

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. INTRODUCTION AND EXPERIENCE**

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
6 Ohio Edison Company (“OE”), The Cleveland Electric Illuminating Company (“CEI”),
7 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
13 Analyst in the tax department. In August 2018, I transitioned to my role as an Analyst in
14 the Ohio Rates and Regulatory Affairs department until recently transitioning to my new
15 position at the beginning of 2023. I have experience serving as the lead analyst responsible
16 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
18 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 **Q. WHAT ARE THE ATTACHMENTS AND SCHEDULES FOR WHICH YOU ARE**
7 **RESPONSIBLE?**

8 A. I am sponsoring the following items:

- 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
- 14 • Attachment JL-5 – Rider NMB Tariff Sheets.

15

16 **II. STORM COSTS AND RIDER SCR**

17 **Q. PLEASE DESCRIBE THE CURRENT STORM DEFERRAL MECHANISM.**

18 A. The Companies currently have authority to defer actual major storm damage expenses
19 above or below the baseline amounts included in the test year in the Companies’ last base
20 distribution rate case (Case No. 07-551-EL-AIR). The authority for this deferral was
21 originally granted in the Companies’ last base distribution rate case and was later extended
22 through their ESP II (Case No. 10-388-EL-SSO), ESP III (Case No. 12-1230-EL-SSO),
23 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?**

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

1 **Q. WHAT IS THE PURPOSE OF PROPOSED RIDER SCR?**

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

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

8 A. If approved, the initial Rider SCR rates will go into effect June 1, 2024. The revenue
9 requirement for each Company will include amortization of the estimated storm deferral
10 balance as of May 31, 2024, for the period June 1, 2024, through May 31, 2025, with
11 carrying charges/credits on the unamortized storm deferral balance at the current approved
12 cost of long-term debt, and a gross-up for Commercial Activity Tax ("CAT"). Going
13 forward, Rider SCR will be reconciled and updated annually on or about May 1st with rates
14 to go into effect on the following June 1st, unless otherwise ordered by the Commission.
15 The Rider SCR revenue requirement in the annual rider updates will be calculated the same
16 way as the initial Rider SCR rates but will also include the cumulative over or under
17 collected balance of incremental storm expense. For example, the Companies will file their
18 first annual update to Rider SCR on or about May 1, 2025. The Rider SCR revenue
19 requirement will include amortization of the actual May 31, 2024, deferral balance for the
20 period June 1, 2025, through May 31, 2026, with carrying charges/credits on the
21 unamortized balance at the current approved cost of long-term debt, plus the estimated
22 over/under recovered balance of incremental storm expense from June 1, 2024, through
23 May 31, 2025, and a gross-up for CAT. The Rider SCR revenue requirement will be

1 allocated to residential and nonresidential customers based upon revenue allocations from
2 the Companies' last base distribution rate case. Rider SCR will be applied on a per kWh
3 basis for residential and lighting customers, and Rider SCR will be applied on a per billing
4 demand basis for commercial and industrial customers. An example of the proposed
5 revenue requirement and rate design calculations for Rider SCR are included in Attachment
6 JL-1. Also, the proposed Rider SCR tariff sheets are included in Attachment JL-2.

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

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

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

17 A. The Companies would update the applicable inputs to the Rider SCR calculation that are
18 impacted by a base distribution rate case, including the baseline storm expense, the cost of
19 long-term debt, and the base distribution revenue allocations. The annual revenue caps for
20 Rider SCR will also be updated based on the new baseline. For example, if OE's baseline
21 amount increases by \$3 million in the next base rate case, the Rider SCR revenue cap will
22 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.
6 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
11 balances are included in Attachment JL-1. For purposes of these estimates, ongoing
12 incremental storm expenses starting June 1, 2024, are assumed to be equal to the baseline
13 amounts recovered in base distribution rates. For example, the estimated monthly bill
14 impacts to standard residential customers using 750 kWh are -0.1% for OE, 1.2% for CEI,
15 and 0.7% for TE. Additionally, the estimated typical bill impacts of Rider SCR for the
16 term of ESP V are included in the typical bill analysis supported by Companies' Witness
17 Patel.

18 **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
20 the Commission to initiate an audit of Rider SCR covering the prior year's rate. Rider SCR
21 would be subject to reconciliation, including, but not limited to increases or refunds, based
22 upon the results of these annual audits.

1 **Q. HAVE THE COMPANIES IDENTIFIED ANY BENEFITS CUSTOMERS WILL**
2 **REALIZE IF THE STORM DEFERRAL AND RIDER SCR ARE APPROVED?**

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

19
20 **III. NON-MARKET-BASED SERVICES RIDER AND PILOT PROGRAM**

21 **Q. PLEASE DESCRIBE THE CURRENT RIDER NMB.**

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

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

9 **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
16 and approval process before the Commission.

17 **Q. WHAT IS THE RIDER NMB PILOT?**

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

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

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

4 A. Only certain commercial and industrial customers identified at the time the Rider NMB
5 Pilot was approved are eligible to participate. In addition, customers who are not otherwise
6 eligible may file an application with the Commission for permission to participate in the
7 Rider NMB Pilot, at which point the Commission determines if such participation is in the
8 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.¹ The Companies implemented this new process in February 2023.

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

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

¹ See Case No. 21-1205-EL-AEC, Entry (November 2, 2022), ¶¶ 25-27.

1 usage compared to the total energy consumption of all the Companies' customers. Monthly
2 charges under the manual billing option also include a miscellaneous charge for
3 incremental administrative costs of the Companies.

4 **Q. DO THE COMPANIES PROPOSE ANY CHANGES TO RIDER NMB AND THE**
5 **RIDER NMB PILOT?**

6 A. Yes. As set forth in more detail below, the Companies are proposing to modify Rider NMB
7 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?**

18 A. The Companies will update the Rider NMB calculation to include the current list of non-
19 market-based services billing line items, including unaccounted-for energy ("UFE"), as
20 described in the testimony of Companies' Witness Stein. Further, the Companies propose
21 to change the rate design of Rider NMB to better align with how PJM assigns costs by
22 adding a second rate, NMB 2, for commercial and industrial customers who have interval
23 or advanced meters.

1 **Q. HOW DO THE COMPANIES PROPOSE TO CHANGE THE RIDER NMB RATE**
2 **DESIGN IN ESP V?**

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

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

16 A. Yes. For the term of ESP V, the Companies will continue to make annual update filings
17 no later than January 15th, with the rates to be effective within seventy-five (75) days,
18 subject to Commission review. Rider NMB will continue to be subject to reconciliation,
19 including, but not limited to increases or refunds based on the results of these audits. The
20 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
10 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,
12 customers can easily switch between shopping for their generation and returning to the
13 SSO without any impact on Rider NMB. Finally, the Companies expect that this proposed
14 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
16 provider or continue the current manual billing option.

17

18 **IV. CONCLUSION**

19 **Q. DOES THIS CONCLUDE YOUR TESTIMONY?**

20 A. Yes. I reserve the right to supplement my testimony.

Storm Cost Recovery Rider
Estimated Rates Effective June 1, 2024 - May 31, 2025
Case No. 23-301-EL-SSO

<u>Line</u>	<u>Line Item</u>	<u>OE</u>	<u>CEI</u>	<u>TE</u>	<u>Total</u>	<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	\$ 17,000,000	\$ 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	\$ 5,946,231	\$ 29,576,093	Line 11 / (1 - CAT)
(14)						
(15)						
(16)	Allocation Factors	OE	CEI	TE		
(17)	Rate RS	62.45%	47.55%	57.93%		Source: Case No. 07-551-EL-AIR
(18)	Rate GS	27.10%	42.23%	32.13%		Source: Case No. 07-551-EL-AIR
(19)	Rate GP	5.20%	0.63%	4.80%		Source: Case No. 07-551-EL-AIR
(20)	Rate GSU	0.85%	4.06%	0.11%		Source: Case No. 07-551-EL-AIR
(21)	Rate GT	2.19%	0.18%	1.38%		Source: Case No. 07-551-EL-AIR
(22)	Rate STL	1.39%	3.53%	2.91%		Source: Case No. 07-551-EL-AIR
(23)	Rate POL	0.76%	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)						
(27)	Allocation to Rate Schedules	OE	CEI	TE		
(28)	Rate RS	\$ (1,959,375)	\$ 12,727,885	\$ 3,444,652		Line 15 x Line 17
(29)	Rate GS	\$ (850,265)	\$ 11,303,861	\$ 1,910,524		Line 15 x Line 18
(30)	Rate GP	\$ (163,151)	\$ 168,634	\$ 285,419		Line 15 x Line 19
(31)	Rate GSU	\$ (26,669)	\$ 1,086,755	\$ 6,541		Line 15 x Line 20
(32)	Rate GT	\$ (68,711)	\$ 48,181	\$ 82,058		Line 15 x Line 21
(33)	Rate STL	\$ (43,611)	\$ 944,888	\$ 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	CEI	TE		
(49)	Rate RS (\$/kWh)	\$ (0.000208)	\$ 0.002260	\$ 0.001361		Line 28 / Line 39 / 1,000
(50)	Rate GS (\$/kW)	\$ (0.0381)	\$ 0.5868	\$ 0.2928		Line 29 / Line 40 / 1,000
(51)	Rate GP (\$/kW)	\$ (0.0250)	\$ 0.1427	\$ 0.1017		Line 30 / Line 41 / 1,000
(52)	Rate GSU (\$/kW / \$/kVA)	\$ (0.0113)	\$ 0.1404	\$ 0.0277		Line 31 / Line 42 / 1,000
(53)	Rate GT (\$/kVA)	\$ (0.0069)	\$ 0.0086	\$ 0.0070		Line 32 / Line 43 / 1,000
(54)	Rate STL (\$/kWh)	\$ (0.000397)	\$ 0.011634	\$ 0.005499		Line 33 / Line 44 / 1,000
(55)	Rate POL (\$/kWh)	\$ (0.000625)	\$ 0.007929	\$ 0.004206		Line 34 / Line 45 / 1,000
(56)	Rate TRF (\$/kWh)	\$ (0.000140)	\$ 0.000497	\$ 0.001493		Line 35 / Line 46 / 1,000
	<u>Rate RS Bill impacts at 750 kWh</u>					
	Current Bill	\$ 141.64	\$ 141.31	\$ 142.19		Source: Attachment DP-1
	Rider SCR Charge/Credit	\$ (0.16)	\$ 1.69	\$ 1.02		Line 49 * 750
	% Impact	-0.1%	1.2%	0.7%		Rider SCR Charge / Current Bill

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

Line No.	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																
1	Storm Damage Revenues	Sales Report	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	Prior Period Revenue Adjustment		-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Total Revenues Variance	L1 + L2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	CAT Tax	Tax		0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	
5	CAT Amount	L3 x L4		-	-	-	-	-	-	-	-	-	-	-	-	-
6	Revenues Excluding CAT	L3 - L5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Costs																
Storm Damage Costs																
7	Monthly Storm Damage Costs	Energy Delivery	\$ 341,001.12	\$ 76,269.03												\$ 417,270.15
8	Prior Period Storm Damage Costs	Energy Delivery	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Total Monthly Storm Damage Costs After Adj.	L7 + L8	\$ 341,001.12	\$ 76,269.03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 417,270.15
10	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	\$ 417,270.15	\$ 417,270.15
Baseline Amounts																
11	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													\$ 8,021,259.00
12	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	\$ 668,438.25	\$ 8,021,259.00
Storm Damage Costs Over/(Under) Baseline																
13	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)	\$ (668,438.25)	\$ (7,603,988.85)
Calculate Interest																
14	Bal. Subject to Interest before Prior Period Adj.	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)		
15	Prior Period Interest Adjustment		-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	Bal. Subject to Interest after Prior Period Adj.	L14 + L15	\$ (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)		
17	Embedded Cost of Long-Term Debt	ESP IV 6/1/16	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	
18	Monthly Embedded Cost of Long-Term Debt	L17 /12	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	
19	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)		\$ (1,071,683.58)
20	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)		\$ (8,675,672.43)
21	Cumulative Principal Balance	L13 + Prev L21	\$ 7,605,101.29	\$ 7,277,664.16	\$ 6,685,494.94	\$ 6,017,056.69	\$ 5,348,618.44	\$ 4,680,180.19	\$ 4,011,741.94	\$ 3,343,303.69	\$ 2,674,865.44	\$ 2,006,427.19	\$ 1,337,988.94	\$ 669,550.69	\$ 1,112.44	
22	Cumulative Interest Balance	L19 + Prev L22	(19,931,787.76)	(19,999,860.47)	(20,070,810.10)	(20,145,581.56)	(20,224,403.51)	(20,307,298.03)	(20,394,287.32)	(20,485,393.69)	(20,580,639.57)	(20,680,047.53)	(20,783,640.26)	(20,891,440.55)	(21,003,471.34)	
23	Total Cumulative Principal & Interest	L21 + L22	\$ (12,326,686.47)	\$ (12,722,196.31)	\$ (13,385,315.16)	\$ (14,128,524.87)	\$ (14,875,785.07)	\$ (15,627,117.84)	\$ (16,382,545.38)	\$ (17,142,090.00)	\$ (17,905,774.13)	\$ (18,673,620.34)	\$ (19,445,651.32)	\$ (20,221,889.86)	\$ (21,002,358.90)	

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

Line No.	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																
1	Storm Damage Revenues	Sales Report		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	Prior Period Revenue Adjustment			-	-	-	-	-	-	-	-	-	-	-	-	-
3	Total Revenues Variance	L1 + L2		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	CAT Tax	Tax		0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	
5	CAT Amount	L3 x L4		-	-	-	-	-	-	-	-	-	-	-	-	-
6	Revenues Excluding CAT	L3 - L5		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Costs																
Storm Damage Costs																
7	Monthly Storm Damage Costs	Energy Delivery		\$ 243,462.95	\$ 500,341.98											\$ 743,804.93
8	Prior Period Storm Damage Costs	Energy Delivery		-	-	-	-	-	-	-	-	-	-	-	-	-
9	Total Monthly Storm Damage Costs After Adj.	L7 + L8		\$ 243,462.95	\$ 500,341.98	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 743,804.93
10	Cumulative 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	\$ 743,804.93
Baseline Amounts																
11	Annual Baseline from Case No. 07-551-EL-AIR (Based on Test Year - March 07 thru Feb 08)	D Rate Case		\$ 4,896,650.00												\$ 4,896,650.00
12	Monthly 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	\$ 4,896,650.04
Storm Damage Costs Over/(Under) Baseline																
13	Monthly 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)	\$ (4,152,845.11)
Calculate Interest																
14	Bal. Subject to Interest before Prior Period Adj.	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	
15	Prior Period Interest Adjustment			-	-	-	-	-	-	-	-	-	-	-	-	-
16	Bal. 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	
17	Embedded Cost of Long-Term Debt	ESP IV 6/1/16		6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	
18	Monthly Embedded Cost of Long-Term Debt	L17 /12		0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	
19	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	\$ 7,499,918.53
20	Monthly 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	\$ 3,347,073.42
21	Cumulative Principal Balance	L13 + Prev L21		\$ 82,373,252.30	\$ 82,208,661.08	\$ 82,300,948.89	\$ 81,892,894.72	\$ 81,484,840.55	\$ 81,076,786.38	\$ 80,668,732.21	\$ 80,260,678.04	\$ 79,852,623.87	\$ 79,444,569.70	\$ 79,036,515.53	\$ 78,628,461.36	\$ 78,220,407.19
22	Cumulative 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
23	Total Cumulative Principal & Interest	L21 + L22		\$ 113,033,524.09	\$ 113,484,517.07	\$ 114,195,546.98	\$ 114,408,746.59	\$ 114,623,108.14	\$ 114,838,637.96	\$ 115,055,342.42	\$ 115,273,227.92	\$ 115,492,300.89	\$ 115,712,567.81	\$ 115,934,035.19	\$ 116,156,709.56	\$ 116,380,597.51

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

Line No.	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																
1	Storm Damage Revenues	Sales Report	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	Prior Period Revenue Adjustment		-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Total Revenues Variance	L1 + L2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	CAT Tax	Tax	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	0.2600%	
5	CAT Amount	L3 x L4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	Revenues Excluding CAT	L3 - L5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Costs																
Storm Damage Costs																
7	Monthly Storm Damage Costs	Energy Delivery	\$ (127,715.68)	\$ 193,927.54												\$ 66,211.86
8	Prior Period Storm Damage Costs	Energy Delivery	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Total Monthly Storm Damage Costs After Adj.	L7 + L8	\$ (127,715.68)	\$ 193,927.54	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,211.86
10	Cumulative YTD 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	\$ 66,211.86	\$ 66,211.86
Baseline Amounts																
11	Annual Baseline from Case No. 07-551-EL-AIR (Based on Test Year - March 07 thru Feb 08)	D Rate Case	\$ 945,286.00													\$ 945,286.00
12	Monthly Baseline	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	\$ 78,773.83	\$ 945,285.96
Storm Damage Costs Over/(Under) Baseline																
13	Baseline - Principal	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)	\$ (78,773.83)	\$ (879,074.10)
Calculate Interest																
14	Bal. Subject to Interest before Prior Period Adj.	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		
15	Prior Period Interest Adjustment		-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	Bal. Subject 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		
17	Embedded Cost of Long-Term Debt	ESP IV 6/1/16	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	6.5400%	
18	Monthly Embedded Cost of Long-Term Debt	L17 /12	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	0.5450%	
19	Monthly 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		\$ 1,669,046.15
20	Monthly Principal & 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		\$ 789,972.05
21	Cumulative Principal Balance	L13 + Prev L21	\$ 13,397,699.99	\$ 13,191,210.48	\$ 13,306,364.19	\$ 13,227,590.36	\$ 13,148,816.53	\$ 13,070,042.70	\$ 12,991,268.87	\$ 12,912,495.04	\$ 12,833,721.21	\$ 12,754,947.38	\$ 12,676,173.55	\$ 12,597,399.72	\$ 12,518,625.89	
22	Cumulative Interest Balance	L19 + Prev L22	11,787,686.01	11,924,383.68	12,061,577.46	12,199,618.08	12,337,981.71	12,476,670.10	12,615,685.03	12,755,028.27	12,894,701.61	13,034,706.86	13,175,045.82	13,315,720.31	13,456,732.16	
23	Total Cumulative Principal & Interest	L21 + L22	\$ 25,185,386.00	\$ 25,115,594.16	\$ 25,367,941.65	\$ 25,427,208.44	\$ 25,486,798.24	\$ 25,546,712.80	\$ 25,606,953.90	\$ 25,667,523.31	\$ 25,728,422.82	\$ 25,789,654.24	\$ 25,851,219.37	\$ 25,913,120.03	\$ 25,975,358.05	

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 1st 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 1st 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.

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 1st 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 1st 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.

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 1st 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 1st 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.

Storm Cost Recovery Rider
Case No. 23-301-EL-SSO

Attachment JL-3

Storm Baseline									
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	\$ 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	\$ 4,896,650
TE	\$ 945,286	\$ 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	\$ 13,863,195

Storm Expense									
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	\$ 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	\$ 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	\$ 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	\$ 48,931,988

Difference									
OPCO	2016	2017	2018	2019	2020	2021	2022	Max 16-22	Cap
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)

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

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

DEMAND ALLOCATORS EXCLUDING EXPECTED PILOT PARTICIPANTS

LINE NO.	RATE CODE / COMPANY (A)	JUNE PEAK kW (B)	JULY PEAK kW (C)	AUGUST PEAK kW (D)	SEPTEMBER PEAK kW (E)	AVERAGE PEAK kW (F)=SUM(B:E)/4	DEMAND ALLOCATION FACTORS (G)
1							
2	OE						
3	RS	2,498,655	2,098,203	2,478,911	1,768,280	2,211,012	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	TOTAL	<u>5,026,268</u>	<u>4,351,408</u>	<u>4,591,458</u>	<u>3,763,211</u>	<u>4,433,085</u>	<u>100.00%</u>
10							
11	CEI						
12	RS	1,612,552	1,390,832	1,580,812	1,020,220	1,401,104	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	<u>3,910,900</u>	<u>3,568,129</u>	<u>3,564,647</u>	<u>2,655,111</u>	<u>3,424,698</u>	<u>100.00%</u>
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	<u>2,015,573</u>	<u>1,895,616</u>	<u>1,704,420</u>	<u>1,689,092</u>	<u>1,826,176</u>	<u>100.00%</u>

Note(s):

- 1 - * Solely TRF contributes to the coincident peak
- 2 - Demand Allocation Factors based on 2022 Coincident Peaks

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

2023 NSPL

Line		<u>OE</u>	<u>CE</u>	<u>TE</u>
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

Table with columns: 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. Rows include Revenues, NITS & Other FERC/RTO Expenses, Adjusted NITS & Other FERC/RTO Expenses, Recoverable NITS & Other FERC/RTO Expenses, and Calculate Interest.

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

Table with columns: 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. Rows include Revenues (Total Adjusted NMB, CAT Amount), NITS & Other FERC/RTO Expenses (NITS, MISO Exit Fees, etc.), Adjusted NITS & Other FERC/RTO Expenses, and Recoverable NITS & Other FERC/RTO Expenses (Total Adjusted Rider NMB, Monthly Principal Over/Under).

THE CLEVELAND ELECTRIC ILLUMINATING COMPANY (CEI)
Estimated (Over) / Under Collection as of March 31, 2025
Attachment JL-4

Line No.	Description	Source	Actual	FORECAST	FORECAST	FORECAST
			Prior Period Balances	Jan 2025	Feb 2025	Mar 2025
1	Beginning Balance - Regulatory Asset/(Liability) 182155			\$ (9,187,320)	\$ (6,849,213)	\$ (5,570,898)
Revenues						
2	Non-Market Based Rider (NMB) Revenues			\$ 21,716,543	\$ 20,475,410	\$ 20,339,661
3	Total Adjusted NMB Revenues			\$ 21,716,543	\$ 20,475,410	\$ 20,339,661
4	Monthly CAT Amount			\$ 56,463	\$ 53,236	\$ 52,883
5	Total Adjusted CAT Amount			\$ 56,463	\$ 53,236	\$ 52,883
6	NMB Revenues Excluding CAT	L3 - L5		\$ 21,660,080	\$ 20,422,174	\$ 20,286,778
7	NMB Revenue Associated with amortization of Legacy RTEP expenses			\$ -	\$ -	\$ -
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7		\$ 21,660,080	\$ 20,422,174	\$ 20,286,778
NITS & Other FERC/RTO Expenses:						
9	NITS Expenses (507003)	(507003)		\$ 21,249,044	\$ 19,192,684	\$ 21,249,044
10	PJM Integration Costs - exclude from NITS Expenses			\$ -	\$ -	\$ -
11	MISO Exit Fees - exclude from NITS Expense			\$ -	\$ -	\$ -
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)		\$ 735,000	\$ 664,000	\$ 735,000
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)		\$ 160,000	\$ 145,000	\$ 160,000
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	(507513)		\$ -	\$ -	\$ -
15	PJM Integration Expenses (507514)	(507514)		\$ -	\$ -	\$ -
16	MISO Exit Fee Expenses (507515)	(507515)		\$ -	\$ -	\$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)		\$ 371,240	\$ 335,313	\$ 371,240
18	Non-Legacy RTEP Expenses (507509)	(507509)		\$ 1,335,484	\$ 1,206,244	\$ 1,335,484
19	Generation Deactivation Charges (507007)	(507007)		\$ -	\$ -	\$ -
20	Meter Correction (506012)	(506012)		\$ -	\$ -	\$ -
21	Emergency Energy (506013)	(506013)		\$ -	\$ -	\$ -
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)		\$ 191,000	\$ 191,000	\$ 191,000
23	Planning Period Congestion Uplift (570039)	(570039)		\$ -	\$ -	\$ -
24	PJM Customer Default (506510)	(506510)		\$ -	\$ -	\$ -
25	Total NITS & Other FERC/RTO Expenses			\$ 24,041,768	\$ 21,734,242	\$ 24,041,768
Prior Period NITS & Other FERC/RTO Expense Adjustments:						
26	NITS Expenses			\$ -	\$ -	\$ -
27	PJM Integration Costs - exclude from NITS Expenses			\$ -	\$ -	\$ -
28	MISO Exit Fees - exclude from NITS Expense			\$ -	\$ -	\$ -
29	Load Reconciliation for Reactive Services/Sch. 2 (507105)			\$ -	\$ -	\$ -
30	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1			\$ -	\$ -	\$ -
31	MTEP Expenses			\$ -	\$ -	\$ -
32	PJM Integration Expenses			\$ -	\$ -	\$ -
33	MISO Exit Fee Expenses			\$ -	\$ -	\$ -
34	Legacy RTEP Expenses			\$ -	\$ -	\$ -
35	Non-Legacy RTEP Expenses			\$ -	\$ -	\$ -
36	Generation Deactivation Charges			\$ -	\$ -	\$ -
37	Meter Correction			\$ -	\$ -	\$ -
38	Emergency Energy			\$ -	\$ -	\$ -
39	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services			\$ -	\$ -	\$ -
40	Planning Period Congestion Uplift			\$ -	\$ -	\$ -
41	PJM Customer Default			\$ -	\$ -	\$ -
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments			\$ -	\$ -	\$ -
Adjusted NITS & Other FERC/RTO Expenses:						
43	NITS Expenses	L9 + L26		\$ 21,249,044	\$ 19,192,684	\$ 21,249,044
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27		\$ -	\$ -	\$ -
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28		\$ -	\$ -	\$ -
46	Load Reconciliation for Reactive Services/Sch. 2 (507105)	L12 + L29		\$ 735,000	\$ 664,000	\$ 735,000
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30		\$ 160,000	\$ 145,000	\$ 160,000
48	MTEP Expenses	L14 + L31		\$ -	\$ -	\$ -
49	PJM Integration Expenses	L15 + L32		\$ -	\$ -	\$ -
50	MISO Exit Fee Expenses	L16 + L33		\$ -	\$ -	\$ -
51	Legacy RTEP Expenses	L17 + L34		\$ 371,240	\$ 335,313	\$ 371,240
52	Non-Legacy RTEP Expenses	L18 + L35		\$ 1,335,484	\$ 1,206,244	\$ 1,335,484
53	Generation Deactivation Charges	L19 + L36		\$ -	\$ -	\$ -
54	Meter Correction	L20 + L37		\$ -	\$ -	\$ -
55	Emergency Energy	L21 + L38		\$ -	\$ -	\$ -
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39		\$ 191,000	\$ 191,000	\$ 191,000
57	Planning Period Congestion Uplift	L23 + L40		\$ -	\$ -	\$ -
58	PJM Customer Default	L24 + L41		\$ -	\$ -	\$ -
59	Total Adjusted NITS & Other FERC/RTO Expenses	SUM (L43-L58)		\$ 24,041,768	\$ 21,734,242	\$ 24,041,768
Recoverable NITS & Other FERC/RTO Expenses:						
60	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	\$ 1,312,068	\$ 3,754,990
Calculate Interest						
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)	\$ (33,753)	\$ (20,129)
65	Monthly Deferral Over/(Under)			\$ (2,338,107)	\$ (1,278,315)	\$ (3,734,861)
66	Cumulative NMB Principal Balance		\$ (9,016,445)	\$ (6,634,758)	\$ (5,322,690)	\$ (1,567,700)
67	Cumulative NMB Interest Balance		\$ (170,874)	\$ (214,455)	\$ (248,208)	\$ (268,337)
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1		\$ (9,187,320)	\$ (6,849,213)	\$ (5,570,898)

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

Line No.	Description	Source	Actual	FORECAST	FORECAST	FORECAST
			Prior Period Balances	Jan 2025	Feb 2025	Mar 2025
1	Beginning Balance - Regulatory Asset/(Liability) 182155			\$ (6,440,259)	\$ (6,157,892)	\$ (6,064,000)
Revenues						
2	Non-Market Based Rider (NMB) Revenues			\$ 10,474,223	\$ 9,630,954	\$ 9,503,694
3	Total Adjusted NMB Revenues			\$ 10,474,223	\$ 9,630,954	\$ 9,503,694
4	Monthly CAT Amount			\$ 27,233	\$ 25,040	\$ 24,710
5	Total Adjusted CAT Amount			\$ 27,233	\$ 25,040	\$ 24,710
6	NMB Revenues Excluding CAT	L3 - L5		\$ 10,446,990	\$ 9,605,914	\$ 9,478,984
7	NMB Revenue Associated with amortization of Legacy RTEP expenses			\$ -	\$ -	\$ -
8	Net NMB Revenue for Recovery of Current NITS & Other FERC/RTO Expenses	L6 - L7		\$ 10,446,990	\$ 9,605,914	\$ 9,478,984
NITS & Other FERC/RTO Expenses:						
9	NITS Expenses (507003)	(507003)		\$ 9,494,032	\$ 8,575,255	\$ 9,494,032
10	PJM Integration Costs - exclude from NITS Expenses			\$ -	\$ -	\$ -
11	MISO Exit Fees - exclude from NITS Expense			\$ -	\$ -	\$ -
12	Load Reconciliation for Reactive Services/Sch. 2 (507105)	(507105)		\$ 328,000	\$ 297,000	\$ 328,000
13	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1 (507502)	(507502)		\$ 72,000	\$ 65,000	\$ 72,000
14	Midwest Independent Transmission System Operator, Inc. (MISO) Transmission Expansion Plan (MTEP) Expenses	(507513)		\$ -	\$ -	\$ -
15	PJM Integration Expenses (507514)	(507514)		\$ -	\$ -	\$ -
16	MISO Exit Fee Expenses (507515)	(507515)		\$ -	\$ -	\$ -
17	Legacy Regional Transmission Expansion Plan (RTEP) Expenses (507510)	(507510)		\$ 165,869	\$ 149,817	\$ 165,869
18	Non-Legacy RTEP Expenses (507509)	(507509)		\$ 596,692	\$ 538,947	\$ 596,692
19	Generation Deactivation Charges (507007)	(507007)		\$ -	\$ -	\$ -
20	Meter Correction (506012)	(506012)		\$ -	\$ -	\$ -
21	Emergency Energy (506013)	(506013)		\$ -	\$ -	\$ -
22	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services (507008)	(507008)		\$ 107,000	\$ 107,000	\$ 107,000
23	Planning Period Congestion Uplift (570039)	(570039)		\$ -	\$ -	\$ -
24	PJM Customer Default (506510)	(506510)		\$ -	\$ -	\$ -
25	Total NITS & Other FERC/RTO Expenses			\$ 10,763,593	\$ 9,733,020	\$ 10,763,593
Prior Period NITS & Other FERC/RTO Expense Adjustments:						
26	NITS Expenses			\$ -	\$ -	\$ -
27	PJM Integration Costs - exclude from NITS Expenses			\$ -	\$ -	\$ -
28	MISO Exit Fees - exclude from NITS Expense			\$ -	\$ -	\$ -
29	Load Reconciliation for Reactive Services/Sch. 2 (507105)			\$ -	\$ -	\$ -
30	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1			\$ -	\$ -	\$ -
31	MTEP Expenses			\$ -	\$ -	\$ -
32	PJM Integration Expenses			\$ -	\$ -	\$ -
33	MISO Exit Fee Expenses			\$ -	\$ -	\$ -
34	Legacy RTEP Expenses			\$ -	\$ -	\$ -
35	Non-Legacy RTEP Expenses			\$ -	\$ -	\$ -
36	Generation Deactivation Charges			\$ -	\$ -	\$ -
37	Meter Correction			\$ -	\$ -	\$ -
38	Emergency Energy			\$ -	\$ -	\$ -
39	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services			\$ -	\$ -	\$ -
40	Planning Period Congestion Uplift			\$ -	\$ -	\$ -
41	PJM Customer Default			\$ -	\$ -	\$ -
42	Total Prior Period NITS & Other FERC/RTO Expense Adjustments			\$ -	\$ -	\$ -
Adjusted NITS & Other FERC/RTO Expenses:						
43	NITS Expenses	L9 + L26		\$ 9,494,032	\$ 8,575,255	\$ 9,494,032
44	PJM Integration Costs - exclude from NITS Expenses	L10 + L27		\$ -	\$ -	\$ -
45	MISO Exit Fees - exclude from NITS Expense	L11 + L28		\$ -	\$ -	\$ -
46	Load Reconciliation for Reactive Services/Sch. 2 (507105)	L12 + L29		\$ 328,000	\$ 297,000	\$ 328,000
47	Load Reconciliation for Transmission Owner Scheduling, System Control & Dispatch Service/Sch. 1	L13 + L30		\$ 72,000	\$ 65,000	\$ 72,000
48	MTEP Expenses	L14 + L31		\$ -	\$ -	\$ -
49	PJM Integration Expenses	L15 + L32		\$ -	\$ -	\$ -
50	MISO Exit Fee Expenses	L16 + L33		\$ -	\$ -	\$ -
51	Legacy RTEP Expenses	L17 + L34		\$ 165,869	\$ 149,817	\$ 165,869
52	Non-Legacy RTEP Expenses	L18 + L35		\$ 596,692	\$ 538,947	\$ 596,692
53	Generation Deactivation Charges	L19 + L36		\$ -	\$ -	\$ -
54	Meter Correction	L20 + L37		\$ -	\$ -	\$ -
55	Emergency Energy	L21 + L38		\$ -	\$ -	\$ -
56	Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	L22 + L39		\$ 107,000	\$ 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	\$ 10,763,593
Recoverable NITS & Other FERC/RTO Expenses:						
60	Total Adjusted Rider NMB Monthly Recoverable Expenses	L59		\$ 10,763,593	\$ 9,733,020	\$ 10,763,593
61	Monthly Principal Over/(Under)	L60 - L8		\$ 316,603	\$ 127,106	\$ 1,284,609
Calculate Interest						
62	Balance Subject to Interest			\$ (6,281,957)	\$ (6,094,339)	\$ (5,421,695)
63	Prio Period Interest Adjustment			\$ -	\$ -	\$ -
64	Monthly Interest Over/(Under)			\$ (34,237)	\$ (33,214)	\$ (29,548)
65	Monthly Deferral Over/(Under)			\$ (282,367)	\$ (93,892)	\$ (1,255,061)
66	Cumulative NMB Principal Balance		\$ (5,512,760)	\$ (5,196,157)	\$ (5,069,051)	\$ (3,784,442)
67	Cumulative NMB Interest Balance		\$ (927,499)	\$ (961,735)	\$ (994,949)	\$ (1,024,498)
68	Deferral Ending Balance - Regulatory Asset/(Liability) 182155	-L65 + L1		\$ (6,440,259)	\$ (6,157,892)	\$ (6,064,000)

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

						Jan 2025 - Mar 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 ¹	1,215,773	1,161,801	1,138,094	kWh	\$ 0.010022	\$/kWh	\$ 12,184	\$ 11,644	\$ 11,406
								\$ 29,773,994	\$ 27,436,759	\$ 26,949,938
CEI	RS	549,778,522	467,089,329	455,381,797	kWh	\$ 0.018944	\$/kWh	\$ 10,415,004	\$ 8,848,540	\$ 8,626,753
	GS	1,499,277	1,542,716	1,568,550	kW	\$ 4.6850	\$/kW	\$ 7,024,113	\$ 7,227,625	\$ 7,348,655
	GP	70,146	69,738	68,133	kW	\$ 6.5365	\$/kW	\$ 458,511	\$ 455,842	\$ 445,349
	GSU	495,427	556,301	500,373	kW	\$ 5.9650	\$/kW	\$ 2,955,221	\$ 3,318,335	\$ 2,984,724
	GT	262,904	189,618	285,095	kVa	\$ 3.2322	\$/kVa	\$ 849,757	\$ 612,884	\$ 921,485
	LTG ¹	1,491,711	1,304,038	1,358,784	kWh	\$ 0.009343	\$/kWh	\$ 13,937	\$ 12,184	\$ 12,695
								\$ 21,716,543	\$ 20,475,410	\$ 20,339,661
TE	RS	262,522,848	214,971,787	196,748,743	kWh	\$ 0.018322	\$/kWh	\$ 4,809,944	\$ 3,938,713	\$ 3,604,830
	GS	510,436	523,886	532,700	kW	\$ 4.0094	\$/kW	\$ 2,046,543	\$ 2,100,469	\$ 2,135,806
	GP	205,036	245,468	205,499	kW	\$ 4.7044	\$/kW	\$ 964,571	\$ 1,154,781	\$ 966,750
	GSU	4,979	6,866	6,482	kVa	\$ 5.3764	\$/kVa	\$ 26,771	\$ 36,914	\$ 34,851
	GT	447,120	408,563	470,092	kVa	\$ 5.8710	\$/kVa	\$ 2,625,044	\$ 2,398,672	\$ 2,759,911
	LTG ¹	164,041	170,778	187,932	kWh	\$ 0.008229	\$/kWh	\$ 1,350	\$ 1,405	\$ 1,546
								\$ 10,474,223	\$ 9,630,954	\$ 9,503,694

Note(s):

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

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

Expenses	Company	G/L Account	Jan-25	Feb-25	Mar-25
PJM Network Service	OE	507003	\$ 25,657,080	\$ 23,174,137	\$ 25,657,080
	CE	507003	\$ 21,249,044	\$ 19,192,684	\$ 21,249,044
	TE	507003	\$ 9,494,032	\$ 8,575,255	\$ 9,494,032
	Total		\$ 56,400,156	\$ 50,942,076	\$ 56,400,156
PJM Ancillaries - Sch 2 Reactive	OE	507105	\$ 888,000	\$ 802,000	\$ 888,000
	CE	507105	\$ 735,000	\$ 664,000	\$ 735,000
	TE	507105	\$ 328,000	\$ 297,000	\$ 328,000
	Total		\$ 1,951,000	\$ 1,763,000	\$ 1,951,000
Schedule 1A - Scheduling and Dispatch	OE	507502	\$ 193,000	\$ 175,000	\$ 193,000
	CE	507502	\$ 160,000	\$ 145,000	\$ 160,000
	TE	507502	\$ 72,000	\$ 65,000	\$ 72,000
	Total		\$ 425,000	\$ 385,000	\$ 425,000
Legacy RTEP Expenses	OE	507510	\$ 448,252	\$ 404,873	\$ 448,252
	CE	507510	\$ 371,240	\$ 335,313	\$ 371,240
	TE	507510	\$ 165,869	\$ 149,817	\$ 165,869
	Total		\$ 985,361	\$ 890,004	\$ 985,361
Non-Legacy RTEP Expenses	OE	507509	\$ 1,612,526	\$ 1,456,475	\$ 1,612,526
	CE	507509	\$ 1,335,484	\$ 1,206,244	\$ 1,335,484
	TE	507509	\$ 596,692	\$ 538,947	\$ 596,692
	Total		\$ 3,544,702	\$ 3,201,666	\$ 3,544,702
Generation Deactivation Charges	OE	507007	\$ -	\$ -	\$ -
	CE	507007	\$ -	\$ -	\$ -
	TE	507007	\$ -	\$ -	\$ -
	Total		\$ -	\$ -	\$ -
PJM Customer Default	OE	506510	\$ -	\$ -	\$ -
	CE	506510	\$ -	\$ -	\$ -
	TE	506510	\$ -	\$ -	\$ -
	Total		\$ -	\$ -	\$ -
Meter Correction	OE	506012	\$ -	\$ -	\$ -
	CE	506012	\$ -	\$ -	\$ -
	TE	506012	\$ -	\$ -	\$ -
	Total		\$ -	\$ -	\$ -
Emergency Energy	OE	506013	\$ -	\$ -	\$ -
	CE	506013	\$ -	\$ -	\$ -
	TE	506013	\$ -	\$ -	\$ -
	Total		\$ -	\$ -	\$ -
Balancing Operating Reserves, Balancing Operating Reserve for Load Response and Reactive Services	OE	507008	\$ 254,000	\$ 254,000	\$ 254,000
	CE	507008	\$ 191,000	\$ 191,000	\$ 191,000
	TE	507008	\$ 107,000	\$ 107,000	\$ 107,000
	Total		\$ 552,000	\$ 552,000	\$ 552,000
Planning Period Congestion Uplift	OE	570039	\$ -	\$ -	\$ -
	CE	570039	\$ -	\$ -	\$ -
	TE	570039	\$ -	\$ -	\$ -
	Total		\$ -	\$ -	\$ -
Total NMB Expense	OE		\$ 29,052,858	\$ 26,266,485	\$ 29,052,858
	CE		\$ 24,041,768	\$ 21,734,242	\$ 24,041,768
	TE		\$ 10,763,593	\$ 9,733,020	\$ 10,763,593
	Total		\$63,858,219	\$57,733,746	\$63,858,219

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:

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

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.

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. 23-0054301-EL-RDRSSO, before

The Public Utilities Commission of Ohio

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

- * 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

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. 23-0054301-EL-RDRSSO, before

The Public Utilities Commission of Ohio

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:

$$\text{NMB} = \frac{\text{NMBC} - \text{E}}{\text{BU}} \times \frac{1}{1 - \text{CAT}}$$

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.

Filed pursuant to ~~the Orders~~ dated ~~[DATE]~~ August 25, 2010, July 18, 2012, July 1, 2015 February 24, 2016 and March 31, 2016 in Case Nos. ~~2310-388301-EL-SSO, 12-1230-EL-SSO, 15-0648-EL-RDR, 15-2035-EL-RDR and 14-1497-EL-SSO~~, respectively, before

The Public Utilities Commission of Ohio

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)	1.8903X.XXXX ¢
GS* (per kW of Billing Demand)	\$4.1525X.XXXX
GP* (per kW of Billing Demand)	\$5.0454X.XXXX
GSU (per kVa of Billing Demand)	\$4.2496X.XXXX
GT (per kVa of Billing Demand)	\$5.2367X.XXXX
STL (all kWhs, per kWh)	0.0000X.XXXX ¢
TRF (all kWhs, per kWh)	1.0263X.XXXX ¢
POL (all kWhs, per kWh)	0.0000X.XXXX ¢

- * 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

The Public Utilities Commission of Ohio

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:

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

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.

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. ~~40-38823-301-EL-SSO, 12-1230-EL-SSO, 15-0648-EL-RDR, 15-2035-EL-RDR and 14-1297-EL-SSO~~, respectively, before

The Public Utilities Commission of Ohio

Issued by: ~~Steven E. Strah~~, President

Effective: ~~June~~ April 1, 2016 ~~2025~~

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

- * 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 ~~the 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~~

before

The Public Utilities Commission of Ohio

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 the 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~~

before

The Public Utilities Commission of Ohio

Issued by: ~~Samuel L. Belcher~~, President

Effective: April 1, ~~2023~~2025