to Interest  63 Prio Period Interest Adjustment  \$ (6,281,957) \$ (6,094,339) \$  \$ - \$ -		9,733,020 \$		\$			· · · · · · · · · · · · · · · · · · ·
62       Balance Subject to Interest         63       Prio Period Interest Adjustment         \$       (6,281,957) \$ (6,094,339)         \$       -         \$       -         -       \$	06 \$ 1,284,609	127,106 \$	316,603 \$	\$		L60 - L8	
63 Prio Period Interest Adjustment \$ - \$ -							
	39) \$ (5,421,695	(6,094,339) \$	(6,281,957) \$	\$			·
	\$ -			\$			·
		(33,214) \$	(34,237) \$	\$			4 Monthly Interest Over/(Under)
	,	(93,892) \$		\$			
		(5,069,051) \$		0) \$	\$ (5,512,760		
67 Cumulative NMB Interest Balance \$ (927,499) \$ (961,735) \$ (994,949)	,	(994,949) \$	-				7 Cumulative NMB Interest Balance
		(6,064,000) \$				-L65 + L1	

Case No. 23-301-EL-SSO

Ohio Edison Company

The Cleveland Electric Illuminating Company

The Toledo Edison Company

Attachment JL-4 Exhibit C Page 4 of 5

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

						,	Jan 2025 - N	lar 2025				
		Jan-25	Feb-25	Mar-25			Rate	Unit		Jan-25	Feb-25	Mar-25
OE	RS	967,131,080	815,602,585	782,069,312	kWh	\$	0.017488	\$/kWh	\$	16,913,188	\$ 14,263,258	\$ 13,676,828
	GS	1,764,862	1,779,429	1,799,929	kW	\$	4.3278	\$/kW	\$	7,637,971	\$ 7,701,013	\$ 7,789,733
	GP	448,537	497,584	468,092	kW	\$	4.9418	\$/kW	\$	2,216,578	\$ 2,458,960	\$ 2,313,216
	GSU	150,251	162,334	158,061	kVa	\$	4.4473	\$/kVa	\$	668,213	\$ 721,946	\$ 702,944
	GT	422,569	414,225	446,179	kVa	\$	5.5041	\$/kVa	\$	2,325,860	\$ 2,279,938	\$ 2,455,811
	LTG <sup>1</sup>	1,215,773	1,161,801	1,138,094	kWh	\$	0.010022	\$/kWh	_\$	12,184	\$ 11,644	\$ 11,406
									\$	29,773,994	\$ 27,436,759	\$ 26,949,938
CEI	RS	549,778,522	467,089,329	455,381,797	kWh	\$	0.018944	\$/kWh	\$	10,415,004	\$ 8,848,540	\$ 8,626,753
	GS	1,499,277	1,542,716	1,568,550	kW	\$	4.6850	\$/kW	\$	7,024,113	\$ 7,227,625	\$ 7,348,655
	GP	70,146	69,738	68,133	kW	\$	6.5365	\$/kW	\$	458,511	\$ 455,842	\$ 445,349
	GSU	495,427	556,301	500,373	kW	\$	5.9650	\$/kW	\$	2,955,221	\$ 3,318,335	\$ 2,984,724
	GT	262,904	189,618	285,095	kVa	\$	3.2322	\$/kVa	\$	849,757	\$ 612,884	\$ 921,485
	LTG <sup>1</sup>	1,491,711	1,304,038	1,358,784	kWh	\$	0.009343	\$/kWh	\$	13,937	\$ 12,184	\$ 12,695
									\$	21,716,543	\$ 20,475,410	\$ 20,339,661
TE	RS	262,522,848	214,971,787	196,748,743	kWh	\$	0.018322	\$/kWh	\$	4,809,944	\$ 3,938,713	\$ 3,604,830
	GS	510,436	523,886	532,700	kW	\$	4.0094	\$/kW	\$	2,046,543	\$ 2,100,469	\$ 2,135,806
	GP	205,036	245,468	205,499	kW	\$	4.7044	\$/kW	\$	964,571	\$ 1,154,781	\$ 966,750
	GSU	4,979	6,866	6,482	kVa	\$	5.3764	\$/kVa	\$	26,771	\$ 36,914	\$ 34,851
	GT	447,120	408,563	470,092	kVa	\$	5.8710	\$/kVa	\$	2,625,044	\$ 2,398,672	\$ 2,759,911
	$LTG^1$	164,041	170,778	187,932	kWh	\$	0.008229	\$/kWh	\$	1,350	\$ 1,405	\$ 1,546
									\$	10,474,223	\$ 9,630,954	\$ 9,503,694

# Note(s):

- 1 LTG includes Traffic Lighting only
- 2 Source: Forecast as of December 2022 less Pilot Participants as of December 1, 2022
- 3 Source: Rates Rider NMB, Sheet 119, Effective March 1, 2022
- 4 Calculation: Billing Units x Rate

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

Attachment JL-4 Exhibit C Page 5 of 5

# 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	\$ 25,657,080	\$ 23,174,137	\$ 25,657,080
	CE	507003	\$ 21,249,044	\$ 19,192,684	\$ 21,249,044
	TE	507003	\$ 9,494,032		\$ 9,494,032
	Total		\$ 56,400,156	\$ 50,942,076	\$ 56,400,156
PJM Ancillaries - Sch 2 Reactive	OE CE	507105	\$ 888,000	\$ 802,000	\$ 888,000
	TE	507105 507105	\$ 735,000 \$ 328,000	\$ 664,000 \$ 297,000	\$ 735,000 \$ 328,000
	Total	307 103	\$ 1,951,000	\$ 1,763,000	\$ 1,951,000
Schedule 1A - Scheduling and Dispatch	OE	507502	\$ 193,000	\$ 175,000	\$ 193,000
Constant in the constant grant in the constant	CE	507502	\$ 160,000	\$ 145,000	\$ 160,000
	TE	507502	\$ 72,000	\$ 65,000	\$ 72,000
	Total		\$ 425,000	\$ 385,000	\$ 425,000
Legacy RTEP Expenses	OE	507510	\$ 448,252	\$ 404,873	\$ 448,252
	CE	507510	\$ 371,240	\$ 335,313	\$ 371,240
	TE	507510	\$ 165,869	\$ 149,817	\$ 165,869
	Total		\$ 985,361	\$ 890,004	\$ 985,361
Non-Legacy RTEP Expenses	OE	507509	\$ 1,612,526	\$ 1,456,475	\$ 1,612,526
	CE	507509	\$ 1,335,484	\$ 1,206,244	\$ 1,335,484
	TE	507509	\$ 596,692		\$ 596,692
	Total		\$ 3,544,702	\$ 3,201,666	\$ 3,544,702
Generation Deactivation Charges	OE	507007	\$ -	\$ -	\$ -
	CE	507007	\$ -	\$ -	\$ -
	TE Total	507007	\$ - \$ -	\$ - \$ -	\$ - \$ -
PJM Customer Default	OE	506510	\$ -	\$ -	\$ -
ow Gasterner Belaum	CE	506510	\$ -	\$ -	\$ -
	TE	506510	\$ -	\$ -	\$ -
	Total		\$ -	\$ -	\$ -
Meter Correction	OE	506012	\$ -	\$ -	\$ -
	CE	506012	\$ -	\$ -	\$ -
	TE	506012	\$ - \$ -	\$ -	\$ -
	Total		\$ -	\$ -	\$ -
Emergency Energy	OE OE	506013	\$ -	\$ -	\$ -
	CE TE	506013 506013	\$ -	\$ - \$ -	\$ - \$ -
	Total	300013	\$ - \$ -	\$ -	\$ -
Balancing Operating Reserves, Balancing	OE	507008	\$ 254,000	\$ 254,000	\$ 254,000
Operating Reserve for Load Response	CE	507008	\$ 191,000	\$ 191,000	\$ 191,000
and Reactive Services	TE	507008	\$ 107,000	\$ 107,000	\$ 107,000
	Total		\$ 552,000	\$ 552,000	\$ 552,000
Planning Period Congestion Uplift	OE	570039	\$ -	\$ -	\$ -
	CE	570039	\$ -	\$ -	\$ -
	TE Total	570039	\$ - \$ -	\$ - <b>\$</b> -	\$ - \$ -
Total NMB Expense	OE		\$ 29,052,858	\$ 26,266,485	\$ 29,052,858
	CE 		\$ 24,041,768		\$ 24,041,768
	TE		\$ 10,763,593		\$ 10,763,593
	Total		\$63,858,219	\$57,733,746	\$63,858,219

Cleveland, Ohio P.U.C.O. No. 13 3rd 4th Revised Page 1 of 3

## 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 April 5, 2023 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:

$$NMB = \begin{bmatrix} NMBC - E \\ BU \end{bmatrix} x \begin{bmatrix} 1 \\ 1 - CAT \end{bmatrix}$$

Where:

**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 12-month period beginning no later than 75 days after filing, which will be no later than January 15th of each year.

Effective: April 1, 2025

Filed pursuant to Orders dated August 25, 2010, July 18, 2012, July 1, 2015, March 31, 2016, March 28, 2018, February 27, 2019, and October 23, 2019 in Case Nos. 10-388-EL-SSO, 12-1230-EL-SSO, 15-0648-EL-RDR, 14-1297-EL-SSO, 17-2378-EL-RDR, and 18-1818-EL-RDR, respectively, and [DATE] in Case No. 23-0051301-EL-

RDRSSO, before

Cleveland, Ohio P.U.C.O. No. 13 17<sup>th</sup> Revised Page 2 of 3

# RIDER NMB Non-Market-Based Services Rider

- 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 1 Charges:

For all customers, except those served under rate schedule GS, GP, GSU and GT who have interval or advanced meters, the following NMB1 charges will apply.

RS (all kWhs, per kWh)	<del>2.2093</del> <u>X.XXXX</u> ¢
GS* (per kW of Billing Demand)	\$ <del>5.4481</del> X.XXXX
GP* (per kW of Billing Demand)	\$ <del>6.1459</del> X.XXXX
GSU (per kW of Billing Demand)	\$ <del>6.2109</del> X.XXXX
GT (per kVa of Billing Demand)	\$ <del>3.6161</del> X.XXXX
STL (all kWhs, per kWh)	0.0000 <u>X.XXXX</u> ¢
TRF (all kWhs, per kWh)	<del>1.0651</del> <u>X.XXXX</u> ¢
POL (all kWhs, per kWh)	0.0000 <u>X.XXXX</u> ¢

\* 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.

### NMB 2 Charges:

For all customers served under rate schedule GS, GP, GSU and GT who have interval or advanced meters, the following NMB2 charge will apply: \$X.XXXX per NSPL.

### **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

Filed pursuant to the Orders dated August 25, 2010, July 18, 2012, July 1, 2015, March 31, 2016, March 28, 2018, February 27, 2019, October 23, 2019, and March 22, 2023[DATE], in Case Nos. 1023-301388-EL-SSO, 12 1230-EL-SSO, 15 0648-EL-RDR, 14 1297-EL-SSO, 17 2378-EL-RDR, 18 1818-EL-RDR, and 23 0051-EL-RDR, respectively,

before

The Public Utilities Commission of Ohio

The Cleveland Electric Illuminating Company

Sheet 119

3<sup>rd</sup>-4<sup>th</sup> Revised Page 3 of 3

Effective: April 1, 2025

Cleveland, Ohio P.U.C.O. No. 13

# RIDER NMB Non-Market-Based Services Rider

limited to increases or refunds. Such reconciliation shall be based solely upon the results of audits ordered by the Commission in accordance with the July 18, 2012 Opinion and Order in Case No. 12-1230-EL-SSO, and the March 31, 2016 Opinion and Order in Case No. 14-1297-EL-SSO and upon the Commission's orders in Case No. 18-47-AU-COI.

Filed pursuant to Orders dated August 25, 2010, July 18, 2012, July 1, 2015, March 31, 2016, March 28, 2018, February 27, 2019, and October 23, 2019 in Case Nos. 10-388-EL-SSO, 12-1230-EL-SSO, 15-0648-EL-RDR, 14-1297-EL-SSO, 17-2378-EL-RDR, and 18-1818-EL-RDR, respectively, and [DATE] in Case No. 23-0051301-EL-RDRSSO, before

The Public Utilities Commission of Ohio

Issued by: Samuel L. Belcher, President

Ohio Edison Company

Akron, Ohio P.U.C.O. No. 11 3<sup>rd</sup>-4<sup>th</sup> Revised Page 1 of 3

Sheet 119

### **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 April 5, 2023 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:

Where:

**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 12-month period beginning no later than 75 days after filing, which will be no later than January 15th of each year.

Effective: June April 1, 202516

Ohio Edison Company Sheet 119

Akron, Ohio P.U.C.O. No. 11 47<sup>th</sup> Revised Page 2 of 3

# RIDER NMB Non-Market-Based Services Rider

- 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 1 charges:

For all customers except those served under rate schedule GS, GP, GSU and GT who do not have interval or advanced meters, the following NMB1 charges will apply.

RS (all kWhs, per kWh)	<u>1.8903X.XXXX</u> ¢
GS* (per kW of Billing Demand)	\$4 <del>.1525</del> X.XXXX
GP* (per kW of Billing Demand)	\$ <del>5.0454</del> <u>X.XXXX</u>
GSU (per kVa of Billing Demand)	\$4.2496 <u>X.XXXX</u>
GT (per kVa of Billing Demand)	\$ <del>5.2367</del> X.XXXX
STL (all kWhs, per kWh)	0.0000 <u>X.XXXX</u> ¢
TRF (all kWhs, per kWh)	<u>1.0263X.XXXX</u> ¢
POL (all kWhs, per kWh)	<u>0.0000X.XXXX</u> ¢

<sup>\*</sup> 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.

### NMB 2 charges:

For all customers served under rate schedule GS, GP, GSU and GT who have interval or advanced meters, the following NMB2 charges will apply: \$X.XXXX per NSPL.

### **RIDER UPDATES:**

The charges contained in this Rider shall be updated and reconciled on an annual basis. The Company will file with the PUCO a request for approval of the Rider NMB charges no later than January 15th of each year, which shall become effective on a service rendered basis no later than 75 days after filing, unless otherwise ordered by the Commission. This Rider is subject to reconciliation, including, but not limited to increases or refunds. Such reconciliation shall be based solely upon the results of audits ordered by the Commission in accordance with the July 18, 2012 Opinion and Order in Case No. 12-1230-EL-SSO, and the March 31, 2016 Opinion and Order in Case No. 14-1297-EL-SSO and upon the Commission's orders in Case No. 18-47-AU-COI.

Filed pursuant to the Orders dated [DATE] August 25, 2010, July 18, 2012, July 1, 2015, March 31, 2016, March 28, 2018, February 27, 2019, October 23, 2019, and March 22, 2023 in Case Nos. 2310-388301-EL-SSO, 12-1230-EL-SSO, 15-0648 EL RDR, 14-1297 EL-SSO, 17-2378 EL-RDR, 18-1818 EL-RDR, and 23-0051 EL-RDR, respectively,

before

Effective: April 1, 20232025

Toledo, Ohio P.U.C.O. No. 8 3<sup>rd</sup>-4<sup>th</sup> Revised Page 1 of 3

# 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 April 5, 2023 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:

Where:

**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 12-month period beginning no later than 75 days after filing, which will be no later than January 15th of each year.

Effective: June-April 1, 20162025

Filed pursuant to the Orders dated August 25, 2010, July 18, 2012, July 1, 2015 February 24, 2016 and March 31, 2016[DATE] in Case Nos. 10 38823-301-EL-SSO, 12 1230 EL-SSO, 15 0648 EL-RDR, 15 2035 EL-RDR and 14

1297 EL-SSO, respectively, before

Toledo, Ohio P.U.C.O. No. 8 47<sup>th</sup> - 19<sup>th</sup> Revised Page 2 of 3

# RIDER NMB Non-Market-<u>Based Services Rider</u>

- 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 1 charges:

For all customers except those served under rate schedule GS, GP, GSU and GT who do not have interval or advanced meters, the following NMB1 charges will apply.

RS (all kWhs, per kWh)	<u>2.0125</u> <u>X.XXXX</u> ¢
GS* (per kW of Billing Demand)	\$4.2101 <u>X.XXXX</u>
GP <sup>⋆</sup> (per kW of Billing Demand)	\$ <del>5.0503</del> X.XXXX
GSU (per kVa of Billing Demand)	\$4.2882 <u>X.XXXX</u>
GT (per kVa of Billing Demand)	\$ <del>5.0356</del> X.XXXX
STL (all kWhs, per kWh)	<u>0.0000X.XXXX</u> ¢
TRF (all kWhs, per kWh)	<u>0.9756X.XXXX</u> ¢
POL (all kWhs, per kWh)	<u>0.0000X.XXXX</u> ¢

\* 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.

# NMB 2 charges:

For all customers served under rate schedule GS, GP, GSU and GT who have interval or advanced meters, the following NMB2 charges will apply: \$X.XXXX per NSPL.

# **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-

Filed pursuant to <a href="mailto:the\_">the\_</a> Orders dated August 25, 2010, July 18, 2012, July 1, 2015, March 31, 2016, March 28, 2018, February 27, 2019, and October 23, 2019[DATE] in Case Nos. 1023-388301-EL-SSO, 12-1230-EL-SSO, 15-0648-EL-RDR, 14-1297-EL-SSO, 17-2378-EL-RDR, 18-1818-EL-RDR, respectively, and Case No. 23-0051-EL-RDR

Effective: April 1, 20232025

Sheet 119

Toledo, Ohio P.U.C.O. No. 8 47<sup>th</sup>-19<sup>th</sup> Revised Page 3 of 3

# RIDER NMB Non-Market-Based Services Rider

1230-EL-SSO, and the March 31, 2016 Opinion and Order in Case No. 14-1297-EL-SSO and upon the Commission's orders in Case No. 18-47-AU-COI.

Filed pursuant to <a href="mailto:the\_">the\_</a> Orders dated August 25, 2010, July 18, 2012, July 1, 2015, March 31, 2016, March 28, 2018, February 27, 2019, and October 23, 2019[DATE] in Case Nos. 1023-388301-EL-SSO, 12-1230-EL-SSO, 15-0648-EL-RDR, 14-1297-EL-SSO, 17-2378-EL-RDR, 18-1818-EL-RDR, respectively, and Case No. 23-0051-EL-RDR

Effective: April 1, 20232025